

# TOWN PLANNING BOARD

TPB PAPER No. 10483  
FOR CONSIDERATION BY  
THE TOWN PLANNING BOARD ON 26.10.2018

DRAFT SIU HO WAN OUTLINE ZONING PLAN NO. S/I-SHW/1  
CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/I-SHW/1-R1 TO R144  
AND COMMENTS NO. TPB/R/S/I-SHW/1-C1 TO C10

**DRAFT SIU HO WAN OUTLINE ZONING PLAN NO. S/I-SHW/1**  
**CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/I-SHW/1-R1 TO R144**  
**(R1 TO R144)**  
**AND COMMENTS NO. TPB/R/S/I-SHW/1-C1 TO C10 (C1 TO C10)**

Subject of Representation/ Representation Site	Representers	Commenters
<b><i>Supportive Representation/Representation Providing Views</i></b>		
<p><u>Supports</u> the urban design principles adopted for the proposed topside development of Siu Ho Wan railway depot and <u>provides views</u> on the connectivity of cycling network and pedestrian linkages between Siu Ho Wan railway depot and its surroundings</p>	<p><b><u>Total: 1</u></b>   <u>Green/Concern Group (1):</u>  <b>R1:</b> Designing Hong Kong Limited</p>	
<b><i>Adverse Representations/Representations Providing Views</i></b>		
<p><u>Oppose/Provide views</u> on the proposed topside development of Siu Ho Wan railway depot in terms of development scale, housing mix, carrying capacity of transport system and/or other infrastructure facilities, potential adverse environmental impacts and lack of public consultation</p>	<p><b><u>Total: 143</u></b>   <u>Green/Concern Groups (4):</u>  <b>R2:</b> Save Lantau Alliance  <b>R3:</b> Green Sense  <b>R5:</b> Land Justice  <b>R138:</b> 民間房屋聯席   <u>Owners' Committee (1):</u>  <b>R4:</b> Park Island Owners' Committee   <u>Member of Tsuen Wan District Council (1):</u>  <b>R120:</b> Roy Tam   <u>Individuals (135):</u>  <b>R6 to R108, R121 to R127:</b> joint submission to <b>R5</b>  <b>R109 to R116:</b> in standard letter  <b>R117 to R119, R128 to R137, R139, R142 to R144</b></p>	<p><b><u>Total: 10</u></b>   <u>Provide comments in response to R2 to R138:</u>  <b>C1:</b> Mass Transit Railway Corporation Limited (MTRCL)   <u>Support R138:</u>  <b>C4:</b> Individual   <u>Oppose R142:</u>  <b>C4:</b> Individual   <u>Provide views on the proposed topside development of Siu Ho Wan railway depot:</u>  <b>C2:</b> Green Sense  <b>C3, C5 to C10:</b> Individuals</p>

Subject of Representation/ Representation Site	Representers	Commenters
<u>Oppose</u> the “Zoo” use in Column 2 of the Notes of “Government, Institution or Community” (“G/IC”) and “Green Belt” (“GB”) zones.	<b>R139</b>	<u>Support R139</u> : <b>C2</b> : Green Sense <b>C3</b> and <b>C4</b> : Individuals
<u>Oppose</u> the “Other Specified Uses” annotated “Columbarium” zone on the grounds of adverse traffic, environmental and psychological impacts	<u>Inhabitant/Indigenous Inhabitant Representatives (2)</u> : <b>R140</b> : 鹿頸村原居民代表鍾新有 大青洲村原居民代表范樹明 花坪、草灣及大轉村原居民代表胡文輝 打棚埔村原居民代表胡有財 竹篙灣及扒頭鼓村原居民代表胡文彪 <b>R141</b> : 馬灣鄉事委員會轄下“大嶼山東北區”各村村民	
<b>Grand Total</b>	<b>144</b>	<b>10</b>

Note: The names of all representers and commenters are attached at **Annex I**. Soft copy of their submissions is sent to Town Planning Board (the Board) Members via electronic means/CD-ROM at **Annex II** (for the Board Members only); and is also available for public inspection at the Board’s website at [https://www.info.gov.hk/tpb/en/Website\\_S\\_I\\_SHW\\_1\\_ENG.html](https://www.info.gov.hk/tpb/en/Website_S_I_SHW_1_ENG.html). A set of hard copy is deposited at the Secretariat of the Board for Members’ inspection; and is also available for public inspection at the Planning Enquiry Counters of the Planning Department (PlanD) in North Point and Sha Tin.

## 1. Introduction

- 1.1 On 29.3.2018, the draft Siu Ho Wan Outline Zoning Plan No. S/I-SHW/1 (the OZP) was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance) (**Plan H-1**). During the two-month public exhibition period, a total of 144 representations were received. On 29.6.2018, the Town Planning Board (the Board) published the representations for three weeks for public comments. Upon expiry of the public inspection period on 20.7.2018, a total of 10 comments were received.
- 1.2 On 24.8.2018, the Board decided to consider all the representations and comments collectively in one group.
- 1.3 This paper is to provide the Board with information for consideration of the representations and comments. The representers and commenters have been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

## **2. Background**

- 2.1 The Siu Ho Wan area (the Area) covers about 186 ha of land located to the east of Tung Chung New Town Extension (TCNTE) area at the northern shore of Lantau Island. The Area is mainly occupied by various infrastructures and government uses to support Tung Chung New Town (TCNT), Hong Kong International Airport (HKIA) and Northeast Lantau developments, with the largest piece of land houses a railway depot of about 30 ha in area.
- 2.2 Housing is one of the most important livelihood issues to be addressed by the Government. According to the recently promulgated Sustainable Lantau Blueprint, the “North Lantau Corridor” covering TCNTE, the topside development at Hong Kong Boundary Crossing Facility (HKBCF) Island and Siu Ho Wan Development is identified for economic and housing development. Siu Ho Wan has the potential to accommodate housing development with appropriate development intensities.
- 2.3 Meanwhile, in response to the policy initiative to make full use of the potential of land along railway for development, Mass Transit Railway Corporation Limited (MTRCL) as the current occupier and operator of the Siu Ho Wan railway depot submitted a technical study report to the Government to explore the feasibility of a residential and commercial development atop the depot. It is estimated the proposed topside development would provide a total of about 14,000 flats for a total population of about 37,800. Subject to relaxation of the Airport Height Restriction (AHR) being reviewed, there is scope to further maximise the development potential of the site.
- 2.4 In order to facilitate the development of the Siu Ho Wan area according to the planning strategy of economic and housing development as highlighted in the Sustainable Lantau Blueprint and at the same time giving due consideration to the existence of developed strategic/regional infrastructure and utility installations as well as their planned expansion, an OZP is necessary to provide statutory planning guidance and control on the future development of the Area.
- 2.5 On 7.12.2017, under the power delegated by Chief Executive, the Secretary for Development directed the Board, under section 3(1)(a) of the Ordinance, to prepare an OZP to cover the Area. On 5.1.2018, the Board gave preliminary consideration to the draft Siu Ho Wan OZP No. S/I-SHW/B and agreed that the draft OZP, its Notes and the revised Explanatory Statement (ES) were suitable for submission to the Tsuen Wan District Council (TWDC) and the Islands District Council (IsDC) for consultation.

## **3. Consultation**

- 3.1 TWDC and IsDC were consulted on the draft OZP at their meetings on 30.1.2018 and 12.2.2018 respectively. Whilst members of TWDC and members of IsDC had generally no objection to the draft Siu Ho Wan OZP, they expressed concerns on road and rail traffic impacts as well as the development intensity of proposed topside development on Siu Ho Wan railway depot, and requested to enhance the provision of vehicular and pedestrian connections to improve the accessibility of

the Area.

- 3.2 On 9.3.2018, the Board gave further consideration to the draft OZP together with the views received from the TWDC and IsDC. After considering all the views and comments received, the Board agreed that the draft Siu Ho Wan OZP No. S/I-SHW/B was suitable for exhibition for public inspection. The relevant Town Planning Board (TPB) Paper No. 10404 and the minutes of the said TPB meeting are available at the Board's website at [https://www.info.gov.hk/tpb/en/papers/TPB/1166-tpb\\_10404.pdf](https://www.info.gov.hk/tpb/en/papers/TPB/1166-tpb_10404.pdf) and [https://www.info.gov.hk/tpb/en/meetings/TPB/Minutes/m1166tpb\\_e.pdf](https://www.info.gov.hk/tpb/en/meetings/TPB/Minutes/m1166tpb_e.pdf) respectively.
- 3.3 Upon gazetting on 29.3.2018, the draft OZP was circulated to all members of TWDC and IsDC in April 2018 for further consideration. Subsequently, Mr Roy Tam, a member of TWDC, submitted a representation (**R120**) opposing the proposed topside development of Siu Ho Wan railway depot to the Board during the two-month plan exhibition period.

#### **4. The Representations**

- 4.1 Among the 144 representations received, one representation (**R1**) submitted by a green/concern group provides supporting views and the remaining (**R2 to R144**) (the majority of them are in form of joint submission or standard letter) are adverse representations/representations providing views mainly on the proposed Siu Ho Wan railway depot topside development, 'Zoo' use in Column 2 of the Notes of "Government, Institution or Community" ("G/IC") and "Green Belt" ("GB") zones as well as the proposed columbarium use at Sham Shui Kok. Their views can generally be categorised into the following:
- (a) the supportive representation is submitted by a green/concern group (**R1**) supporting the urban design principles adopted for the proposed topside development of Siu Ho Wan railway depot as stated in the ES of the draft OZP. **R1** also raises concerns on cycling and pedestrian connectivity;
  - (b) the 143 adverse representations/representations providing views are submitted by a member of TWDC (**R120**), Inhabitant/Indigenous Inhabitant Representatives (**R140 to R141**), an owners' committee (**R4**), four green/concern groups (**R2, R3, R5 and R138**), 110 individuals in joint submission to **R5** (**R6 to R108, R121 to R127**), 8 individuals in standard letter (**R109 to R116**) and the remaining 17 individuals (**R117 to R119, R128 to R137, R139, R142 to R144**);
  - (c) most of the adverse representations (**R2 to R137, R139**) oppose/raise concerns/comments on the proposed topside development of Siu Ho Wan railway depot, and the major grounds include extensive development scale, unaffordable luxury private housing, overloading the carrying capacity of transport system and/or other infrastructure facilities, potential adverse environmental impacts and lack of public consultation. Some propose reduction of scale of the proposed topside residential development,

provision of affordable public housing as well as sufficient Government, Institution and Community (GIC) and commercial facilities, possible car-free environment within the proposed topside development to reduce traffic impact, and a new railway line connecting to Hong Kong Island. **R143 to R144** object to reclamation for the development of low-density luxury private residential housing. On the other hand, **R138** opposes the draft OZP on the ground of underutilization of land resources in that the development density of the proposed topside development is too low, while **R142** considers that the split of public/private housing mix is not related to the draft OZP;

- (d) **R139** also opposes the “Zoo” use in Column 2 of the Notes of “G/IC” and “GB” zones; and
- (e) **R140 to R141** oppose the “Other Specified Uses” (“OU”) annotated “Columbarium” zone on the grounds of adverse traffic, environmental and psychological impacts arising from the proposed columbarium development.

4.2 A summary of the representations and comments and the Planning Department (PlanD)’s responses is attached at **Annex III**. The relevant representation sites are shown on **Plans H-2 to H-6b**.

## **Grounds of Representations**

### Supportive Representation/Representation Providing Views

4.3 **R1** generally supports the urban design measures for the proposed topside development of Siu Ho Wan railway depot, but also raises concerns regarding cycling and pedestrian connectivity. **R1** urges for a cycling network and pedestrian linkages between Siu Ho Wan railway depot, Tung Chung, Penny’s Bay and Sunny Bay along the shoreline as well as to and from Tai Ho to ensure a comprehensive external and internal connections.

### Adverse Representations/Representations Providing Views

4.4 The major grounds of adverse representations and those providing views on similar issues (**R2 to R144**) are summarised below.

### ***Proposed Topside Development of Siu Ho Wan Railway Depot under the “OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential Development” zone***

#### *Planning Context and Planning Intention*

- (a) According to the indicative development scheme submitted in MTRCL’s technical study report, the proposed topside development at Siu Ho Wan railway depot would provide a total of about 14,000 flats for a total population of about 37,800 upon full development. However, there are limited local employment opportunities and thus the future residents have to

commute to other districts for their daily life. In view of the transportation infrastructure capacity in North Lantau (similar concerns as in paragraph 4.4(i) refers), the planning intention and land use proposal for residential development are not supported. Some representers state that the proposed residential development atop Siu Ho Wan railway depot/further population increase in Siu Ho Wan will affect the overall planning of TCNTE and/or the long term planning of North Lantau, while some suggest that retail facilities should be provided to create adequate working opportunities to the local residents in order to minimize the commuting trips.

- (b) There are concerns on/objections to the proposed reclamation in the area for the development of luxury private residential housing. The possible Siu Ho Wan Reclamation should be taken into account in the formulation of the OZP and consideration of the planning intention.
- (c) Non-domestic uses such as a massive GIC and cemetery complex or a logistic park could be considered at Siu Ho Wan railway depot site in view of the aircraft noise impacts (similar concerns as in paragraph 4.4(l) below).

#### *Development Scale and Intensity*

- (d) In view of the similar traffic concerns as mentioned in paragraph 4.4(a), the development scale and intensity of the proposed development atop Siu Ho Wan railway depot should be critically reviewed. The scale/flat number should be reduced. One representer (**R120**) suggests that the flat number of the proposed topside development should be reduced by half to 7,000 flats and mainly in a form of subsidized housing.
- (e) On the other hand, one representer (**R138**) opposes the proposed topside development/entire draft OZP on the ground of underutilization of land resources. With its close proximity to railway station and major road network, the development density of the proposed topside development at Siu Ho Wan railway depot is too low. In addition, the current zonings do not optimise the adjacent land resources, in particular GIC site nearby, for a comprehensive planning. The representer proposes to review the land use zonings and development intensity in the draft OZP and to proceed with the development as soon as practicable.

#### *Housing Mix and Development Model*

- (f) The OZP does not stipulate the provision of public/subsidized housings for the proposed topside development of Siu Ho Wan railway depot. In view of the prominent location along the railway abutting the seafront, the depot site with a total area of 30 ha should be allocated mainly for public/subsidized housing development in order to address the issue of high property price and the pressing housing demand.
- (g) The development model of the proposed topside development that MTRCL is granted development right may only generate huge profits for MTRCL. The proposed topside development should not be a wholly private

low/medium-density housing development led by MTRCL, as it would result in luxury private housings that are unaffordable for the general public and unable to effectively address the housing problem. The Government should take the initiative in developing the Siu Ho Wan railway depot for subsidized housing.

- (h) One representer (**R142**) however considers that the split of public/private housing mix is a policy initiative that is irrelevant to the draft OZP.

*Road and Rail Traffic Capacities*

- (i) Taking into account various major infrastructure projects and developments in the area, the strategic road/rail network in North Lantau, especially at the critical section in Tsing Ma Bridge, may not be able to cope with the new population of the proposed topside development. The design capacities of Tsing Ma Bridge and MTR Tung Chung Line (TCL) have already been reached and the proposed topside development would undermine the interests and affect the livelihood of the existing residents as the additional population would aggravate the traffic problem. Further increase in traffic demand would cause congestion. The overall long-term traffic impact should be assessed and reviewed in a holistic and cumulative manner.
- (j) The proposed topside development should not be supported without appropriate mitigation measures in alleviating the overloaded traffic. The scale/flat number of the proposed topside development should be reduced and the design of the proposed development should adopt the “car-free” concept in order to minimize the traffic impact on NLH.
- (k) One representer (**R121**) suggests that a new railway line via Ma Wan, Sunny Bay, Tung Chung East, Tung Chung Town Centre, Tung Chung West and East Lantau Metropolis connecting MTR South Island Line (West) should be provided to cater for the traffic need.

*Environmental Impacts and Urban Design*

- (l) The proposed topside development might be susceptible to aircraft noises due to overflight of approaching and departing aircrafts. Alternative land uses (paragraph 4.4(c) refers) should be considered.
- (m) The infrastructure development on Lantau should be minimized in order to protect and preserve the ecologically-rich and aesthetically-beautiful natural environment.
- (n) The proposed topside development at Siu Ho Wan railway depot with over a hundred of new building blocks will eventually create a wall-like feature as shown in the photomontage submitted in the MTRCL’s technical study report. Relevant cumulative impacts arising from the possible Siu Ho Wan Reclamation would be another environmental concern. The building layout and design of the proposed topside development should be carefully revised in order to minimize the adverse impacts. On the other hand, one representer



(**R138**) comments that the development potential of the depot site should not be bounded by urban design measures.

*Provision of Open Space, Community and Social Welfare Facilities*

- (o) The proposed topside development with population intake would cause burden for infrastructure and community facilities in Tung Chung and North Lantau. Sufficient supporting community and social welfare facilities should be provided in order to create a self-sufficient and sustainable community. There are requests for open space, public wet market, retail facility, VTC Hong Kong Institute of Vocational Education (IVE), etc. One representer (**R121**) suggests the application of “Smart City” devices.
- (p) One representer (**R138**) proposes to relocate the supporting GIC facilities, such as school or community facilities, proposed within the topside development to the “G/IC” zone reserved for unforeseen uses located on the opposite side of NLH with a total area of 1.6 ha (**Plan H-5a & b**) in order to maximize flat yield at the depot site for housing purpose. These facilities could be connected to the proposed residential development via footbridge or landscaped deck.

*Public Consultation*

- (q) Although Siu Ho Wan railway depot is one of the identified development sites under the government multi-pronged approach for increasing housing supply, there is no open/public consultation conducted for the topside development proposed by MTRCL. There is no way for the general public to look into the details of the development proposal/cast their view on the planning intention and development scope of the railway depot site.

**‘Zoo’ Use in Column 2 of the Notes of “G/IC” and “GB” zones**

- (r) One representer (**R139**) considers that the concept and operation of zoo is no longer necessary nowadays in terms of conservation or animal management points of view as there are various suitable land uses such as ‘wild animals protection area’, ‘animal boarding establishment’, ‘animal quarantine centre’ more appropriate for these purposes in the Area. There are already a number of land use zonings allowing application for ‘Zoo’ use under various OZPs. The Government should provide justifications in considering the current provision of ‘Zoo’ use in Column 2 of the Notes of “G/IC” and “GB” zones of the draft OZP.

**Proposed Columbarium Development at Sham Shui Kok**

- (s) Two representatives (**R140** and **R141**) raise objection to the proposed columbarium development at Sham Shui Kok. The additional traffic arising from the proposed columbarium development would aggravate the traffic condition along the North Lantau Highway (NLH). The air pollutants generated from the worship of the columbarium, especially during the peak seasons, would have severe environmental impact to the surrounding rural

areas. The proposed columbarium development would also cause psychological disturbance to the local residents/visitors.

- (t) They propose to delete the columbarium site and relocate it to a remote area or island such as the Brothers.

### **Representers' Proposals**

4.5 The representers' proposals are summarised below:

#### **Proposed Topside Development of Siu Ho Wan Railway Depot under the "OU" annotated "Railway Depot and Public Transport Interchange with Commercial/Residential Development" zone**

- 4.6 **R2** suggests a clear stipulation of public housing portion under the "OU" annotated "Railway Depot and Public Transport Interchange with Commercial/Residential Development" zone and/or reserve land for public housing development.
- 4.7 **R139** proposes to revise (i) the planning intention stated in the Notes of the "OU" annotated "Railway Depot and Public Transport Interchange with Commercial/Residential Development" zone as well as paragraph 8.1.2 of the ES by adding "*including public housing*" after "*residential development*"; (ii) Remarks (b) in the Notes of the draft OZP by incorporating a clause stipulating "*not less than 40% of the total gross floor area for the provision of public housing development*" and (iii) paragraph 15.2 of the ES by deleting "*, if any,*" after "*Public housing*".
- 4.8 **R137** requests to withdraw the draft OZP to enhance the conservation of Lantau.

#### **'Zoo' Use in Column 2 of the Notes of "G/IC" and "GB" zones**

- 4.9 **R139** proposes to delete 'Zoo' use under Column 2 of the Notes of "G/IC" and "GB" zones in the draft OZP.

### **5. Comments on Representations**

- 5.1 Of the 10 comments received, **C1** submitted by MTRCL provides comment on representations **R2 to R138** regarding the feasibility of the proposed topside development of Siu Ho Wan railway depot. **C2 to C10** raise concerns on the topside development which are similar to the grounds of representations detailed in paragraph 4.4 (a) to (r).
- 5.2 **C1** emphasizes that due considerations have been given to the site constrains, including the existing AHR, infrastructural capacity and surrounding development context in assessing the development potential of the Siu Ho Wan railway depot. Technical assessments conducted have demonstrated that there would be sufficient transport and utility infrastructural capacities to support the proposed topside development atop Siu Ho Wan railway depot, while potential environmental and visual impacts are found to be acceptable with mitigation measures in place as

stated in the approved Environmental Impact Assessment (EIA) Reports. Close liaison and coordination with relevant government departments would be maintained to ensure compatibility between the proposed topside development and the possible Siu Ho Wan Reclamation. Subject to outcome of the AHR review for the future Three-Runway System (3RS) of HKIA, there may be scope to further enhance the development potential of the depot site. Any changes would be subject to submission of Layout Plan and supplementary information for the Board's approval.

- 5.3 **C2** (i.e. **R3**) submitted by a green/concern group supports representation **R139** in opposing the "Zoo" use in Column 2 of the Notes of "G/IC" and "GB" zones and reiterates their representation on the adverse cumulative traffic impact arising from the developments on Lantau and suggests that the development scale of the proposed topside development should be reduced. **C3** (i.e. **R102**) and **C4** also share the same view of **R139** in opposing the "Zoo" use. **C4** further objects to **R142** on the grounds that public/private housing mix is related to plan making and supports **R138** in the provision of more public housing in the proposed topside development of Siu Ho Wan railway depot with due consideration on the carrying capacity of the transport system and environmental impacts. Most of the comments submitted by individuals (**C3**, **C5** (i.e. **R39**) to **C9**) provide comments on issues related to representations on Siu Ho Wan railway depot site, including provision of public/subsidized housing, sufficient GIC/infrastructural facilities and development model, while **C9** (i.e. **R119**) requests to withdraw the draft OZP. **C10** (i.e. **R90**) raises objection to development on the grounds that reclamation would have impacts on the ecology and there are many available sites in the urban area for development. **C10** requests that the existing infrastructure/population policy should be reviewed before development.

## **6. Planning Considerations and Assessments**

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

- 6.1 The locations of representation sites are shown in **Plan H-2**.

### **Planning Scheme Area**

- 6.2 The Siu Ho Wan area (the Area), with a total area of about 186 ha, stretches from Sham Shui Kok in the northeast to the proposed Tai Ho Interchange in the southwest enclosed by the Lantau North (Extension) Country Park in the east and south with foothills of Tai Che Tung, Lau Fa Tung and Lo Fu Tau within the Country Park. It is mainly occupied by various infrastructure and government uses to support TCNT, HKIA and Northeast Lantau developments. The land to the south/southeast of NLH contains primarily depots and utility installations, such as sewage treatment works, water treatment works, organic resources recovery centre, etc. and slope areas adjoining the Lantau North (Extension) Country Park which is largely a continuous stretch of scrubland/shrubland with some existing trees scattered around shrubland and woodland. Land to the north of NLH houses mainly a railway depot which is the largest single development covering about 30 ha site area on the reclaimed land in the west, a refuse transfer station and a site reserved

for columbarium development in the east.

- 6.3 There is no village settlement within the Area. The Area has no residential population as no development has been completed yet for population intake. The planned population of the Area would be about 37,800. To its southwest, Tai Ho Valley, Tai Ho Wan and Tai Ho Stream have been identified as one of the priority sites for enhanced conservation under the New Nature Conservation Policy with a view to better conserving this ecologically important area.
- 6.4 Vehicular access to the Area is via Cheung Tung Road, which is primarily a single two-way utility service road running along the southern side of NLH, connecting the Area to Tung Chung, HKIA and the metro area as well as access to the Discovery Bay Tunnel Link. An underpass is built under NLH to connect the North Lantau Refuse Transfer Station and the site for the proposed columbarium to Cheung Tung Road. The existing NLH, a dual-three-lane highway, is the major strategic road link connecting HKIA and TCNT with other parts of the territory. Siu Ho Wan railway depot is also accessible through a slip road branching off NLH.
- 6.5 The proposed Tai Ho Interchange to the west of the Area will serve as the major access point for vehicles from NLH to the Area. A slip road linking Cheung Tung Road and the future Tai Ho Interchange is proposed under the TCNTE project to improve the connectivity between TCNTE area and Tai Ho area. The proposed Road P1 (Tung Chung to Tai Ho Section) providing another access to developments in Siu Ho Wan, Tai Ho and Tung Chung is subject to review in the detailed design stage of TCNTE.
- 6.6 The Airport Express (AE) and TCL run from east to west within the transport corridor on the northern shore of Lantau and pass through the Area. Two types of services are provided, the AE runs between AsiaWorld-Expo Station and Hong Kong Station, and TCL runs between Tung Chung Station and Hong Kong Station through the urban area providing commuter service to developments in North Lantau.
- 6.7 The representation site of **R1 to R139** covers the “OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential Development” zone (**Plan H-4**). The representation site of **R138** also covers the “G/IC” zone opposite to the depot site (**Plan H-5**). The representation sites of **R139** also cover all “G/IC” and “GB” zones in the draft OZP. The representation site of **R140 to R141** covers the “OU” annotated “Columbarium” zone (**Plan H-6a & b**).

### **Planning Intention**

- 6.8 The general planning intention for the Area is to reserve land for GIC facilities and supporting infrastructure taking advantage of the geographical location and to facilitate sustainable residential/commercial development and maximise the development potential on suitable land. Due consideration should be given to preserve the existing natural landscape and maintain suitable buffer between the Country Park and the built-up area.

## **Individual Zones**

- 6.9 The planning intention for “G/IC” zone is primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organisations providing social services to meet community needs, and other institutional establishments.
- 6.10 The planning intention for “OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential Development” zone is primarily to provide land for railway depot with commercial and/or residential development above with the provision of public transport interchange, GIC facilities and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints as well as air ventilation and visual considerations.
- 6.11 The planning intention for “OU” annotated “Columbarium” zone is primarily to designate land for columbarium use and garden of remembrance.
- 6.12 The planning intention for “GB” zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone.

## **Responses to Grounds of Representations**

- 6.13 The supporting view of **R1 (part)** is noted. The responses to **R1**'s concerns and the grounds of adverse representations and other views submitted by **R2 to R144** are summarised below:

### **Proposed Topside Development of Siu Ho Wan Railway Depot under the “OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential Development” zone**

#### *Planning Context and Planning Intention*

- 6.14 As stated in the Policy Address announced in October 2018, surging property prices and shortage of housing supply are major livelihood concerns of the public. In order to implement the prevailing housing policies and meet the demand for land and housing in the course of Hong Kong's economic development, it is imperative for the Government to increase land supply. Over the years, the Government has been striving to increase land supply to meet the population growth and to sustain economic and social development of Hong Kong through a multi-pronged land supply approach. The most immediate and effective way to augment housing land supply in the short to medium term is to make more optimal use of the readily available developed areas in the vicinity of existing infrastructure.
- 6.15 The Area, situated in the northshore Lantau and to the east of TCNTE, has always been an integral part of Lantau development. Taking into account comments of the

Lantau Development Advisory Committee (LanDAC) and public's view gathered during the public engagement exercise in 2016, a Sustainable Lantau Blueprint was published by the Government in June 2017 to provide a reference roadmap for guiding and implementing the development and conservation initiatives on Lantau. According to the Blueprint, the "North Lantau Corridor" covering TCNTE, the topside development at HKBCF Island and Siu Ho Wan Development is proposed mainly for economic and housing development, while TCL and NLH providing convenient connections to the urban areas could serve to enhance the accessibility of the corridor.

- 6.16 The Siu Ho Wan railway depot is identified as one of the important land supply sources and its flat yield is vital to meet pressing territorial housing demand. It is considered that the general planning intention of the area is appropriate while relevant government departments have no adverse comments on the land use zonings to reserve land for GIC facilities and supporting infrastructure as well as facilitate sustainable residential/commercial development and maximise the development potential on suitable land. As regards a representer (**R119**)'s proposal to use the railway depot site for logistic park or massive GIC and cemetery complex, suitable sites/land would be identified for such uses if required.
- 6.17 In respect of the concerns on the job provision, it should be noted that the planning for Siu Ho Wan area has already taken into consideration other known and planned development projects on Lantau and its surrounding from a macro perspective. TCNTE with a regional office node and the commercial belt around the railway stations will provide about 877,000m<sup>2</sup> GFA for commercial developments including office, retail and hotel uses, which will create about 40,000 job opportunities. There would also be job opportunities associated with various GIC facilities in Tung Chung such as post-secondary institution. The operation of 3RS and the commercial development with GFA of about 668,000m<sup>2</sup> at NCD at HKIA, etc. would eventually bring new employment opportunities closer to local residents so as to achieve synergy, optimal coordination and collaboration among these developments. In addition, the commercial portion with GFA of about 30,000m<sup>2</sup> of the proposed topside development would provide local retail facilities and hence local employment opportunities.
- 6.18 Regarding the Siu Ho Wan Reclamation, it should be noted that the formulation and extent of the draft OZP do not cover the proposed Siu Ho Wan Reclamation which is in a preliminary stage subject to further feasibility study. The current OZP aims to provide statutory planning guidance and control on the existing uses of the Area and facilitate potential development atop Siu Ho Wan railway depot. Head of the Sustainable Lantau Office (H(SLO)), CEDD advises that the programme for the subsequent planning and engineering study for Siu Ho Wan Reclamation is under review. Notwithstanding, in line with the established procedures, the Government will consult relevant stakeholders including relevant district councils on the Siu Ho Wan Reclamation during the feasibility study. Nevertheless, should the reclamation projects at Siu Ho Wan be taken forward, a statutory EIA shall be conducted to ensure no adverse impacts would be imposed on the environment and ecology.

*Development Scale and Intensity*

- 6.19 Siu Ho Wan has the potential to accommodate housing development with appropriate development intensities. The Government should make optimal use of the development potential of railway-property projects and explore opportunities for development along railways. In the 2016 and 2017 Policy Address, the Siu Ho Wan railway depot development was highlighted as a key railway-related site being explored by the Government in collaboration with the MTRCL to provide housing supply. In the 2018 Policy Address, the Siu Ho Wan Depot Site was further highlighted as existing land with development potential to be unleashed as a part of the “Lantau Tomorrow Vision”.
- 6.20 In response to the policy initiative to make full use of the potential of land along railway for property development, MTRCL as the current occupier and operator of the Siu Ho Wan railway depot submitted a technical study report to the Government to explore the feasibility of the residential and commercial development atop the railway depot. According to the indicative development scheme submitted in MTRCL’s technical study report, the depot site with a total site area of about 30ha, could be designated for a mix of residential and commercial development with 1,040,000m<sup>2</sup> GFA for domestic use, 30,000 m<sup>2</sup> GFA for commercial/retail use atop the railway depot and supporting facilities including a public transport interchange, three 30-classroom schools, a total number of 24 kindergarten classrooms, a minimum of 75,600 m<sup>2</sup> of open space and a minimum of 4,000 m<sup>2</sup> GFA for social welfare facilities. Technical assessments on various aspects including traffic and transport, air ventilation, environmental, sewerage, drainage, water supply and utilities, quantitative risk, geotechnical and structural feasibility, landscape and visual for the proposed residential and commercial development atop Siu Ho Wan depot have been undertaken to review the feasibility of the development proposal and the required supporting infrastructure. It is confirmed that the proposed development is technically feasible and no insurmountable technical problems in developing the site for residential and commercial development would be envisaged.
- 6.21 With the future 3RS operations in HKIA, a review of the existing AHR for the current 2RS operations is being conducted. There is scope to further maximise the development potential of the site providing that the technical feasibility and the infrastructure capacity can be ascertained. As stated in the ES, to provide flexibility for maximizing development potential of the site upon relaxation of AHR and for innovative design adapted to the characteristics of the site and planning circumstances, there is provision in the Notes for “OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential Development” zone that relaxation of the relevant development restrictions, such as GFA restriction, may be considered by the Board through the planning application system. Each proposal will be considered on its individual planning merits.

*Housing Mix and Development Model*

- 6.22 There are concerns that the Siu Ho Wan railway depot would be allocated for private residential development or luxury housing which could not effectively address the housing problem. It should be noted that the exact housing type/mix as

well as the development model are yet to be determined by the Government. Stipulating the amount of public housing in the OZP may limit the flexibility of housing mix and layout design. It is the Government's intention to plan different types of residential development to ensure a balanced housing mix and different housing choices could be available for the public. As stated in the Policy Address 2018, the Government hopes to develop the depot site into a Siu Ho Wan community with public and private housing as well as community facilities, with due regard to factors including planning, public-to-private housing mix, transport infrastructure, development timeline and MTRCL's participation etc.. The types of housing could be determined upon implementation of the development taking into account the prevailing government policies, relevant planning considerations and provision of supporting facilities. The zoning in the OZP would not preclude the development of public or private housing.

- 6.23 The designation of the subject "OU" annotated "Railway Depot and Public Transport Interchange with Commercial/Residential Development" zone is intended primarily to facilitate appropriate planning control over the development mix, scale, design and layout of development. As required under the Notes of the draft OZP, planning application in the form of Layout Plan with supporting technical assessments should be submitted, in which provision of public/subsidized housing, if any, could be incorporated for the Board's consideration. Public can also tender their views on the proposed development during the publication of the planning application.
- 6.24 It should be noted that the Siu Ho Wan railway depot provides important maintenance and supporting service to the current railway network. The proposed development should not interrupt the operation of existing TCL and AE service. As MTRCL is the current occupier and operator of the Siu Ho Wan railway depot, the Government will follow up with the MTRCL on various details including its participation in the topside development.

#### *Road and Rail Traffic Capacities*

- 6.25 A traffic and transport impact assessment (TTIA) for the proposed topside development with a new railway station has been undertaken under the MTRCL's technical study to assess the traffic impact and public transport facilities requirement based on the existing and planned road and railway networks, with due consideration of various committed projects in North Lantau including TCNTE, the 3RS and NCD at HKIA, TM-CLKL, HZMB, etc. Government departments have been consulted on the TTIA and they have no adverse comment/objection.
- 6.26 The TTIA, with the latest traffic pattern due to the commissioning of TM-CLKL and HZMB taken into account, reveals that major road links including Tsing Ma Bridge are predicted to be operating within manageable level upon full development of the proposed topside development. There would be sufficient road capacities to support the proposed topside development with Route 11 and Road P1 (Tai Ho to Sunny Bay Section) which are expected to be available before the Assessment Year of 2038 in the TTIA. Besides, TM-CLKL to be completed before the first population intake of the proposed topside development in 2026/27 will offer an alternative route and ease the traffic flow of NLH. No insurmountable road



capacity issue is envisaged with the proposed topside development and the implementation of the planned infrastructural works.

- 6.27 As for railway-based traffic, a possible railway station at Siu Ho Wan has been explored by the MTRCL to provide train service for the residents of the proposed topside development. MTRCL has planned to upgrade the signalling system of several railway lines, including TCL, for completion by 2026 tentatively. With the completion of the upgrading of signalling system amongst other railway lines, the overall carrying capacity can be increased by around 10%. According to the TTIA, it is estimated that the design capacity of TCL (assuming 4 person per m<sup>2</sup>) at the critical section between Sunny Bay Station to Tsing Yi Station (i.e. covering Tsing Ma Bridge) can accommodate the traffic demand of the planned population of the topside development upon full development by 2038.
- 6.28 Notwithstanding the above, according to the draft OZP, the project proponent of the topside development is required to submit a planning application with supporting technical assessments for the approval of the Board. The Commissioner for Transport (C for T) advises that the project proponent of the proposed topside development is required to conduct further TTIA and put forward mitigation proposals so as to ensure that the transport infrastructure can cope with the additional traffic flow brought by the new development projects. Chief Engineer/Railway Development 2-2, Railway Development Office (CE/RD2-2) of Highway Department (HyD) advises that the project proponent would evaluate in their TTIA whether the additional population arising from the proposed development would bring any adverse impacts to the loading of TCL. The project proponent should justify whether the capacity of TCL could cope with the transport demand and propose measures to alleviate the impacts to TCL. Government departments would have further opportunities to review the traffic impact arising from the proposed topside development.
- 6.29 With regard to the suggestion of adopting the “car-free” concept in the proposed topside development, the concept of reducing the usage of private car is in line with the current planning in which railway system is planned as a backbone of the passenger transport system in the Area so as to minimise road traffic. A possible railway station at Siu Ho Wan has been explored by the MTRCL to provide train service for the residents of the proposed development atop. Whether a “car-free” concept is to be adopted in the future topside development, the potential traffic impact on major road and rail infrastructure should be assessed in the TTIA to be submitted with the Layout Plan for the proposed development for consideration by the Board. C for T advises that the project proponent should put forward mitigation measures so as to ensure the public transport infrastructure could cope with the traffic demand brought by the proposed topside development. Furthermore, comprehensive networks of cycle track, cycle parking facilities and pedestrian walkway connecting the major destinations in the region would encourage cycling and promote convenient cycle and pedestrian movements. These measures would reduce the demand for vehicles that coincide to the “car-free” concept. Requirement on submission of connectivity proposal, which forms part of the landscape and urban design proposal, has been stipulated in the ES of the draft OZP. The Government would also explore to extend the existing cycle track network on Lantau under relevant infrastructure projects such as Road P1.

- 6.30 Regarding one representer (**R121**)'s new railway proposal, the Government is planning to take forward strategic studies on railway and major roads beyond 2030. Based on the latest planning data in Hong Kong, the Study will examine the transport needs of the whole territory beyond 2031 holistically. It will study the necessary strategic transport infrastructure network for meeting the traffic needs of the Strategic Growth Areas recommended by the Hong Kong 2030+ on one hand, while improving the traffic conditions of the existing transport corridors on the other hand.

*Environmental Impacts and Urban Design*

- 6.31 The environmental and ecological issues of the proposed topside development have been properly assessed and addressed in the relevant EIA Reports submitted under the EIA Ordinance (EIAO) (Cap. 499) to confirm its compliance with the EIAO requirement. On 29.11.2017, the EIA Reports for "Siu Ho Wan Station and Siu Ho Wan Depot Replanning Works" and "Proposed Comprehensive Residential and Commercial Development atop Siu Ho Wan Depot" were approved with conditions in accordance with the provisions of the EIAO. With implementation of appropriate mitigation measures, no unacceptable environmental impact during the construction and operation phases is anticipated. As for environmental concerns related to reclamation, should the reclamation projects at Siu Ho Wan be taken forward, a statutory EIA shall be conducted to ensure no adverse impacts would be imposed on the environment and ecology.
- 6.32 Regarding the specific concern on aircraft noise, there is a criterion stipulated in the HKPSG and the EIAO that no Noise Sensitive Receivers (NSRs) should be allowed within Noise Exposure Forecast (NEF) 25 contour. According to the EIA Reports, it is ascertained that the proposed topside development would not be within the NEF 25 contour. The Director of Environmental Protection (DEP) advises that adverse aircraft noise impact would not be anticipated. The project proponent would also explore and review the use of acoustic insulation in the form of well-gasketed window to enhance the indoor living environment in accordance with the mitigation measures proposed under the approved EIA.
- 6.33 Visual impact assessment and air ventilation assessment for the proposed topside development have been conducted under MTRCL's technical study. The proposed topside development atop the Siu Ho Wan railway depot would inevitably have an impact on the existing wind availability and open view towards the sea as well as affect the visual transition between the Area and Tai Ho Estuary. However, the proposed topside development is not considered incompatible with the adjacent planned townscape of Tung Chung East.
- 6.34 Since the site is in an elongated configuration sitting along the foothill facing the seafront, a number of urban design measures should be considered to optimize the scheme design for the future topside development. Proper control over the building bulk and building height as well as the provision of at least four 30m-wide and six 15-wide air/visual corridors are suggested to maintain visual openness and facilitate air ventilation as far as practicable. Sensitive design such as curvilinear layout, periphery planting, terraced podium, stepped building height profile, etc., should be adopted to ensure the compatibility. A connectivity proposal of all-weathered

pedestrian walkway/linkages and cycle track network is required to enhance both internal and external connectivity of the depot site with the surrounding areas. For the future Layout Plan submission under section 16 planning application, the project proponent has to follow the above-mentioned urban design measures as stated in the ES of the draft OZP, examine design concepts and give due considerations to further alleviate the visual and air ventilation impact of the residential buildings and podium with a view to harmonizing with the landscape character of the surrounding area.

- 6.35 In addition, requirements for submission of further environmental assessment, visual impact assessment and air ventilation assessment are clearly stipulated in the “OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential Development” zone on the draft OZP. Appropriate mitigation measures would be identified to minimize the potential adverse impact. The project proponent would need to submit the Layout Plan together with the above assessments for consideration by the Board. Relevant government departments would be further consulted to ensure the acceptability of potential impacts caused to or by the proposed topside development.
- 6.36 Regarding representers’ concerns on the potential impact on the natural environment and their proposals to withdraw the draft OZP/minimize the infrastructure developments for nature conservation, it should be noted that the objective of the draft OZP is to indicate the broad land-use zonings for the Area so that development and redevelopment therein can be put under statutory planning control. Relevant EIA Reports for the proposed topside development have already been approved with conditions by DEP in accordance with the provisions of the EIAO. Major infrastructure projects would also be subject to statutory EIA process.

*Provision of Open Space, Community and Social Welfare Facilities*

- 6.37 It is intended to have sufficient self-contained supporting GIC facilities provided in the proposed topside development within the depot site in order to cater for the need of the future local residents and impose no extra burden on the relevant provisions in Tung Chung and Lantau. Adequate provision of community, social welfare, recreational and educational facilities would be provided in a holistic manner to serve the future population in accordance with the requirements under the Hong Kong Planning Standards and Guidelines (HKPSG) and based on the advice of relevant bureaux/departments.
- 6.38 According to the indicative development scheme submitted in MTRCL’s technical study report, various GIC and retail facilities would be provided to serve the new population and the community, including a public transport interchange, three 30-classroom schools, a total number of 24 kindergarten classrooms, a minimum of 75,600 m<sup>2</sup> of open space and a minimum of 4,000 m<sup>2</sup> GFA for social welfare facilities. Such provision requirements have been clearly stipulated in the ES of the draft OZP. The GIC uses would be carefully planned and located such that they are easily accessible by local residents and/or a wider community. PlanD will liaise with concerned bureaux/departments to review the exact provision and location of GIC facilities and open space in the area during implementation stage.

- 6.39 Regarding the GIC site on the opposite side of the NLH (**Plan H-5a & b**), the larger eastern portion of the GIC site is currently occupied by the existing Siu Ho Wan Government Maintenance Depot and the remaining western portion is an undesignated GIC site. Given that the site is separated from the railway depot by TCL and NLH and is not easily accessible, it is not appropriate for the provision of the supporting GIC facilities which is intended to serve the local residents. In response to a representer (**R121**)’s request for provision of VTC IVE in Siu Ho Wan, a site at Area 137 of Tung Chung East (Plan **H-2**) is reserved for post-secondary institution. The Government will keep identifying and allocating suitable sites for the provisions subject to the advice of Education Bureau on the demand. For request on the application of the “Smart City” devices, it could be incorporated as part of the proposed topside development of Siu Ho Wan railway depot.

*Public Consultation*

- 6.40 The established public consultation procedures for formulation of a new OZP have been duly followed. TWDC and IsDC were consulted before TPB’s further consideration on the draft OZP. Relevant information on the proposed topside development has been made available in the public consultation. In addition, the statutory plan-making process, which involves 2-month exhibition of the draft OZP for public inspection and hearing of representations and comments received, is itself a public consultation process under the Town Planning Ordinance. Members of the public have been given the opportunity to provide views on the draft OZP in submitting representations and/or comments. All representers and commenters have been invited to the Board to present their views. The Board would take into account the representations and comments on the representations before making a decision on the OZP prior to its submission to the Chief Executive in Council for approval. Besides, the project proponent is required to submit a development proposal in the form of a Layout Plan with supporting technical documents through planning application for the Board’s approval, whereas the public can submit their further views on the application.

**‘Zoo’ Use in Column 2 of the Notes of “G/IC” and “GB” zones**

- 6.41 For one representer (**R139**)’s concern on ‘Zoo’ use under Column 2 in the Notes of the “G/IC” and “GB” zones, it should be noted that according to the Definitions of Terms promulgated by the Board, ‘Zoo’ means any place where animals and birds are kept for conservation purposes or display to the general public, which is different from ‘wild animals protection area’, ‘animal boarding establishment’ and ‘animal quarantine centre’. The Notes of the “G/IC” and “GB” zones primarily follow the Master Schedules of Notes (MSN) agreed by the Board which include uses like ‘Zoo’ that may be considered by the Board under the planning application system to allow flexibility for proposals that may be compatible with the surrounding area. The inclusion of ‘Zoo’ use in Column 2 of the Notes does not represent that the use would be provided in the Area. Each proposal will be considered by the Board taking into account the prevailing planning circumstances, relevant guidelines and in consultation with departments concerned including Agriculture, Fisheries and Conservation Department (AFCD). In this connection, the current Notes for “G/IC” and “GB” zones are considered appropriate.

**Proposed Columbarium Development at Sham Shui Kok**

- 6.42 A feasibility study of potential sites for columbarium development in Tsuen Wan District was completed by the Civil Engineering and Development Department (CEDD) in 2014. Under the study, preliminary technical assessments, covering traffic, air quality, landscape and visual aspects, have been conducted and concluded that the site at Sham Shui Kok could be developed as columbarium. Government departments consulted have no adverse comment on/objection to the proposal.
- 6.43 Food and Environmental Hygiene Department (FEHD) emphasizes that the design of the proposed columbarium development would aim to “blend-in with the surrounding environment” by adopting different landscape design strategies to enhance the overall greening effect of the building. Low-smoke worshipping would be encouraged in the proposed columbarium by providing communal incense holders at suitable locations instead of incense holding trough at each individual niche wall. For joss paper burning facilities, the best available technology including the use of electrostatic precipitation and water scrubbers for flue gas treatment as mentioned in “Guidelines on Air Pollution Control for Paper Artifacts Burning at Funeral Parlours and Other Places of Worship” published by the Environmental Protection Department (EPD) would be adopted to remove smoke and ash flakes from joss paper burning. DEP advises that the subject columbarium is remote from the nearby villages. With proper mitigation measures, the potential environmental impacts can be further minimized.
- 6.44 Food and Health Bureau (FHB) and FEHD consulted TWDC in November 2016 and have obtained DC’s support for the development of columbarium. According to the preliminary proposal, the site can provide about 26,000 niches and a garden of remembrance. It is noted that most DC members were concerned about the traffic impact in relation to Sham Shui Kok and NLH and they urged the Government to improve the road condition to facilitate future visits by the public to the columbarium.
- 6.45 The Government will carry out further technical study taken into account the local concerns for the subject columbarium development in due course. An Engineering Feasibility Study (EFS) Review will be commissioned by CEDD tentatively in 2019. Relevant planning considerations including access arrangement, infrastructure capacity, environmental assessment and visual impact, etc. will be taken into account during the review of EFS and detailed design of the proposed columbarium development. It should be noted that psychological matter is not a material planning consideration of the Board.

**Responses to Representers’ Proposals**

- 6.46 With regard to **R2** and **R139**’s proposals to clearly stipulate the public/private housing portion under the “OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential Development” zone, the responses in paragraphs 6.22 and 6.23 are relevant. As required under the Notes of the draft OZP, planning application in the form of a Layout Plan with supporting technical assessments documents should be submitted, in which provision of

public/subsidized housing, if any, could be incorporated for the Board's consideration.

6.47 Regarding **R137**'s proposal to withdraw the draft OZP for conservation, the responses in paragraph 6.36 are relevant. There is no provision to withdraw an OZP under the Town Planning Ordinance.

6.48 In response to **R139**'s proposal regarding 'Zoo' use, the responses stated in paragraph 6.41 are relevant.

### **Responses to Grounds of Comments**

6.49 The views/comments submitted by **C1** are noted. The views of other commenters (**C2 to C10**) as highlighted in paragraph 5.3 are largely similar to the grounds of representations (**R1 to R139** and **R142 to R144**). The assessments in paragraphs 6.1 to 6.41 above are relevant. Detailed responses to the comments are provided in **Annex IV**.

## **7. Consultation**

7.1 The following government departments have been consulted and their comments have been incorporated in the above paragraphs and the response in **Annex IV** where appropriate:

- (a) Secretary for Education;
- (b) Chief Engineer/Railway Development 2-2, Railway Development Office, Highways Department;
- (c) Chief Town Planner/Strategic Planning, Planning Department;
- (d) Chief Town Planner/Urban Design and Landscape, Planning Department;
- (e) Commissioner for Transport;
- (f) District Officer/Tsuen Wan, Home Affairs Department;
- (g) District Lands Officer/Islands, Lands Department;
- (h) Director of Housing;
- (i) Head of the Sustainable Lantau Office, Civil Engineering and Development Department;
- (j) Director of Environmental Protection ;
- (k) Director of Food and Environmental Hygiene;
- (l) Director of Leisure and Cultural Services; and
- (m) Director of Social Welfare.

7.2 The following government departments have been consulted and they have no major comment on the representations and comments:

- (a) Secretary for Development;
- (b) Chief Architect/CMD2, Architectural Services Department;
- (c) Chief Building Surveyor/New Territories East 2 & Rail, Buildings Department;
- (d) Chief Engineer/Hong Kong & Islands, Drainage Services Department;
- (e) Chief Engineer/New Territories East, Highways Department;

- (f) Chief Engineer/Construction, Water Supplies Department;
- (g) Commissioner of Police;
- (h) Controller, Government Flying Service;
- (i) Director of Agriculture, Fisheries and Conservation;
- (j) Director of Electrical and Mechanical Services;
- (k) Director of Fire Services;
- (l) Director-General of Communications;
- (m) Director-General of Civil Aviation;
- (n) Director of Marine;
- (o) District Officer/Islands, Home Affairs Department;
- (p) Head of Geotechnical Engineering Office, Civil Engineering and Development Department;
- (q) Government Property Administrator; and
- (r) Principal Project Coordinator 2/Special Duties, Major Works Project Management Office (Special Duties), Highways Department.

## 8. **Planning Department's Views**

The supportive views of **R1** are noted. Based on the assessments made in paragraph 6 above and for the following reasons, PlanD does not support the remaining views of **R1** and the views of **R2 to R144** and considers that the draft OZP should not be amended to meet the representations:

### **Proposed Topside Development of Siu Ho Wan Railway Depot under the "Other Specified Uses" annotated "Railway Depot and Public Transport Interchange with Commercial/Residential Development" zone (R1 to R139, R142 to R144)**

#### *Planning Context, Planning Intention, Development Scale and Intensity*

- (a) According to the Sustainable Lantau Blueprint, the "North Lantau Corridor" covering TCNTE, the topside development at HKBCF Island and Siu Ho Wan Development is proposed mainly for economic and housing development. Siu Ho Wan railway depot is one of the important land supply sources to meet pressing territorial housing needs. Technical assessments on various aspects including traffic and transport, air ventilation, environmental, sewerage, drainage, water supply and utilities, quantitative risk, geotechnical and structural feasibility, landscape and visual for the proposed residential and commercial development atop Siu Ho Wan depot have been undertaken to review the feasibility of the development proposal and the required supporting infrastructure. It is confirmed that the proposed development is technically feasible and no insurmountable technical problems in developing the site for residential and commercial development would be envisaged. The planning intention and development scale/intensity are considered appropriate.

#### *Housing Mix and Development Model*

- (b) The exact housing type/mix as well as the development model are yet to be determined by the Government. As required under the Notes of the draft OZP, planning application in the form of Layout Plan with supporting technical assessments should be submitted, in which provision of public/subsidized housing,

if any, could be incorporated for the Board's consideration.

*Road and Rail Traffic Capacities*

- (c) A traffic and transport impact assessment (TTIA) for the proposed topside development has been undertaken under MTRCL's technical study to assess the traffic impact and public transport facilities requirement based on the existing and planned road and railway networks, with due consideration of various committed projects in North Lantau. There would be sufficient road and rail capacities to support the proposed topside development upon full development by 2038. The project proponent of the proposed topside development is required to conduct further TTIA and put forward mitigation proposals so as to ensure that the transport infrastructure can cope with the additional traffic flow brought by the new development projects.

*Environmental Impacts and Urban Design*

- (d) The environmental and ecological issues of the proposed development atop Siu Ho Wan railway depot have been properly assessed and addressed in the EIA Reports to confirm its compliance with the EIAO requirement. The EIA Reports were approved by EPD in November 2017. A further environmental assessment is required for subsequent planning application for the proposed topside development. Appropriate mitigation measures would be identified in order to minimize the potential adverse impacts.
- (e) For the future Layout Plan submission under section 16 planning application, the project proponent has to follow all the urban design requirements/measures, including connectivity proposal, as clearly stated in the ES of the draft OZP, to optimize the scheme design of the proposed topside development and give due considerations to ensure the compatibility and enhance both internal and external connectivity of the depot site with the surrounding areas.

*Provision of Open Space, Community and Social Welfare Facilities*

- (f) Adequate provision of community, social welfare, recreational and educational facilities would be provided to serve the future population in accordance with the requirement under the Hong Kong Planning Standards and Guidelines (HKPSG) and based on the advice of relevant bureaux/departments. Such provision requirements have been clearly stipulated in the ES of the draft OZP.

*Public Consultation*

- (g) The statutory and administrative procedures in consulting the public on the draft OZP have been duly followed. The exhibition of the OZP for public inspection and the provisions for submission of representations and comments also form part of the statutory consultation process under the Town Planning Ordinance. Relevant information on the proposed topside development has been made available in the public consultation.



**'Zoo' Use in Column 2 of the Notes of "G/IC" and "GB" zones (R139)**

- (h) The Notes of the "G/IC" and "GB" zones generally follow the MSN including uses which may be considered by the Board under the planning application system. This allows flexibility for proposals that may be compatible with the surrounding area. The inclusion of 'Zoo' use in Column 2 of the Notes does not represent that the use would be provided in the Area. The current Notes for "G/IC" and "GB" zones are considered appropriate. Each application would be considered by the Board taking into account the prevailing planning circumstances, relevant guidelines and in consultation with departments concerned including AFCD.

**Proposed Columbarium Development at Sham Shui Kok (R140 and R141)**

- (i) Preliminary technical assessments have been conducted under a feasibility study of potential sites for columbarium development in Tsuen Wan completed by CEDD. FHB and FEHD consulted TWDC in November 2016 and have obtained DC's support for the development of columbarium. The Government will carry out further technical study taken into account the local concerns for the subject columbarium in due course.

**9. Decision Sought**

The Board is invited to give consideration to the representations and comments taking into consideration the points raised in the hearing session, and decide whether to propose/not to propose any amendments to the draft OZP to meet/partially meet the representations.

**10. Attachments**

<b>Annex I</b>	Lists of Representers and Commenters in respect of the Draft Siu Ho Wan OZP No. S/I-SHW/1
<b>Annex II</b>	CD-ROM containing Submissions of Representers and Commenters (for Members only)
<b>Annex III</b>	Summary of the grounds of Representations/representers' proposal and Comments on Representations and PlanD's Responses
<b>Plan H-1</b>	Draft Siu Ho Wan Outline Zoning Plan No. S/I-SHW/1
<b>Plan H-2</b>	Location Plan
<b>Plan H-3</b>	Aerial Photo
<b>Plans H-4a to H-4b</b>	Site plan, site photos and aerial photo of the Representation Site – "OU" annotated "Railway Depot and Public Transport Interchange with Commercial/Residential Development" zone
<b>Plans H-5a to H-5b</b>	Site plan, site photos and aerial photo of the Representation Site – "G/IC" zone at Ngau Tau Wan

**Plans H-6a to H-6b**

Site plan, site photos and aerial photo of the Representation Site – “OU” annotated “Columbarium” zone

**PLANNING DEPARTMENT**  
**October 2018**