

# **TOWN PLANNING BOARD**

**TPB Paper No. 10816**  
**For Consideration by the**  
**Town Planning Board on 11.3.2022**

**DRAFT TAI PO OUTLINE ZONING PLAN NO. S/TP/29**

**CONSIDERATION OF**  
**REPRESENTATIONS NO. TPB/R/S/TP/29-R1 TO R171**  
**AND COMMENT NO. TPB/R/S/TP/29-C1**

**DRAFT TAI PO OUTLINE ZONING PLAN NO. S/TP/29  
CONSIDERATION OF REPRESENTATIONS NO. R1 TO R171  
AND COMMENT NO. C1**

Subject of Representations (Amendment Items)	Representers (No. TPB/R/S/TP/29-)	Commenter (No. TPB/R/S/TP/29-)
<p><b><u>Item A:</u></b> Rezoning of a site at To Yuen Tung, Ma Wo Road from “Green Belt” (“GB”) to “Residential (Group A)10” (“R(A)10”)</p> <p><b><u>Items B1 and B2:</u></b> Rezoning of the northern portion and the southern portion of a site at Yau King Lane from “Residential (Group C)10” (“R(C)10”) to “Residential (Group B)11” (“R(B)11”) and “Residential (Group B)12” (“R(B)12”) respectively</p>	<p><b><u>Total: 171</u></b></p> <p><b><u>Support (2):</u></b></p> <p><u>Support Item A</u> <b>R1:</b> Individual</p> <p><u>Support Items B1 &amp; B2</u> <b>R2:</b> Ford World Development Limited</p> <p><b><u>Oppose (166):</u></b></p> <p><u>Oppose Item A (86)</u> <b>R3:</b> The Conservancy Association <b>R4:</b> Kadoorie Farm &amp; Botanic Garden Corporation <b>R5:</b> 毛家俊議員辦事處 (<i>Office of Mr. MO Ka-chun, Patrick, Chairman of Tai Po District Council</i>) <b>R6 to R88:</b> Individuals</p> <p><u>Oppose Items B1 &amp; B2 (73)</u> <b>R89 to R161:</b> Individuals</p> <p><u>Oppose All Items (7)</u> <b>R162 to R168:</b> Individuals</p> <p><b><u>Oppose and Providing Views (1):</u></b></p> <p><u>Oppose Item A and Providing Views on Items B1 &amp; B2</u> <b>R169:</b> Individual</p> <p><b><u>Providing Views (2):</u></b></p> <p><u>Providing Views on Item A</u> <b>R170:</b> The Hong Kong and China Gas Company Limited</p> <p><u>Providing Views on Items B1 &amp; B2</u> <b>R171:</b> MTR Corporation Limited (MTRCL)</p>	<p><b><u>Total: 1</u></b></p> <p><b><u>Oppose and Providing Views (1):</u></b></p> <p><u>Oppose Item A and Providing Views on Items B1 &amp; B2</u> <b>C1:</b> Individual (also <b>R169</b>)</p>

## 1. **INTRODUCTION**

- 1.1 On 17.9.2021, the draft Tai Po Outline Zoning Plan No. S/TP/29 (the draft OZP) (**Annex I**) was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The Schedule of Amendments setting out the amendments is at **Annex II** and the locations of the amendment items are shown on **Plans H-1a and H-1b**.
- 1.2 During the two-month statutory exhibition period, a total of 171 valid representations were received<sup>1</sup>. On 10.12.2021, the representations were published for 3 weeks for public comments. Upon expiry of the three-week exhibition period, one valid comment on the representations was received.
- 1.3 On 21.1.2022, the Town Planning Board (the Board) agreed to consider all the representations and comment collectively in one group.
- 1.4 This Paper is to provide the Board with information for consideration of the representations and comment. The list of representers and commenter are at **Annex III**<sup>2</sup>. A summary of the representations and comment and the Government's responses are at **Annex IV**. The representation sites are shown on **Plans H-1a, H-1b, H-2a, H-2b, H-3a and H-3b**. The representers and commenter have been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

## 2. **BACKGROUND**

### *Proposed Public Housing Development at To Yuen Tung, Ma Wo Road (Item A)*

- 2.1 The 2021 Policy Address has reaffirmed the importance to meet Hong Kong people's housing needs, and pointed out that the core of the housing problem in Hong Kong lies in the shortage of land for housing development. The Government will continue to adopt a multi-pronged land supply strategy as recommended by the Task Force on Land Supply (TFLS) following an extensive public engagement. Whilst the Government will press ahead with the eight land supply options 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. Amongst others, various land use reviews are conducted on an on-going basis, including reviews on "GB" sites.

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<sup>1</sup> A total of 177 representations were received during the two-month statutory exhibition period. On 21.1.2022, the Board agreed to disregard six representations with the required identity information missing pursuant to sections 6(2) and 6(3) of the Ordinance.

<sup>2</sup> The names of all representers and commenter are attached at **Annex III**. Soft copy of their submissions is sent to the Board Members via electronic means; and is also available for public inspection at the Board's website at [https://www.info.gov.hk/tpb/en/plan\\_making/S\\_TP\\_29.html](https://www.info.gov.hk/tpb/en/plan_making/S_TP_29.html) and the Planning Enquiry Counters of the Planning Department in North Point and Sha Tin. A set of hard copy is deposited at the Board's Secretariat for Members' inspection.

- 2.2 To meet the pressing need for housing land supply, a “GB” site at To Yuen Tung, Ma Wo Road in Area 6, Tai Po (**Plans H-1a, H-2a, H-3a and H-4a**) has been identified for public housing development (**Item A**). An Engineering Feasibility Study (EFS) with technical assessments on the potential traffic, environmental, visual, air ventilation, landscape, ecology, drainage, sewerage, water supply, natural terrain hazards, geological, quantitative risk, utilities and other aspects has been conducted by the Civil Engineering and Development Department (CEDD). The EFS has concluded that there is no insurmountable technical problem for the proposed housing development. It is estimated that the proposed housing development would provide a total of about 2,400 public housing units to accommodate about 6,480 people.

*Proposed Housing Development at Yau King Lane (Items B1 and B2)*

- 2.3 On 11.6.2021, the Rural and New Town Planning Committee (RNTPC) of the Board considered a section 12A application (No. Y/TP/28) submitted by Ford World Development Limited for rezoning of a site at Yau King Lane near Tsiu Hang in Area 39, Tai Po from “R(C)10” to “R(B)” sub-zone to increase the development intensity from PR of 1.2 to 3.6 for residential development providing a total of about 2,198 flats. The applicant also proposed social welfare facilities and public vehicle park at the application site. The RNTPC agreed to the s.12A application by rezoning the site to “R(B)11” (**Item B1**) and “R(B)12” (**Item B2**) stipulated with a maximum GFA of 50,981m<sup>2</sup> and 80,217m<sup>2</sup> for the northern and southern portions of the site respectively, which is equivalent to a PR of 3.6 (**Plans H-1b, H-2b, H-3b and H-4b**).<sup>3</sup>

*Amendments to the Notes of the OZP*

- 2.4 Opportunity was also taken to revise the Notes of the OZP to incorporate the amendment to the Master Schedule of Notes to Statutory Plans (MSN) agreed by the Board in 2018, i.e. deleting ‘Market’ use and subsuming it under ‘Shop and Services’ use.

*Consideration of Proposed Amendments*

- 2.5 On 27.8.2021, the RNTPC agreed that the proposed amendments to the approved Tai Po OZP No. S/TP/28 were suitable for exhibition under section 5 of the Ordinance for public inspection. The relevant RNTPC Paper No. 7/21 is available at the Board’s website and the Secretariat for Members’ inspection, while the extract of the minutes of the RNTPC meeting is at **Annex V**. The draft OZP No. S/TP/29 was subsequently gazetted on 17.9.2021.

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<sup>3</sup> The relevant RNTPC Paper and minutes of the RNTPC meeting are available at the Board’s website at [https://www.info.gov.hk/tpb/en/meetings/RNTPC/Agenda/673\\_rnt\\_agenda.html](https://www.info.gov.hk/tpb/en/meetings/RNTPC/Agenda/673_rnt_agenda.html) and [https://www.info.gov.hk/tpb/en/meetings/RNTPC/Minutes/m673rnt\\_e.pdf](https://www.info.gov.hk/tpb/en/meetings/RNTPC/Minutes/m673rnt_e.pdf) respectively.

### **3. LOCAL CONSULTATION**

#### **Prior to Submission of the Proposed Amendments to RNTPC**

- 3.1 On 20.7.2021 and 27.7.2021, the Planning, Housing and Works Committee (PHWC) of the Tai Po District Council (TPDC) and the Tai Po Rural Committee (TPRC) were consulted respectively regarding the findings of the EFS for the housing development at To Yuen Tung and the proposed amendments to the OZP.
- 3.2 The PHWC members raised concerns on Item A including tree felling, potential impacts on traffic, visual and environmental aspects, provision of government, institution and community (GIC) and supporting facilities, the need for the proposed school, and compensation of the affectees. Regarding Items B1 and B2, their major concerns were on traffic impact and inadequate provision of retail and parking facilities in the locality. The PHWC passed a motion objecting to Item A on the grounds of insufficient local consultation.
- 3.3 While the TPRC members were generally in support of the proposed public housing development under Item A, in addition to the similar views expressed by the PHWC members, they also raised concerns on building design and compensation arrangements for existing village settlements and graves.
- 3.4 Besides, a letter was received from the Vice-chairman of Tai Po South Area Committee (TPSAC) on 19.8.2021 which presented the results of questionnaires collected from the nearby local residents expressing concerns on the potential impacts of the proposed development under Item A.
- 3.5 In response to the motion passed by PHWC and TPSAC's letter of 19.8.2021, DEVB issued a letter on 23.8.2021 explaining the Government's stance and addressing their concerns. The views and comments mentioned in paragraphs 3.2 to 3.4 above had been incorporated into the RNTPC Paper No. 7/21 for RNTPC's consideration of the proposed amendments to the approved OZP on 27.8.2021.

#### **Upon Gazettal of the Draft OZP**

- 3.6 On 17.9.2021, the draft OZP was gazetted for public inspection under section 5 of the Ordinance. TPDC members, TPRC and TPSAC were also notified on the same date that members of the public can submit representations on the amendments in writing to the Secretary of the Board during the exhibition period of the draft OZP.
- 3.7 On 18.10.2021, PlanD received a letter from the Chairman of TPSAC expressing their views on the proposed development under Item A for PlanD's consideration. The letter from the Chairman of TPSAC with extract of the minutes of TPSAC is attached at **Annex VI** for Members' reference. In gist, TPSAC members raised their concerns on the impacts of the public housing development under Item A to the surrounding areas on traffic, noise and the provision of car parking, community and recreational facilities aspects. They also suggested to provide footbridge connection between the Item A site and the railway station.

#### 4. THE REPRESENTATION SITES AND THEIR SURROUNDING AREAS

##### 4.1 The Representation Sites and their Surrounding Areas

###### *Representation Site under Item A (Plans H-1a, H-2a, H-3a and H-4a)*

- 4.1.1 Item A site (about 3.87 hectares (ha)) mainly comprises government land with about 0.2 ha of private lots (about 5%). It has a sloping terrain mostly covered by vegetation. There are some platforms at levels varying from 21mPD to 35mPD and a few existing village settlements, temporary structures and scattered graves/Kam Taps are found. According to the pre-clearance survey conducted by the Lands Department (LandsD) upon gazettal of the draft OZP, 19 affectees and nine domestic structures were found on Item A site.
- 4.1.2 It is bounded by Ma Wo Road and Tat Wan Road to the north and east. To the west and northwest are private residential developments zoned “Residential (Group B)” (“R(B)”) and its sub-areas subject to building height restrictions (BHRs) of 8 to 13 storeys. To the north across Ma Wo Road is an extensive area zoned “Government, Institution or Community” (“G/IC”) subject to BHRs ranging from one to eight storeys, which is currently occupied by two schools, a local open space, and temporary open-air car parks reserved for the development of a sports centre and other GIC uses. To the east across Tat Wan Road is a cluster of public housing developments under the zoning of “Residential (Group A)” (“R(A)”) subject to a BHR of 110mPD. To the immediate southeast is a densely vegetated knoll with mature trees and trees of conservation interest (i.e. *Aquilaria sinensis* (土沉香)) as well as graves. A minor portion of the knoll falls within the village ‘environs’ of Ha Wun Yiu village. To the south is the Tolo Highway.

###### *Proposed Housing Development at To Yuen Tung, Ma Wo Road*

- 4.1.3 The Item A site is zoned “R(A)10” with maximum plot ratio (PR) of 6.8 and maximum building height (BH) of 135mPD. A conceptual layout plan is at **Drawing H-1** and the photomontages are at **Drawings H-2a to H-2d**. The development parameters of the proposed housing development are as follows:

<b>Site Area</b>	about 3.87 ha
<b>Maximum PR<sup>4</sup></b>	6.8
<b>Maximum BH</b>	135mPD
<b>Estimated No. of Flats</b>	2,400
<b>Estimated Population</b>	6,480
<b>Proposed No. of Residential Blocks</b>	3

<sup>4</sup> The maximum PR 6.8 includes domestic PR 6.5 and non-domestic PR 0.3. PR calculation will be based on Net Site Area of about 1.5ha which excludes the adjoining public roads and footpaths, slopes and area reserved for primary school, and is subject to change at the detailed design stage.

<b>Supporting Facilities</b>	<ul style="list-style-type: none"> <li>- Social Welfare Facilities<sup>5</sup> (including elderly, child care and rehabilitation facilities)</li> <li>- Retail Facilities</li> <li>- Kindergarten</li> <li>- Ancillary Carpark</li> <li>- 18-classroom Primary School</li> </ul>
<b>Tentative Completion Date</b>	2032/33

***Representation Sites under Items B1 and B2 (Plans H-1b, H-2b, H-3b and H-4b)***

- 4.1.4 The Item B1 site is zoned “R(B)11” subject to a maximum GFA of 50,981m<sup>2</sup> and a maximum BH of 55mPD; and the Item B2 site is zoned “R(B)12” subject to a maximum GFA of 80,217m<sup>2</sup> and a maximum BH of 65mPD. The Items B1 and B2 sites (about 3.64 ha) are located to the west of the Education University of Hong Kong (EdUHK)’s sports centre and to the east of a residential development namely Deerhill Bay.

***Proposed Housing Development at Yau King Lane***

- 4.1.5 According to the indicative scheme submitted under the section 12A application (No. Y/TP/28), the proposed residential development at Item B1 site would accommodate three residential towers ranging from 14 to 15 storeys to provide 912 flats, and Item B2 site would accommodate six residential towers ranging from 10 to 18 storeys to provide 1,286 flats (**Drawing H-4**). Social welfare facilities and basement public vehicle parks are also proposed at the sites under Items B1 and B2. The major development parameters of the Items B1 and B2 sites, as per the indicative scheme under the approved rezoning application, are as follows:

	<b>“R(B)11” (Item B1 Site)</b>	<b>“R(B)12” (Item B2 Site)</b>
<b>Site Area</b>	about 14,161 m <sup>2</sup>	about 22,283 m <sup>2</sup>
<b>Total GFA</b>	about 50,981 m <sup>2</sup>	about 80,217 m <sup>2</sup>
<b>Proposed No. of Blocks</b>	3	6
<b>Estimated No. of Flats</b>	912	1,286
<b>Maximum BH</b>	Not more than 55mPD	Not more than 65mPD
<b>No. of Storeys</b> (excluding basement carpark)	14 – 15	10 – 18

<sup>5</sup> According to the 2020 Policy Address, the Hong Kong Housing Authority, together with the Development Bureau, will explore to set aside about 5% of the GFA of future public housing projects for the provision of social welfare facilities, as far as practical. The Housing Department, in consultation with the Social Welfare Department, will further consider the type of social welfare facilities to be provided at the proposed development at the detailed design stage. According to the Notes of the OZP, GIC facilities, as required by the Government, within the “R(A)10” zone are exempted from PR calculation.

	<b>“R(B)11” (Item B1 Site)</b>	<b>“R(B)12” (Item B2 Site)</b>
<b>Design Population<sup>6</sup></b>	2,554	3,601
<b>Social Welfare Facilities<sup>7</sup></b>	60-place Hostel for Severely Mentally Handicapped Persons  60-place Day Activity Centre	160-place Residential Care Home for the Elderly (RCHE)  30-place Day Care Unit
<b>Public Vehicle Parks<sup>8</sup></b>	157 parking spaces	158 parking spaces

#### 4.2 Planning Intentions

- (a) The “R(A)10” zone under Item A is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.
- (b) The “R(B)11” and “R(B)12” zones under Items B1 and B2 respectively are intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board.

### 5. THE REPRESENTATIONS

#### 5.1 Subject of Representations

- 5.1.1 Amongst the 171 valid representations, 88 are made in respect of Item A only (**R1, R3 to R88 and R170**), 75 on Items B1 and/or B2 only (**R2, R89 to R161 and R171**) and 8 on all items (**R162 to R169**).
- 5.1.2 Out of the 88 representations made in respect of Item A only, one supporting representation (**R1**) was submitted by an individual, 86 representations are opposing Item A (including two submitted by green groups (**R3 and R4**) and one by the Chairman of Tai Po District Council (**R5**)), and one representation was submitted to provide views on Item A (**R170**).
- 5.1.3 Regarding the 75 representations made in respect of Items B1 and/or B2 only, one supporting representation (**R2**) was submitted by the applicant of section 12A application relating to the Items B1 and B2, 73 opposing representations were submitted by individuals (**R89 to R161**), and one was submitted by MTRCL providing views (**R171**).

<sup>6</sup> Assuming 2.8 persons per flat.

<sup>7</sup> Provision of social welfare facilities may be adjusted subject to the advice from the Social Welfare Department at land exchange application stage. Floor areas for such facilities are not included in GFA calculation.

<sup>8</sup> Provision of parking spaces in the public vehicle parks may be adjusted subject to the advice from the Transport Department at land exchange application stage.



- 5.1.4 For the remaining eight representations submitted by individuals in respect of all items, seven of them (**R162 to R168**) oppose all items while one representation (**R169**) opposes Item A and provides views on Items B1 and B2.
- 5.1.5 Major grounds of representations, representers' comments/suggestions and government departments' responses are detailed at **Annex IV** and summarised in paragraph 5.2 below.

## 5.2 **Major Grounds, Proposals and Views of Representations**

### **Representations in respect of Item A for the proposed housing development at To Yuen Tung, Ma Wo Road**

#### **Supporting Representation (1)**

- 5.2.1 The major ground of the supporting representation (**R1**) is summarised below.

<b>Major Ground</b>	
(1)	The site is currently 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.
<b>Response</b>	
(a)	The supportive views are noted.

#### **Opposing Representations (94) and Representation Providing Views (1)**

- 5.2.2 The major grounds/comments/suggestions of 94 representations opposing Item A (**R3 to R88 and R162 to R169**) and one representation providing views on Item A (**R170**) are summarised below.

#### 5.2.3 *Development Options for Increasing Housing Supply*

<b>Major Grounds/Comment(s)/Suggestion(s)</b>		<b>Rep. No.</b>
(1)	The proposed residential development will seriously disturb the "GB" zone and the natural environment.	<b>R3, R21, R24 to R26, R29, R30, R33, R34, R43, R47 to R49, R59, R68, R71, R75, R78, R85, R163, R167</b>

	Alternative site(s) such as brownfield, idle and government sites (e.g. the two temporary open air carpark within the “G/IC” zone to the north of Item A site ( <b>Plan H-2a</b> )) should be considered instead.	<b>R3, R30 to R34, R37, R58, R80, R81</b>
(2)	There are already many public housing developments in the area. Development of new public housing sites requiring provision of new infrastructure is not cost effective.	<b>R26, R78</b>
(3)	The extensive site formation works and land clearance required for the proposed development will result in a lengthy development programme. As such, the proposed development cannot timely respond to the acute housing needs.	<b>R31, R45</b>
<b>Responses</b>		
(a)	<p>In response to (1) above:</p> <p>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 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.</p> <p>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.</p> <p>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.</p> <p>Technical assessments conducted under the EFS have demonstrated no insurmountable problem arising from the proposed development on the traffic, environmental, visual, air ventilation, landscape, ecology, drainage, sewerage, water supply, natural terrain hazards, geological, quantitative risk, utilities and other aspects.</p>	

	Regarding the open-air temporary car parks zoned “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. 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”.
(b)	<p>In response to (2) above:</p> <p>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.</p>
(c)	<p>In response to (3) above:</p> <p>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.</p> <p>In order to expedite land and housing supply, the Government will carry out different land production procedures in parallel where practicable.</p>

#### 5.2.4 *Development Intensity*

Major Ground/Comment(s)/Suggestion(s)		Rep. No.
(1)	<p>The proposed development intensity is too high and not compatible with the surrounding developments.</p> <p>It is suggested to reduce the development intensity, building height and/or rezone the site to “R(B)” instead, with more building setbacks in keeping with the surroundings. It is also suggested to reduce the building height similar to Po Heung Estate (i.e. 80mPD) (<b>R27</b>) or adjacent low-rise private residential developments (namely the Balmoral and Grand Dynasty View) (<b>R88</b>).</p>	<p><b>R45, R67, R72</b></p> <p><b>R5, R20, R21, R27, R88</b></p>
<b>Response</b>		
(a)	<p>In response to (1) above:</p> <p>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.</p>	

	<p>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 “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 (<b>Plan H-2a</b>). Moreover, as illustrated in the conceptual layout plan (<b>Drawing H-1</b>), 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 “R(B)1” and “R(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.</p>
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#### 5.2.5 *Traffic and Transport Considerations*

<b>Major Grounds/Comment(s)/Suggestion(s)</b>		<b>Rep. No.</b>
(1)	The proposed development will adversely affect the traffic condition and cause traffic congestions in the local road network, such as Ma Wo Road, Tat Wan Road, Nam Wan Road, roads surrounding the Tai Po Market Railway Station and the slip roads of Tolo Highway.	<b>R5 to R11, R13, R16, R18 to R21, R26, R29, R30 to R32, R35, R37, R43 to R45, R50 to R52, R55, R56, R60 to R63, R66 to R67, R69 to R77, R79, R81, R83 to R85, R87, R162, R163, R165 to R168</b>
(2)	The local road network is already very congested during school commuting hours. The proposed development with a new primary school will add heavy burden on the traffic conditions in the area, affecting the residents of the Balmoral as Ma Shing Path is currently only serving their development.	<b>R5 to R11, R22, R23, R25, R33 to R42, R64, R66, R67, R83</b>
(3)	Only relying on the proposed road widening and signal control measures could not solve the underlying traffic problems.	<b>R5 to R11, R22, R23, R43, R44, R64</b>

	It is suspected that the Traffic Impact Assessment for the proposed development has not considered the accumulative traffic flow generated by other existing/proposed developments in the area, such as the private housing development at Tai Po Town Lot No. 243 (TPTL 243), the existing schools, and the Ma Wo Road Garden.	<b>R31, R43</b>
(4)	The existing road network connecting to urban areas, in particular the Tolo Highway, is already congested and cannot cope with additional traffic flow arising from the proposed development together with the new developments in Sha Tin and Northern New Territories.	<b>R16, R24, R44, R53, R54, R83, R88, R167</b>
(5)	The proposed public housing development will result in increase of pedestrian flow in the surroundings.	<b>R7 to R11, R43, R45, R61, R62, R66, R67, R77, R83, R85</b>
(6)	<p>There are inadequate public transportation facilities (e.g. public bus/minibus) serving the existing residential developments along Ma Wo Road. The proposed development will overload the existing public transportation facilities (e.g. the bus services currently serving Wan Tau Tong Estate) and, together with other future/on-going developments along Ma Wo Road (e.g. TPTL 243), local residents are anticipated to face difficulty in accessing public transportation services. Moreover, local residents have to walk a long distance without cover to travel to the railway station and are subject to scorching heat of the sun or lashing rain.</p> <p>Public transport services should be provided for residents in the area to travel to shopping centres such as Tai Po Centre and Tai Po Market.</p>	<p><b>R5 to R7, R22, R23, R31, R44, R55 to R57, R60, R61, R83</b></p> <p><b>R84</b></p>
(7)	<p>There is only one proposed bus lay-by at the proposed development which could not handle the commuters.</p> <p>A bus terminus should be provided at the end of Ma Wo Road to better serve the residents along Ma Wo Road.</p>	<p><b>R5 to R11</b></p> <p><b>R31</b></p>
(8)	<p>Majority of the existing and future local residents rely on railway service for commuting to other areas of the territory. However, Tai Po Market Railway Station and its vicinity are already overcrowded with no available pick-up/drop-off points for new bus services.</p> <p>A traffic flow study covering that station area should be conducted before implementing the proposed development.</p> <p>As the population in Tai Po and Northern New Territories is rapidly increasing, the MTR East Rail Line will not be able to cope with additional passengers at peak hours.</p>	<p><b>R5 to R7, R22, R23, R32, R44, R77</b></p> <p><b>R77</b></p> <p><b>R32, R44</b></p>

(9)	<p>It is unnecessary to provide carparks within the proposed development as there are already large carparks in the vicinity as well as ancillary carparks within the surrounding private residential developments.</p> <p>It is suggested to build the carpark block at an alternative location or utilise existing carparks, such as developing the existing open-air car park sites.</p>	<p><b>R33 to R42, R79, R80, R82</b></p> <p><b>R36, R38, R79, R80</b></p>
(10)	<p>Supporting facilities such as parking spaces should be provided. There is a lack of affordable parking spaces in the area.</p>	<p><b>R44, R55, R56</b></p>
<b>Responses</b>		
(a)	<p>In response to (1) to (3) above:</p> <p>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 (<b>Drawing H-3</b>). With the implementation of the improvement works, the nearby key road junctions would perform within their capacities after occupation of the proposed development, and 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. Transport Department (TD) has no in-principle objection to Item A from traffic engineering point of view.</p> <p>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, and 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.</p> <p>The traffic impacts from newly completed/ planned developments along Ma Wo Road including private housing development at 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.</p>	

	<p>A further Traffic and Transport Impact Assessment (TTIA) would be conducted at detailed 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.</p>
(b)	<p>In response to (4) above:</p> <p>As mentioned in (a) above, 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.</p> <p>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.</p> <p>In December 2020, TD and the Highways Department (HyD) 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.</p>
(c)	<p>In response to (5) above:</p> <p>According to PTIA, with the proposed improvement works at the junction of Ma Wo Road/ Tat Wan Road, 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.</p> <p>Regarding the TPSAC's suggestion to provide footbridge connection to the railway station as mentioned in paragraph 3.7 and <b>Annex VI</b>, the PTIA has demonstrated that the local pedestrian network would be capable of handling the additional pedestrian flow induced by the proposed development and other existing and known planned developments in the area. There is no immediate need to provide the suggested footbridge connection at this stage.</p>

(d)	<p>In response to (6) and (7) above:</p> <p>According to PTIA, additional green minibus/ bus route is proposed to provide feeder services to the railway station to 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 (<b>Drawing H-3</b>), which will be further reviewed at the detailed design stage to comply with the prevailing standard.</p> <p>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 enhanced public transport services.</p>
(e)	<p>In response to (8) above:</p> <p>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 bus services at Tai Po Market Railway Station will be further reviewed at detailed design stage.</p> <p>Regarding the capacity of the East Rail Line, according to PTIA, 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.</p>
(f)	<p>In response to (9) and (10) above:</p> <p>Ancillary parking spaces will be provided to serve the proposed housing development and supporting facilities in accordance with the Hong Kong Planning Standards and Guidelines (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 high-rise housing blocks and the existing medium-rise residential developments to the west of Item A site.</p> <p>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.</p>



5.2.6 *Environmental, Landscape and Ecological Aspects*

	<b>Major Grounds/Comment(s)/Suggestion(s)</b>	<b>Rep. No.</b>
(1)	The proposed development will cause adverse environmental impacts, including air quality and noise pollution, during construction stage, affecting the surrounding environment and living quality of the existing residents nearby.	<b>R5, R6, R12, R17, R18, R20, R25, R32 to R42, R45, R64, R66, R69, R71, R75, R79, R80, R82, R85 to R87, R163, R165</b>
(2)	Future residents of the proposed public housing development with their units facing the Tolo Highway will be subject to severe traffic noise problem.	<b>R5 to R7, R45</b>
(3)	The proposed development will affect the natural environment and ecology due to extensive vegetation removal and tree felling.	<b>R3, R4, R12, R17, R20, R21, R32 to R35, R38 to R42, R43, R58, R59, R73, R78, R81, R83, R85, R165, R167, R169</b>
(4)	<p>Since there is no detailed vegetation/tree survey available for public inspection, adverse impact on the existing woodland would be underestimated as some young trees with less than 95mm in diameter at breast height (DBH) are not included in the estimation of 1,330 affected trees.</p> <p>It is suspected that the study reports often concluded that trees identified are not valuable but in fact this is not always the case.</p>	<p><b>R3</b></p> <p><b>R169</b></p>
(5)	<p>There are grave concerns on the existing mechanisms for tree compensation and transplantation as these may be effective to preserve individual trees, but it could not re-create a habitat of equivalent ecological value and integrity.</p> <p>The proposed woodland/tree compensation area at Lin Au is far away from the development site and its effectiveness is questionable. Moreover, as the proposed compensation area is zoned “GB”, it may eventually be subject to development by private developers by way of planning application.</p>	<p><b>R3</b></p> <p><b>R169</b></p>

(6)	The Item A site is a well wooded area where <i>Egretta garzetta</i> (little egret), <i>Macaca mulatta</i> (rhesus macaque), <i>Sus scrofa</i> (wild boar) and Pallas's Squirrel can be found. The proposed development will affect the habitats of migratory birds, particularly those found along Ma Shing Path.	<b>R4, R21 R37, R39 to R42</b>
(7)	Relevant authorities should be consulted to ascertain whether a detailed ecological impact assessment has been conducted to identify and evaluate the potential ecological impacts.	<b>R4</b>
(8)	The flora and fauna in the remaining part of the "GB" zone to the southeast of the site would be subject to light, noise and traffic-generated pollution that would preclude the possibility of survival for the existing bio-diversity.	<b>R169</b>
<b>Responses</b>		
(a)	<p>In response to (1) above:</p> <p>A Preliminary Environmental Review (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. The Environmental Protection Department (EPD) has no objection to Item A. An environmental assessment study (EAS) will be conducted by Housing Department (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.</p> <p>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 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.</p>	

(b)	<p>In response to (2) above:</p> <p>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. EPD has no objection to Item A.</p> <p>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. EAS would be conducted by HD at the detailed design stage based on the detailed development layout to identify appropriate mitigation measures in details.</p>
(c)	<p>In response to (3) above:</p> <p>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 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 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.</p> <p>According to the Preliminary Landscape and Visual Impact Assessment (PLVIA), about 1,330 existing trees were identified within and along the boundary of the site with no registered Old and Valuable Trees (OVT). Under the current proposal, 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 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. The loss of plant individuals of conservation interest would be compensated at a ratio of not less than 1:1 in terms of quantity.</p>

	<p>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 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&amp;L) of PlanD have no adverse comment on the proposed development and Item A.</p>
(d)	<p>In response to (4) above:</p> <p>Response (c) above is also relevant. 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).</p> <p>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.</p>
(e)	<p>In response to (5) above:</p> <p>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.</p> <p>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 (<b>Plan H-5</b>). 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 already been considered during the site selection process under the EFS.</p> <p>In response to a Member's suggestion at the RNTPC meeting held on 27.8.2021 in considering the proposed amendments to the OZP, CEDD has undertaken to review the suitability and explore the feasibility of expanding the proposed off-site compensation area at Lin Au at the detailed design stage.</p>

	<p>A Woodland Compensatory Plan with detailed planting approach as well as monitoring and maintenance requirements and 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&amp;L of PlanD and LandsD have no in-principle objection to the proposed off-site compensatory planting/woodland compensation area at Lin Au.</p>
(f)	<p>In response to (6) and (7) above:</p> <p>A 4-month ecological survey has been carried out in the wet season under the PEcoIA. Species mentioned by the representers including <i>Sus scrofa</i> (wild boar 野豬), Pallas's Squirrel (赤腹松鼠), <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 monkey (i.e. 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.</p> <p>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 recommended 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 Item A.</p>
(g)	<p>In response to (8) above:</p> <p>The potential construction disturbance to habitat adjacent to the site has been assessed in the PEcoIA, and is proposed to be mitigated through pollution control measures as well as good site practice as recommended in the PER and PEcoIA.</p>

### 5.2.7 Visual and Air Ventilation Aspects

Major Grounds/Comment(s)/Suggestion(s)		Rep. No.
(1)	The proposed development will destroy the existing scenery of and/or cause adverse visual impact to the area.	R21, R28, R34, R37, R46, R55, R68, R69

(2)	The proposed development is higher than the surrounding developments of Wan Tau Tong Estate and Classical Gardens, and will bring adverse visual impact to the surrounding area. The proposed development should be compatible with the surrounding areas and adopt appropriate building height profile and development intensity.	<b>R5 to R7, R18, R21, R24, R43, R64, R74, R88, R169</b>
(3)	<p>The proposed development will obstruct the views of other residential buildings.</p> <p>The proposed school and carpark block are too close to the Balmoral and Grand Dynasty View. The proposed school of about 50m high will block the views of the Grand Dynasty View and the Balmoral.</p>	<p><b>R12, R15, R24, R32, R43, R64, R65, R74, R76, R81, R83, R85</b></p> <p><b>R6 to R11, R22, R23, R32, R33 to R38, R71, R81</b></p>
(4)	The proposed development will block the ridgeline. In particular from the viewing point of VP 2.4, much of the remaining vista of ridgeline will be eliminated by the proposed development.	<b>R5 to R7, R21, R43 R66, R72, R169</b>
(5)	<p>The proposed development will cause wall effect and/or affect air ventilation of the surrounding area.</p> <p>The proposed carpark block and school being in close proximity to Grand Dynasty View and the Balmoral, will affect the air ventilation of these existing residential buildings.</p>	<p><b>R17, R19, R21, R25, R28, R32, R45, R72, R85, R87</b></p> <p><b>R5</b></p>
(6)	It is suggested to minimise the visual impact of the proposed development by providing more setback from Ma Wo Road with greening and open space facilities along the road for the enjoyment of community.	<b>R21, R27, R28</b>
<b>Responses</b>		
(a)	<p>In response to (1) to (3) above:</p> <p>Regarding development intensity, response (a) under paragraph 5.2.4 is relevant.</p> <p>The conceptual layout of the proposed development under the EFS (<b>Drawing H-1</b>) 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 developments to its west.</p>	

	<p>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.</p> <p>According to the PLVIA under the EFS, most of the key public viewing points will experience insubstantial impacts, while 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 (<b>Drawings H-2a to 2d</b>). UD&amp;L of PlanD has no adverse comment on Item A. 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.</p>
(b)	<p>In response to (4) above:</p> <p>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.</p> <p>Regarding VP 2.4 (<b>Drawing H-2d</b>), 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 hillside, the natural hillside at Kam Shan will be unaffected. UD&amp;L of PlanD has no adverse comment on Item A.</p>
(c)	<p>In response to (5) above:</p> <p>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:</p> <ul style="list-style-type: none"> <li>(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;</li> <li>(ii) a 15m wide building separation is provided between the proposed residential blocks for SSW and S prevailing winds;</li> </ul>

	<p>(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</p> <p>(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.</p> <p>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 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.</p> <p>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. However, with 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.</p> <p>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&amp;L of PlanD has no adverse comment on Item A.</p>
(d)	<p>In response to (6) above:</p> <p>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 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.</p>



### 5.2.8 *Infrastructural Aspect and Risk Assessment*

Major Grounds/Comment(s)/Suggestion(s)		Rep. No.
(1)	The population at Ma Wo Road is close to saturation, the proposed development will therefore add pressure on sewerage, water supplies, utility and gas supplies, etc. in the area.	<b>R19, R66, R68</b>
(2)	There is a high pressure pipeline of town gas close to Item A site along Tolo Highway. Quantitative Risk Assessment (QRA) should be conducted to evaluate the potential risk and determine the necessary mitigation measures.	<b>R170</b>
<b>Responses</b>		
(a)	<p>In response to (1) above:</p> <p>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.</p> <p>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.</p> <p>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).</p> <p>Utility undertakers including CLP, town gas and telecommunications network services would be consulted in subsequent stage on the planned utilities for the proposed development.</p>	
(b)	<p>In response to (2) above:</p> <p>A Preliminary Quantitative Risk Assessment (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 with no mitigation measure required. The Environmental Protection Department and Electrical and Mechanical Services Department have no adverse comment on the findings of the PQRA.</p>	

5.2.9 *Provision of GIC, Recreational and Other Supporting Facilities*

Major Grounds/Comment(s)/Suggestion(s)		Rep. No.
(1)	<p>The existing supporting facilities including retail, recreational, medical and community facilities in the surrounding areas cannot cope with this sudden increase in population.</p> <p>The proposed development will add burden to the existing facilities in the surrounding areas such as the nearby Wan Tau Tong Estate.</p>	<p><b>R16, R32, R44, R50 to R57, R59, R63, R66, R78, R81, R83, R84, R162, R164, R167</b></p> <p><b>R60, R85</b></p>
(2)	According to the HKPSG, there are deficits in facilities for child care, community care and RCHE, but such shortfalls are not addressed within the proposed development.	<b>R169</b>
(3)	There is no basketball court at the proposed development, and the proposed recreational activities would be limited to podium with lots of paving and no contact with nature.	<b>R169</b>
(4)	<p>With the declining number of school-age children and the existence of schools in locality, there is no demand for a new primary school at the site at present.</p> <p>The reserved school site should only be implemented when it is required in the future.</p>	<p><b>R5, R6, R22, R23, R33 to R42, R79 to R82</b></p> <p><b>R5</b></p>
Responses		
(a)	<p>In response to (1) and (2) above:</p> <p>(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 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 (<b>Annex VII</b>).</p> <p>(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 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.</p>	

	<p>(iii) As advised by the HD, subject to detailed design, shops will be provided in the proposed housing development to serve the needs of future residents. Major shopping centres are easily accessible from the site. There are also commercial and community facilities being provided at Wan Tau Tong Estate on the other side of Tat Wan Road.</p> <p>(iv) In considering building new public markets, the 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.</p> <p>(v) Regarding the provision of recreational/sports facilities, a new sports centre is being planned at the “GIC” 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.</p> <p>(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. A site is reserved on On Pong Road in Tai Po for the development of a 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.</p>
(b)	<p>In response to (3) above:</p> <p>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.</p>
(c)	<p>In response to (4) above:</p> <p>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.</p>

	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.
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#### 5.2.10 *Others*

Major Grounds/Comment(s)/Suggestion(s)		Rep. No.
(1)	The proposed development will affect the property prices of the nearby existing residential developments such as the Balmoral.	<b>R19, R34 to R36, R38</b>
(2)	The proposed development will affect ‘feng shui’ and the mental health of the residents nearby.	<b>R6, R7, R14, R76</b>
(3)	<p>The existing retaining walls/slopes at Ma Shing Path should not be demolished.</p> <p>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.</p>	<b>R34, to R36, R38</b>
Responses		
(a)	<p>In response to (1) and (2) above:</p> <p>While the Board plays a role in ensuring appropriate land for housing and other development needs, property prices and ‘feng shui’ are not a material planning considerations.</p> <p>According to LandsD, no ‘feng shui’ areas are known to be affected by the proposed development.</p>	
(b)	<p>In response to (3) above:</p> <p>Ma Shing Path is a public road maintained by HyD.</p> <p>As mentioned in response (a) in paragraph 5.2.5 above, the PTIA under the EFS recommends that the existing retaining wall/slope along Ma Shing Path on the south-eastern side abutting the proposed development (Slope Feature No. 7NW-B/CR/656) to be removed for road widening in order to accommodate a new lay-by and a new footpath. The concerned slope feature falls on unleased government land and is maintained by HyD. <b>(Plan H-2a)</b></p> <p>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.</p>	

	Under the EFS, the proposed road works would not affect this 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.
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**Representations in respect of Items B1 and/or B2 for the proposed housing development at Yau King Lane**

**Supporting Representation (1)**

5.2.11 The major ground of the supporting representation (**R2**) is summarised below.

<b>Major Ground</b>	
(1)	<p>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. The proposed developments are fully compatible with surrounding land uses and consistent with development intensity of surrounding developments. The current BHRs remain unchanged so as to maintain the stepped height profile of the area.</p> <p>The proposed residential developments at Items B1 and B2 sites will also provide social welfare facilities, including a RCHE cum day care unit, a hostel for severely mentally handicapped persons (HSMH) cum day activity centre, and public vehicle parks as planning gains.</p> <p>Various technical assessments have been submitted at the rezoning application stage to demonstrate that the proposed increase in development intensity at the amendment sites would not cause insurmountable impacts on traffic, visual, landscape, air ventilation, environment, sewerage and drainage aspects.</p> <p>In light of a new railway station to be located at the EdUHK's Sports Centre site which is in close proximity to the amendment sites, there is scope to explore higher development intensity and relaxation of BHRs in order to better use of land resources to alleviate the pressing housing demand.</p>
<b>Response</b>	
(a)	The supportive views are noted.

**Opposing Representations (80) and Representations Providing Views (2)**

5.2.12 80 opposing representations (**R89 to R168**) and two representations providing views (**R169 and R171**) were received in respect of Items B1 and/or B2. Their major grounds/comments/suggestions are summarised as follows:

5.2.13 *Development Intensity*

<b>Major Grounds/Comments/Suggestions</b>		<b>Rep. No.</b>
(1)	<p>It is considered that the maximum GFAs (equivalent to a PR of 3.6) stipulated for Items B1 and/or B2 are too low in view of a new railway station proposed nearby.</p> <p>A higher development intensity for the amendment sites is suggested by the representers (e.g. PRs ranging from 5 to 7).</p>	<p><b>R89 to R161</b></p> <p><b>R89 to R103, R116 to R123, R140 to R149</b></p>
(2)	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.	<b>R169</b>
<b>Responses</b>		
(a)	<p>In response to (1) above:</p> <p>As announced in 2021 Policy Address, the Government will invite MTRCL to study the construction of a new Science Park/Pak Shek Kok Station at the current site of the EdUHK 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.</p> <p>Items B1 and B2 are to take forward the RNTPC's decision on the section 12A application No. Y/TP/28. The development intensity proposed under the approved application is equivalent to a PR of 3.6. The technical assessments submitted by the applicant have demonstrated that the proposed increase in development intensity is technically feasible and environmentally acceptable. However, as there is no technical assessment submitted by the representers to demonstrate that further increase in development intensity would have no insurmountable problem 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.</p>	
(b)	<p>In response to (2) above:</p> <p>Items B1 and B2 are to take forward the 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 the Board on its own merits.</p>	

5.2.14 *Others*

<b>Major Grounds/Comment(s)/Suggestion(s)</b>		<b>Rep. No.</b>
(1)	The proposed developments would cause adverse traffic and environmental impacts as well as involve extensive tree felling.	<b>R162, R163, R165, R166, R167, R168</b>
(2)	There are inadequate supporting and social welfare facilities in the surrounding areas.	<b>R162, R164 R167, R169</b>
(3)	The amendment sites are in the 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.	<b>R171</b>
<b>Responses</b>		
(a)	<p>In response to (1) above:</p> <p>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&amp;L of PlanD had no objection to/ no adverse comments on the rezoning application and the submitted technical assessments.</p>	
(b)	<p>In response to (2) above:</p> <p>(i), (ii) and (vi) under response (a) in paragraph 5.2.9 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.</p> <p>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.</p>	
(c)	<p>In response to (3) above:</p> <p>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.</p>	

## **6. COMMENT ON REPRESENTATIONS**

- 6.1 One comment was received from an individual (**C1**) supporting the objections against Item A and providing views on Items B1 and B2. **C1** is also a representer (i.e. **R169**).
- 6.2 The comments provided by **C1** on Item A regarding ecological impact, tree felling and the need for the proposed school are similar in nature to the grounds of representations covered in (1) under paragraph 5.2.3, (3) and (4) under paragraph 5.2.6 and (4) under paragraph 5.2.9 above. As for Items B1 and B2, **C1** considers those representers, who asked for a higher development intensity for the amendment sites covered in (1) under paragraph 5.2.13 above, have not indicated their relationship with the applicant of the rezoning request, i.e. **R2**. The respective responses for the grounds mentioned above are also relevant to **C1**. A summary of the comment on representations and government departments' responses is at **Annex V**.

## **7. DEPARTMENTAL CONSULTATION**

- 7.1 The following government bureaux/departments have been consulted and their comments have been incorporated in the above paragraphs, where appropriate:
- (a) Secretary for Development;
  - (b) Secretary for Education;
  - (c) Secretary for Food and Health;
  - (d) Secretary for Transport and Housing;
  - (e) Director of Agriculture, Fisheries and Conservation;
  - (f) Director Electrical and Mechanical Services;
  - (g) Director of Environmental Protection;
  - (h) Project Manager/North, Civil Engineering and Development Department;
  - (i) Project Team Leader/ Project, Civil Engineering and Development Department;
  - (j) Director of Housing;
  - (k) District Lands Officer/Tai Po, Lands Department ;
  - (l) Director of Leisure and Cultural Services;
  - (m) Commissioner for Transport;
  - (n) Director of Social Welfare; and
  - (o) Chief Town Planner/Urban Design and Landscape, Planning Department.
- 7.2 The following government bureaux/departments have no major comment on the representations/comments:
- (a) Head of Antiquities and Monuments Office;
  - (b) Chief Architect/Central Management Division 2, Architectural Services Department;
  - (c) Chief Building Surveyor/ New Territories West, Buildings Department;
  - (d) Head of Geotechnical Engineering Office, Civil Engineering and Development Department;
  - (e) Chief Engineer/Mainland North, Drainage Services Department;
  - (f) Director of Fire Services;



- (g) Director of Food and Environmental Hygiene;
- (h) Director of Health;
- (i) Chief Highway Engineer/New Territories East, Highways Department;
- (j) Principle Government Engineer/Railway Development, Railway Development Office, Highways Department;
- (k) District Officer (Tai Po), Home Affairs Department;
- (l) Commissioner of Police; and
- (m) Chief Engineer/Construction, Water Supplies Department.

## **8. PLANNING DEPARTMENT'S VIEWS**

- 8.1 The supportive views of **R1** and **R2** and views provided by **R169** (*part on Items B1 and B2*), **R170** and **R171** are noted.
- 8.2 Based on the assessments in paragraph 5.2 above, PlanD does not support representations **R3 to R168 and R169** (*part on Item A*) and considers that the OZP should not be amended to meet the representations for the following reasons:

### ***Item A***

- (a) the Government has been adopting a multi-pronged approach to increase housing land supply, including carrying out various land use reviews on an on-going basis. The representation site under Item A is located at the fringe of existing built-up areas of the Tai Po New Town with existing public roads and supporting infrastructure. Taking into account that there is no insurmountable technical problem identified for the proposed housing development, it is considered suitable for rezoning the site to "Residential (Group A)10" ("R(A)10") on the subject Outline Zoning Plan (OZP) with a view to increasing housing land supply (**R3, R21, R24 to R26, R29 to R34, R37, R43, R45, R47 to R49, R58, R59, R68, R71, R75, R78, R80, R81, R85, R163, R167**);
- (b) the proposed development intensity and building height for the proposed housing development under Item A are considered appropriate and technically feasible (**R5, R20, R21, R27, R45, R67, R72, R88**);
- (c) based on the findings of the relevant technical assessments under the Engineering Feasibility Study (EFS), the proposed housing development at the representation site under Item A is technically feasible. Under the EFS, relevant road improvement works and mitigation measures have been proposed to minimise the possible impacts of the proposed development. Woodland compensatory plan and tree preservation/removal proposal will be carried out at the subsequent stage. The findings in the EFS, building block disposition, as well as the provision of the open spaces and recreation facilities within the proposed development will be further reviewed at the detailed design stage (**R3 to R46, R50 to R88, R162 to R168, R169** (*part on Item A*));

***Items B1 and B2***

- (d) further increase of the development intensity is not supported as technical feasibility of a higher development intensity is yet to be ascertained (**R89 to R161**);
- (e) relevant technical assessments in traffic and environmental aspects were conducted to demonstrate technical feasibility of the proposed development, and no adverse impact on these aspects is anticipated (**R162, R163, R165 to R168**); and

***All Items***

- (f) the existing and planned provision of open space and government, institution and community facilities are generally sufficient to meet the demand of the planned population in Tai Po in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG). Appropriate social welfare and community facilities will be provided in the proposed residential developments to serve the local residents. The provision of social welfare and community facilities will be monitored by the relevant government bureaux/ departments (**R5, R6, R16, R22, R32 to R42, R44, R50 to R57, R59, R60, R63, R66, R78, R79 to R84, R162, R164, R167, R169**).

**9. DECISION SOUGHT**

- 9.1 The Board is invited to give consideration to the representations and the related comment and consider whether to propose/not to propose any amendments to the OZP to meet/partially meet the representations.
- 9.2 Should the Board decide that no amendment should be made to the draft OZP to meet the representations, Members are also invited to agree that the draft OZP, together with their respective Notes and updated Explanatory Statement, are suitable for submission under section 8 of the Ordinance to the Chief Executive in Council for approval.

**10. ATTACHMENTS**

<b>Annex I</b>	Draft Tai Po Outline Zoning Plan No. S/TP/29 (reduced size)
<b>Annex II</b>	Schedule of Amendments to the Approved Tai Po Outline Zoning Plan No. S/TP/28
<b>Annex III</b>	List of Representers and Commenter
<b>Annex IV</b>	Summary of Representations and Comment and Government's Responses

<b>Annex V</b>	Extract of the Minutes of Meeting of the Rural and New Town Planning Committee of the Town Planning Board held on 27.8.2021
<b>Annex VI</b>	Letter received from the Chairman of the Tai Po South Area Committee (TPSAC) on 18.10.2021 with the Extract of Minutes of Meeting of TPSAC held on 25.8.2021 (Chinese Version Only)
<b>Annex VII</b>	Provision of Major Community Facilities and Open Space in Tai Po Outline Zoning Plan
<b>Drawing H-1</b>	Conceptual Layout for Amendment Item A
<b>Drawings H-2a to H-2d</b>	Photomontages for Amendment Item A
<b>Drawing H-3</b>	Proposed Traffic Improvement Works for Amendment Item A
<b>Drawing H-4</b>	Indicative Development Scheme for Amendment Items B1 and B2
<b>Plans H-1a to H-1b</b>	Location Plans of the Representation Sites
<b>Plans H-2a to H-2b</b>	Site Plans of the Representation Sites
<b>Plans H-3a to H-3b</b>	Aerial Photos
<b>Plans H-4a to H-4b</b>	Site Photos
<b>Plan H-5</b>	Proposed Woodland and Tree Compensation Area for Amendment Item A

**PLANNING DEPARTMENT  
MARCH 2022**