

WITHOUT PREJUDICE

By Hand

Date 12<sup>th</sup> June, 2023.

The Secretary,  
Town Planning Board,  
15/F., North Point Government Offices,  
333 Java Road,  
North Point,  
Hong Kong.



Dear Sir,

Re : Approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B  
Amended plan at Location: Fanling/Sheung Shui OZP No. S/FSS/27

Referring to your recent Public Inspection put on 12<sup>th</sup> May, 2023 regarding the above approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B on the Amended Plan at location Fanling/Sheung Shui OZP No. S/FSS/27, and further to our previous Petition letter presented to the Planning Dept, Transport Dept and the North District Council Representative, Mr Simon Hau on 11<sup>th</sup> April, 2023 North District Council Meeting, regarding the decision as AGREED from The Town Planning Board, on 17<sup>th</sup> March, 2023 meeting on the application No. Y/FSS/19 revised rezoning plan, being the owners/residents adjacent to this rezoning land, below are our concerns and OBJECTIONS, which we would like to seek for the consideration from Town Planning Board to reject and disapprove on its amended plan OZP no. S/FSS/27 for reasons being :

1. On what grounds does the Town Planning Board AGREE to Y/FSS/19 to refine to increase from 0.8 Plot ratio about 180 units in 3-4 floors high residential buildings to 4.3 Plot ratio 969 units in 27-35 floors and with 1120 vehicles ?
2. We should have invited the Town Planning Board or related authority to personally inspect how this path, Pak Wai Lane, can support 1200 vehicles including resident 1120 cars, 50 Cars of Golf Parkview, taxis, other vehicles and ambulances?
3. To support and evident our OBJECTIONS, enclosed please find our 4 photos taken on 1st April, 2023 to evident Pak Wai Lane is a substandard 2-way road !
  - A. Photo # 1 - It is too narrow for two vehicles to go IN and OUT at the same time.
  - B. Photo #2 - Pak Wai Lane is just a very short path, not long enough to queue 4-5 vehicles one after the other at the same time !
  - C. Photos # 3 and 4 - Showing how the traffic will be congested at the junction between Castle Peak Road Kwu Tung and Pak Wai Lane.
  - D. Photo #5 - Showing there is only pedestrian footway adjacent to Golf Parkview and NO pedestrian footway on the other side of Pak Wai Lane adjacent to Oi Yuen.
  - E. Since Pak Wai Lane is such as narrow substandard road, its traffic flow will be outrageously busy for these 1200 vehicles and unexpected jams blocking the emergency ambulances going in and out of Oi Yuen to rescue the elderly and human deaths may be caused and as such, who will be responsible ????

4. The proposed 100 elderly residential care home (100 place RCHE) makes no sense, reasons being :
- A. There is NO public transportation support such as bus or mini bus terminus near Oi Yuen, which makes visits to the care home inconvenient.
  - B. There are already huge complexes in Tai Tau Leng, Po Shek Wu and the Shek Tsai Leng near Kwu Tung market, which provide thousands of residential care home and medical services/activities for the elderly. Can't see why it is crucial to have these 100 place RCHE inside Oi Yuen ???
5. The high-rise design of the Oi Yuen Y/FSS/27 (previous no. Y/FSS/1) is 27-32 floors 6 blocks which must need a strong piling ! However, Golf Parkview 6 blocks of 4-storeys buildings were not done with any piling! Has Oi Yuen ever studied whether Golf Parkview 6 blocks of 4 Storeys buildings can withstand their piling works?. If Golf Parkview 6 buildings should have cracks in buildings or structural damages/problems as a result of Oi Yuen piling works, who will be responsible for the compensation?
6. There is NO ROOM to increase the traffic flow on Castle Peak Road Kwu Tung as we have experienced frequent traffic congestion after Eden Manor's occupancy and the new installation of traffic light at the entrance of Eden Manor. Without the possibility of increase of public transportation to ease the 3,000 Oi Yuen residents (969 units x average 3 persons/unit), what will the future traffic look like ?? Presently, there is just ONE KMB Bus 76K running between Yuen Long and Ching Ho Estate and 3 Green mini bus 50A, 50K and 51K running from Sheung Shui North Landmark complex to Kam Tsin, Hung Tau and Ho Sheung Heung.
7. With all the above consequences with the rezoning of this Application, we wonder if Town Planning Board is ready to sacrifice the convenience and quality of daily life of all 48 owners of Golf Parkview as it is being considered as NOT important and relatively small scale of residence as we have been addressing this Pak Wai Lane issue ever since 2016 our **OBJECTIONS on Oi Yuen Rezoning plan applications under Y/FSS/12, Y/FSS/14, Y/FSS15 and Y/FSS/19 ???**

We really don't want to suffer similarly to the Tuen Mun Chek Lap Kok Tunnel area that due to the lack of careful study and forecasts by the Transport Dept has meant that residents are being stuck in traffic for up to 2.5 hours and no solution has been made to reduce this serious traffic congestion !

I would like to quote below conclusion from former Planning Dept Chief officer and former Chairman of KCRC, Mr Michael Tien Puk Sun , who have been interviewed lately in a TV program :

Former Planning Dept Chief Officer – He has concluded that the development of infrastructure should come before the development of residential accommodation planning so as to make sure transportation can support the increase of population in the developed area.

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8. Lastly, regarding approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B, we are curious to know why the Land Office or Town Planning Board has amended **this lot of Oi Yuen from originally a Comprehensive Development Area (CDA)** and its originally plan was approved in 5<sup>th</sup> December, 2003 under A/FSS/156 @ plot ratio to 0.8 to **Comprehensive Development Area – 1 (CDA-1)** which has enabled Oi Yuen to revise his rezoning plan in 4<sup>th</sup> August, 2016 under Y/FSS/12 @revised plot ratio of 3.60, without public scrutiny ??? Oi Yuen has further increased its plot ration to **4.30** under Y/FSS/19 in 10<sup>th</sup> June, 2022 to have 969 units and 1,127 vehicles and claimed their support to government new policy in housing by referring to another huge development under S/FSS/25 in the vicinity ! It is obvious to see how Oi Yuen is being influenced by the improper decision from Town Planning Board from changing its land from CDA to CDA-1 and starts to increase its total units in flats and vehicles.

For your easy perusal, we enclose herewith our latest OBJECTION letter submitted during the 4<sup>th</sup> scrutiny under Y/FSS/19 on 3<sup>rd</sup> February, 2023.

**I respectfully strongly OBJECT to the Town Planning Board APPROVING this Planning Application No. S/FSS/26 and OZP No. S/FSS/27 in its present form !**

Name of Person making this comment: LI CHURK YAT BRIAN

HKID No. 

Address: 

for Signature: 

**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #1 – Showing Pak Wai Lane is a substand road, which is too narrow for two vehicles to go IN and OUT at the same time.

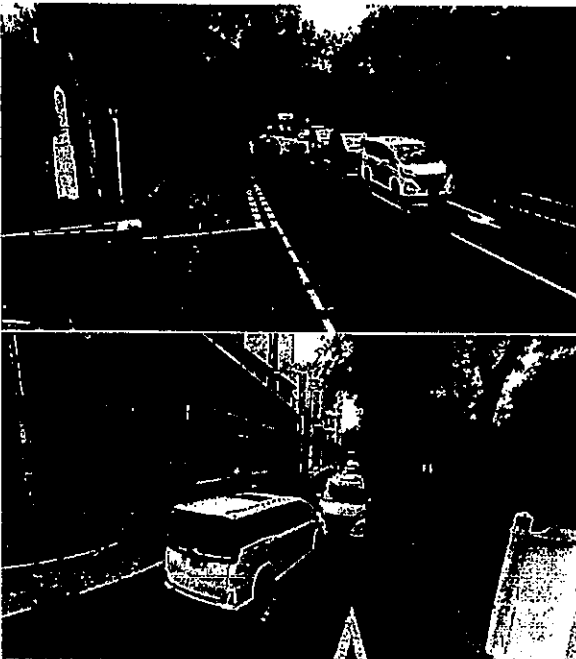
**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #2A, 2B - Pak Wai Lane is such a short lane, which is just enough to queue maximum 6 vehicles one after the other at the same time.

**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #3A, 3B – Showing how the traffic will be congested at the junction between Castle Peak Road Kwu Tung and Pak Wai Lane.

**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #4A, 4B – Showing how the traffic will be congested at the junction between Castle Peak Road Kwu Tung and Pak Wai Lane.

**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #5 - Showing there is only pedestrian footway adjacent to Golf Parkview and NO pedestrian footway on the other side of Pak Wai Lane adjacent to Oi Yuen.

**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo No. 6A, 6B, 6C - There is NO ROOM to increase the traffic flow on Castle Peak Road Kwu Tung and Kam Tsin.

## Planning Application Y/TSS/12

It is noted that the developer has supplied further information regarding its proposed development of the Oi Yuen site. All of the new material relates to comments made by Government departments on subjects such as Traffic Impact Assessment and Air Ventilation Assessment, with replacement pages on Sewerage Impact. None of the new materials addresses in any way the serious concerns that have been raised by non-Government parties such as the residents of Golf Parkview, and we again submit them for your kind consideration.

It remains the intention of the developer to construct seven high tower residential blocks, as it has done since the detailed proposals were first revealed. The proposed heights of the residential blocks have been, however, considerably increased during the consultation period and now range from 25 to 32 storeys. The number of flats available has increased by 43% from 676 to 969 and the design population by the same percentage to about 2,714 persons.

The developer used to maintain that its potential development was "in an appropriate scale". That wording has since changed to "the proposed development intensity is considered appropriate and compatible with the surrounding neighbourhood."

The only development of even vaguely similar size is that of Eden Manor located on the south side of the Castle Peak Road-Kwu Tung. There was no public consultation exercise. On the south side of Castle Peak Road travelling west from Eden Manor, or on the east side when the road curves south, there is no building taller than Golf Parkview until one arrives at as far away as Yuen Long. It is the same story on the other side of Castle Peak Road. Golf Parkview is presently the tallest structure between the junction of Castle Peak Road with the Fan Kam Road and Yuen Long.

To us Golf Parkview residents the most important reason why the present proposal should be rejected is that despite repeated adverse comments from petitioners and the Transport Department, the developer still plans that traffic to and from the new development should be via Pak Wai Lane. The only access to Golf Parkview whether on foot or in a vehicle is via Pak Wai Lane. This lane is comparatively narrow both in terms of the road for traffic and the footpath for pedestrians. The Chief Highway Engineer/New Territories East described Pak Wai Lane as being "substandard in width." We would here point out that there is only one footpath for pedestrians and it is narrow and on the Golf Parkview side of the Lane.

We do not believe for one moment the Lane can possibly safely handle the dramatic increase in usage envisaged by the developer. The site which it is proposed be developed has long frontage directly onto the Castle Peak Road-Kwu Tung. It MUST arrange that access to and from Oi Yuen be direct from Castle Peak Road, just as it is at Eden Manor, and not via Pak Wai Lane. We consider this imperative not only for the safety and convenience of all users but also to permit swift access by emergency vehicles to both the existing and possible future development. In its S. 12A Application for Amendment of Plan dated February 2022, the developer in para. 2.5.1. writes that "The existing vehicular access to the Application Site is available via Castle Peak Road-Kwu Tung." This is true. There is a driveway giving access to Oi Yuen from Castle Peak Road. This could be expanded and utilised or a completely new driveway built on the considerable area at the developer's disposal. Proposed site coverage is presently quoted as being "Not more than 27%".

There is a further important reason why the literally hundreds of vehicles it is proposed go to and from Oi Yuen every day should not be allowed to use Pak Wai Lane. When travelling in a westerly direction from the junction with Fan Kam Road on the Castle Peak

The proposed site is adjacent mainly to village houses on its east side and the Golf Parkview development on its west. Golf Parkview has 5 storeys with a ground floor of car parks/lift lobbies plus 4 storeys of flats. There are a total of 48 flats housing, according to the ratio of 2.8 persons per flat, approximately 135 people with 54 private car parking spaces including those for visitors. Oi Yuen has increased the number of flats planned to 969, housing approximately 2,714 people with 1,117 private car parking spaces. The contrast in size is both obvious and overwhelming. Opposite the proposed development, on the other side of Castle Peak Road, is the Fanling Golf Course with zero buildings. To the north of Oi Yuen is the Fanling Highway. On the other side of the Highway is low-density Tsung Pak Long and Hak Ka Wal. It cannot be accepted that the proposed development is in any way compatible with its surrounding neighbourhood and rural environment. It is grossly excessive.

The proposed seven residential towers have been increased in height to 25 to 32 storeys aboveground, the nearest of which to Golf Parkview will be little more than the width of a narrow lane away (one of the reports gives the separation distance as 9 metres). They will undoubtedly adversely affect the residents of Golf Parkview environmentally by blocking both wind and sunlight. The negative effect on wind flow was confirmed in the air ventilation assessment which stated that even the former proposed development of 7 lower blocks ranging in height from 19 to 23 storeys "would create rather significant adverse impacts on the surrounding area under most simulated winds...". The excessive height of the 7 blocks will also result in a shadowing effect on Golf Parkview. There must also be concern that the piling and other construction activity of these seven towers, including up to 4 levels of basement for underground carparks, may affect the structural integrity of Golf Parkview, as well as having a major adverse air quality impact of potential dust emission.

Road-Kwu Tung, the third/middle lane for turning right into Pak Wai Lane is only long enough for about four vehicles. This is sufficient for Golf Parkview traffic. It is impossible to conceive that it will be long enough also to accommodate Oi Yuen traffic. More than four vehicles waiting to turn right into Pak Wai Lane will mean that all westerly bound traffic on the Castle Peak Road will have to come to an abrupt halt. This will be very dangerous as the road is narrow and one approaches Pak Wai Lane coming round a sharp right-hand bend with minimal forward visibility. Accidents will happen. There is no shadow of doubt about that. It is very frustrating that whilst surveys of traffic on the Castle Peak Road-Kwu Tung are conducted, no attention seems to be being paid to the dangerous situation which is planned by the use of Pak Wai Lane for access to the proposed new development. A queue length assessment in respect of traffic proceeding in a westerly direction on the Castle Peak Road-Kwu Tung and turning right into Pak Wai Lane should be undertaken.

Traffic surveys have been included from places as distant as Queen's Hill Development Extension and Pak Wo Road. We strongly request that the focus be on Pak Wai Lane. The number of private car parking spaces at the end of Pak Wai Lane is proposed to be increased from 54 to 1,171, a jump of some 21.7 times! In addition there will of course be additional vehicles visiting the residential care home. We strongly believe that Pak Wai Lane is too narrow in width to handle the proposed enormous increase in traffic volume.

It is noteworthy that there is not one shot of Golf Parkview in all the myriad of photographs of the area provided by the developer, even the aerial ones. The proposed development is not in any way compatible with Golf Parkview or the surrounding area. It is grotesquely huge and will be detrimental to the quality of life to nearby residents as well as seriously worsening traffic congestion in the area. Various reports mention the visual impact of the new development but never from the position of the residents of Golf

Parkview who will clearly be severely adversely affected in this respect.

The pavement in front of Golf Parkview is 136 inches wide. This is considerably wider than the pavement on Castle Peak Road-Kwu Tung either to the west of Golf Parkview or that bordering the proposed new development. The latter pavement is only 76 inches wide. Ironically, this pavement is even busier than the one fronting Golf Parkview. Pedestrians and cyclists coming from the Kam Tsin area, heading towards Sheung Shui, cross the Castle Peak Road-Kwu Tung virtually opposite Pak Wai Lane because there is no pavement on the golf course side of Castle Peak Road-Kwu Tung opposite the proposed new development. The situation is already bad and should not be allowed to worsen.

It is noted that the developer makes a proposal regarding the provision of a residential care home for 100 elderly persons. This proposal is strongly opposed. First, the location does not seem appropriate with it not being within easy walking distance of any major developments let alone shops or restaurants. Visitors to the care home will also increase the utilisation of Pak Wai Lane. It is noted that there is a large social welfare complex under construction in Kwu Tung just 5 minutes drive from Golf Parkview.

It has come to our notice that a substantial public housing development is proposed for Castle Peak Road-Kwu Tung opposite Eden Manor. It is presently mainly cottages and workshops. The proposed size of the development is huge with the number of units indicated at 3,300 and inhabitants at 8,900, though the ratio of only 2.7 persons per unit seems rather low. The development will also provide social welfare measures, shops and kindergartens. The impact on the traffic conditions of Castle Peak Road-Kwu Tung and the junction with Fan Kam Road will be enormous. With the Government emphasis on public housing, especially in the Northern

Metropolis, one can safely predict that this development will proceed. It is a further reason why the Oi Yuen development should be denied in its present over-sized form.

We respectfully strongly urge the Town Planning Board to reject this Planning Application. Thank you.

Name of person making this comment :

Signature :

Date :

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By Hand

Date 12<sup>th</sup> June, 2023.

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Name of Person making this comment : *NTE KA YEE MAGDALENE*

HKID No. 

Address : 

Signature : *Magdye*

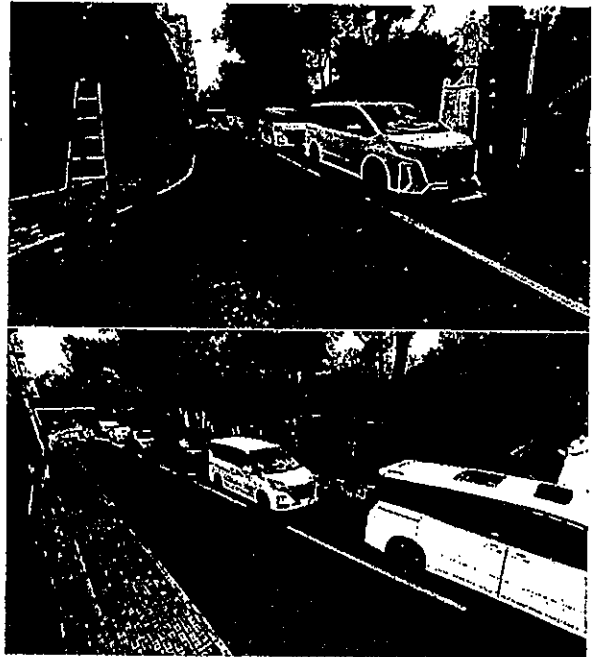
**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #1 – Showing Pak Wai Lane is a substandard road, which is too narrow for two vehicles to go IN and OUT at the same time.

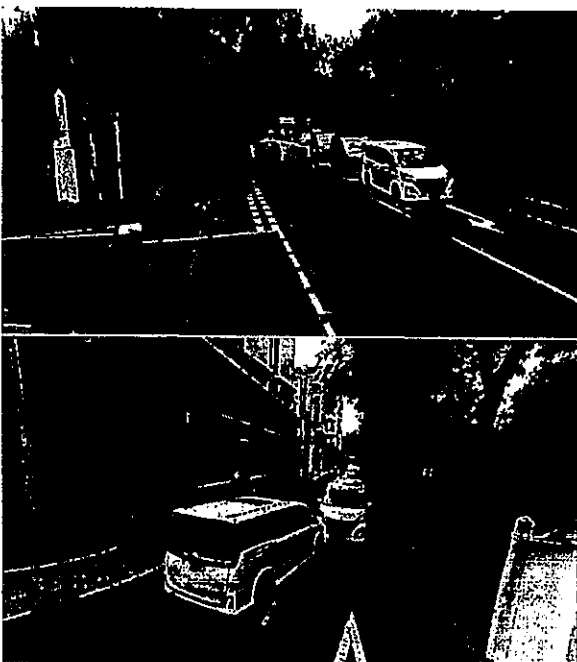
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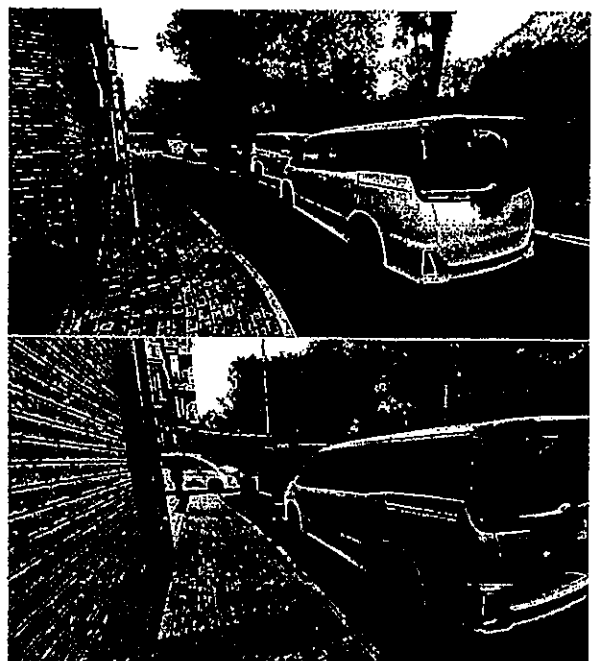
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Planning Application Y/FSS/19

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The proposed site is adjacent mainly to village houses on its east side and the Golf Parkview development on its west. Golf Parkview has 5 storeys with a ground floor of car parks/lift lobbies plus 4 storeys of flats. There are a total of 48 flats housing, according to the ratio of 2.8 persons per flat, approximately 135 people with 54 private car parking spaces including those for visitors. Oi Yuen has increased the number of flats planned to 969, housing approximately 2,714 people with 1,117 private car parking spaces. The contrast in size is both obvious and overwhelming. Opposite the proposed development, on the other side of Castle Peak Road, is the Fanling Golf Course with zero buildings. To the north of Oi Yuen is the Fanling Highway. On the other side of the Highway is low-density Tsung Pak Long and Hak Ka Wai. It cannot be accepted that the proposed development is in any way compatible with its surrounding neighbourhood and rural environment. It is grossly excessive.

The proposed seven residential towers have been increased in height to 25 to 32 storeys aboveground; the nearest of which to Golf Parkview will be little more than the width of a narrow lane away (one of the reports gives the separation distance as 9 metres). They will undoubtedly adversely affect the residents of Golf Parkview environmentally by blocking both wind and sunlight. The negative affect on wind flow was confirmed in the air ventilation assessment which stated that even the former proposed development of 7 lower blocks ranging in height from 19 to 23 storeys "would create rather significant adverse impacts on the surrounding area under most simulated winds...". The excessive height of the 7 blocks will also result in a shadowing effect on Golf Parkview. There must also be concern that the piling and other construction activity of these seven towers, including up to 4 levels of basement for underground carparks, may affect the structural integrity of Golf Parkview, as well as having a major adverse air quality impact of potential dust emission.

Road-Kwu Tung, the third/middle lane for turning right into Pak Wai Lane is only long enough for about four vehicles. This is sufficient for Golf Parkview traffic. It is impossible to conceive that it will be long enough also to accommodate Oi Yuen traffic. More than four vehicles waiting to turn right into Pak Wai Lane will mean that all westerly bound traffic on the Castle Peak Road will have to come to an abrupt halt. This will be very dangerous as the road is narrow and one approaches Pak Wai Lane coming round a sharp right-hand bend with minimal forward visibility. Accidents will happen. There is no shadow of doubt about that. It is very frustrating that whilst surveys of traffic on the Castle Peak Road-Kwu Tung are conducted, no attention seems to be being paid to the dangerous situation which is planned by the use of Pak Wai Lane for access to the proposed new development. A queue length assessment in respect of traffic proceeding in a westerly direction on the Castle Peak Road-Kwu Tung and turning right into Pak Wai Lane should be undertaken.

Traffic surveys have been included from places as distant as Queen's Hill Development Extension and Pak Wo Road. We strongly request that the focus be on Pak Wai Lane. The number of private car parking spaces at the end of Pak Wai Lane is proposed be increased from 54 to 1,171, a jump of some 21.7 times! In addition there will of course be additional vehicles visiting the residential care home. We strongly believe that Pak Wai Lane is too narrow in width to handle the proposed enormous increase in traffic volume.

It is noteworthy that there is not one shot of Golf Parkview in all the myriad of photographs of the area provided by the developer, even the aerial ones. The proposed development is not in any way compatible with Golf Parkview or the surrounding area. It is grotesquely huge and will be detrimental to the quality of life to nearby residents as well as seriously worsening traffic congestion in the area. Various reports mention the visual impact of the new development but never from the position of the residents of Golf

Parkview who will clearly be severely adversely affected in this respect.

The pavement in front of Golf Parkview is 136 inches wide. This is considerably wider than the pavement on Castle Peak Road-Kwu Tung either to the west of Golf Parkview or that bordering the proposed new development. The latter pavement is only 76 inches wide. Ironically, this pavement is even busier than the one fronting Golf Parkview. Pedestrians and cyclists coming from the Kam Tsin area, heading towards Sheung Shui, cross the Castle Peak Road-Kwu Tung virtually opposite Pak Wai Lane because there is no pavement on the golf course side of Castle Peak Road-Kwu Tung opposite the proposed new development. The situation is already bad and should not be allowed to worsen.

It is noted that the developer makes a proposal regarding the provision of a residential care home for 100 elderly persons. This proposal is strongly opposed. First, the location does not seem appropriate with it not being within easy walking distance of any major developments let alone shops or restaurants. Visitors to the care home will also increase the utilisation of Pak Wai Lane. It is noted that there is a large social welfare complex under construction in Kwu Tung just 5 minutes drive from Golf Parkview.

It has come to our notice that a substantial public housing development is proposed for Castle Peak Road-Kwu Tung opposite Eden Manor. It is presently mainly cottages and workshops. The proposed size of the development is huge with the number of units indicated at 3,300 and inhabitants at 8,900, though the ratio of only 2.7 persons per unit seems rather low. The development will also provide social welfare measures, shops and kindergartens. The impact on the traffic conditions of Castle Peak Road-Kwu Tung and the junction with Fan Kam Road will be enormous. With the Government emphasis on public housing, especially in the Northern

Metropolis, one can safely predict that this development will proceed. It is a further reason why the Oi Yuen development should be denied in its present over-sized form.

We respectfully strongly urge the Town Planning Board to reject this Planning Application. Thank you.

Name of person making this comment :

Signature :

Date :

WITHOUT PREJUDICE

Date 12<sup>th</sup> June, 2023.

The Secretary,  
Town Planning Board,  
15/F., North Point Government Offices,  
333 Java Road,  
North Point,  
Hong Kong.



Dear Sir,

Re : Approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B  
Amended plan at Location: Fanling/Sheung Shui OZP No. S/FSS/27

Referring to your recent Public Inspection put on 12<sup>th</sup> May, 2023 regarding the above approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B on the Amended Plan at location Fanling/Sheung Shui OZP No. S/FSS/27, and further to our previous Petition letter presented to the Planning Dept, Transport Dept and the North District Council Representative, Mr Simon Hau on 11<sup>th</sup> April, 2023 North District Council Meeting, regarding the decision as AGREED from The Town Planning Board, on 17<sup>th</sup> March, 2023 meeting on the application No. Y/FSS/19 revised rezoning plan, being the owners/residents adjacent to this rezoning land, below are our concerns and OBJECTIONS, which we would like to seek for the consideration from Town Planning Board to reject and disapprove on its amended plan OZP no. S/FSS/27 for reasons being :

1. On what grounds does the Town Planning Board AGREE to Y/FSS/19 to refine to increase from 0.8 Plot ratio about 180 units in 3-4 floors high residential buildings to 4.3 Plot ratio 969 units in 27-35 floors and with 1120 vehicles ?
2. We should have invited the Town Planning Board or related authority to personally inspect how this path, Pak Wai Lane, can support 1200 vehicles including resident 1120 cars, 50 Cars of Golf Parkview, taxis, other vehicles and ambulances?
3. To support and evident our OBJECTIONS, enclosed please find our 4 photos taken on 1st April, 2023 to evident Pak Wai Lane is a substandard 2-way road !
  - A. Photo # 1 - It is too narrow for two vehicles to go IN and OUT at the same time.
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4. The proposed 100 elderly residential care home (100 place RCHE) makes no sense, reasons being :
- A. There is NO public transportation support such as bus or mini bus terminus near Oi Yuen, which makes visits to the care home inconvenient.
  - B. There are already huge complexes in Tai Tau Leng, Po Shek Wu and the Shek Tsai Leng near Kwu Tung market, which provide thousands of residential care home and medical services/activities for the elderly. Can't see why it is crucial to have these 100 place RCHE inside Oi Yuen ???
5. The high-rise design of the Oi Yuen Y/FSS/27 (previous no. Y/FSS/1) is 27-32 floors 6 blocks which must need a strong piling ! However, Golf Parkview 6 blocks of 4-storeys buildings were not done with any piling! Has Oi Yuen ever studied whether Golf Parkview 6 blocks of 4 Storeys buildings can withstand their piling works?. If Golf Parkview 6 buildings should have cracks in buildings or structural damages/problems as a result of Oi Yuen piling works, who will be responsible for the compensation?
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7. With all the above consequences with the rezoning of this Application, we wonder if Town Planning Board is ready to sacrifice the convenience and quality of daily life of all 48 owners of Golf Parkview as it is being considered as NOT important and relatively small scale of residence as **we have been addressing this Pak Wai Lane issue ever since 2016 our OBJECTIONS on Oi Yuen Rezoning plan applications under Y/FSS/12, Y/FSS/14, Y/FSS15 and Y/FSS/19 ???**

We really don't want to suffer similarly to the Tuen Mun Chek Lap Kok Tunnel area that due to the lack of careful study and forecasts by the Transport Dept has meant that residents are being stuck in traffic for up to 2.5 hours and no solution has been made to reduce this serious traffic congestion !

I would like to quote below conclusion from former Planning Dept Chief officer and former Chairman of KCRC, Mr Michael Tien Puk Sun , who have been interviewed lately in a TV program :

Former Planning Dept Chief Officer – He has concluded that the development of infrastructure should come before the development of residential accommodation planning so as to make sure transportation can support the increase of population in the developed area.



Former Chairman of KCRC, Mr Michael Tien Puk Sun – Any transportation planning should be able to accommodate the predicted increase in the growth of population in next 10 years and NOT just to resolve for current situation, which means it is normal to have only 30% consumption of utilization of any newly developed transportation in its first year of operation ! If the consumption of utilization of any newly developed transportation reaches 70-80%, this will mean there is under-estimation and is late for at least 10 years.

8. Lastly, regarding approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B, we are curious to know why the Land Office or Town Planning Board has amended this lot of Oi Yuen from originally a Comprehensive Development Area (CDA) and its originally plan was approved in 5<sup>th</sup> December, 2003 under A/FSS/156 @ plot ratio to 0.8 to Comprehensive Development Area – 1 (CDA-1) which has enabled Oi Yuen to revise his rezoning plan in 4<sup>th</sup> August, 2016 under Y/FSS/12 @ revised plot ratio of 3.60, without public scrutiny ??? Oi Yuen has further increased its plot ration to 4.30 under Y/FSS/19 in 10<sup>th</sup> June, 2022 to have 969 units and 1,127 vehicles and claimed their support to government new policy in housing by referring to another huge development under S/FSS/25 in the vicinity ! It is obvious to see how Oi Yuen is being influenced by the improper decision from Town Planning Board from changing its land from CDA to CDA-1 and starts to increase its total units in flats and vehicles.

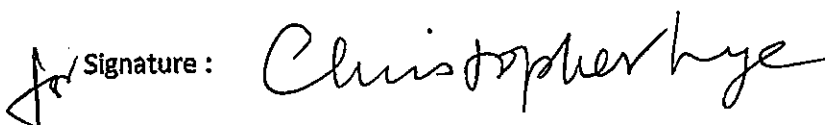
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**I respectfully strongly OBJECT to the Town Planning Board APPROVING this Planning Application No. S/FSS/26 and OZP No. S/FSS/27 in its present form !**

Name of Person making this comment : LYE KA KAY CHRISTOPHER

HKID No. 

Address : 

Signature : 

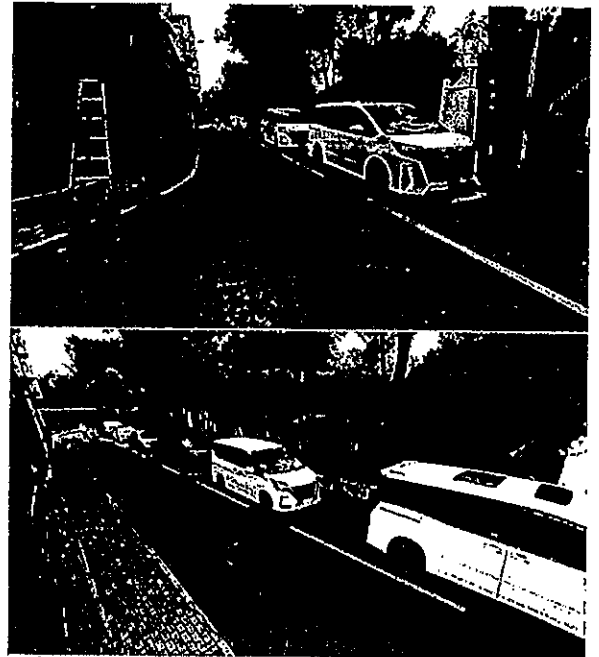
**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #1 – Showing Pak Wai Lane is a substandard road, which is too narrow for two vehicles to go IN and OUT at the same time.

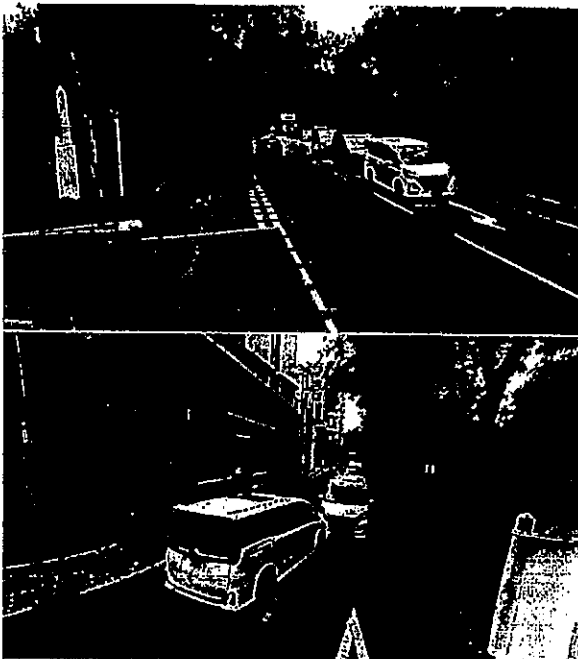
**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #2A, 2B – Pak Wai Lane is such a short lane, which is just enough to queue maximum 6 vehicles one after the other at the same time.

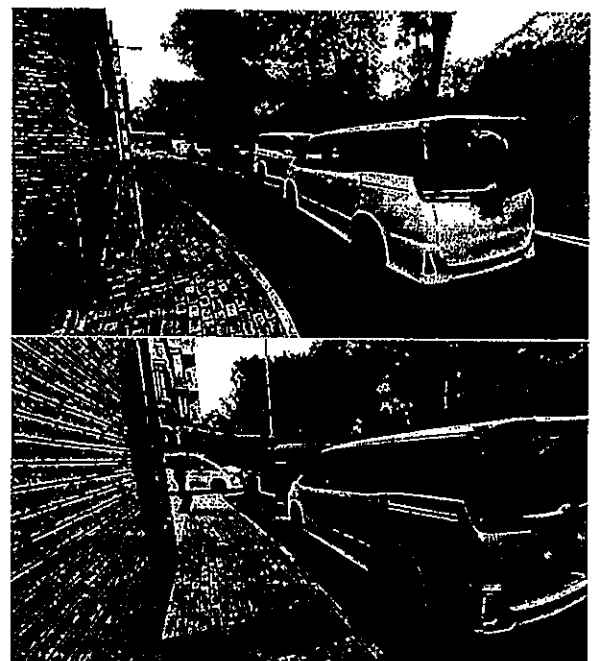
**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #3A, 3B – Showing how the traffic will be congested at the junction between Castle Peak Road Kwu Tung and Pak Wai Lane.

**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #4A, 4B – Showing how the traffic will be congested at the junction between Castle Peak Road Kwu Tung and Pak Wai Lane.

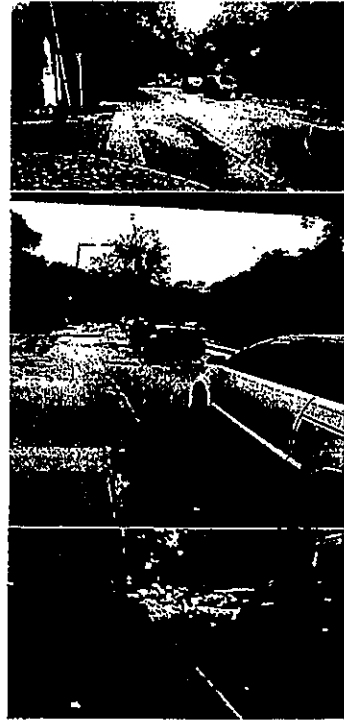
**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

**Photo #5 - Showing there is only pedestrian footway adjacent to Golf Parkview and NO pedestrian footway on the other side of Pak Wai Lane adjacent to Oi Yuen.**

**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

**Photo No. 6A, 6B, 6C- There is NO ROOM to Increase the traffic flow on Castle Peak Road Kwu Tung and Kam Tsin.**

Planning Application Y/RSS/19

It is noted that the developer has supplied further information regarding its proposed development of the Oi Yuen site. All of the new material relates to comments made by Government departments on subjects such as Traffic Impact Assessment and Air Ventilation Assessment, with replacement pages on Sewerage Impact. None of the new materials addresses in any way the serious concerns that have been raised by non-Government parties such as the residents of Golf Parkview, and we again submit them for your kind consideration.

It remains the intention of the developer to construct seven high tower residential blocks, as it has done since the detailed proposals were first revealed. The proposed heights of the residential blocks have been, however, considerably increased during the consultation period and now range from 25 to 32 storeys. The number of flats available has increased by 43% from 676 to 969 and the design population by the same percentage to about 2,714 persons.

The developer used to maintain that its potential development was "in an appropriate scale". That wording has since changed to "the proposed development intensity is considered appropriate and compatible with the surrounding neighbourhood."

The only development of even vaguely similar size is that of Eden Manor located on the south side of the Castle Peak Road-Kwu Tung. There was no public consultation exercise. On the south side of Castle Peak Road travelling west from Eden Manor, or on the east side when the road curves south, there is no building taller than Golf Parkview until one arrives at as far away as Yuen Long. It is the same story on the other side of Castle Peak Road. Golf Parkview is presently the tallest structure between the junction of Castle Peak Road with the Fan Kam Road and Yuen Long.

To us Golf Parkview residents the most important reason why the present proposal should be rejected is that despite repeated adverse comments from petitioners and the Transport Department, the developer still plans that traffic to and from the new development should be via Pak Wai Lane. The only access to Golf Parkview whether on foot or in a vehicle is via Pak Wai Lane. This lane is comparatively narrow both in terms of the road for traffic and the footpath for pedestrians. The Chief Highway Engineer/New Territories East described Pak Wai Lane as being "substandard in width." We would here point out that there is only one footpath for pedestrians and it is narrow and on the Golf Parkview side of the Lane.

We do not believe for one moment the Lane can possibly safely handle the dramatic increase in usage envisaged by the developer. The site which it is proposed be developed has long frontage directly onto the Castle Peak Road-Kwu Tung. It MUST arrange that access to and from Oi Yuen be direct from Castle Peak Road, just as it is at Eden Manor, and not via Pak Wai Lane. We consider this imperative not only for the safety and convenience of all users but also to permit swift access by emergency vehicles to both the existing and possible future development. In its S. 12A Application for Amendment of Plan dated February 2022, the developer in para. 2.5.1. writes that "The existing vehicular access to the Application Site is available via Castle Peak Road-Kwu Tung." This is true. There is a driveway giving access to Oi Yuen from Castle Peak Road. This could be expanded and utilised or a completely new driveway built on the considerable area at the developer's disposal. Proposed site coverage is presently quoted as being "Not more than 27%".

There is a further important reason why the literally hundreds of vehicles it is proposed go to and from Oi Yuen every day should not be allowed to use Pak Wai Lane. When travelling in a westerly direction from the junction with Fan Kam Road on the Castle Peak

The proposed site is adjacent mainly to village houses on its east side and the Golf Parkview development on its west. Golf Parkview has 5 storeys with a ground floor of car parks/lift lobbies plus 4 storeys of flats. There are a total of 48 flats housing, according to the ratio of 2.8 persons per flat, approximately 135 people with 54 private car parking spaces including those for visitors. Oi Yuen has increased the number of flats planned to 969, housing approximately 2,714 people with 1,117 private car parking spaces. The contrast in size is both obvious and overwhelming. Opposite the proposed development, on the other side of Castle Peak Road, is the Fanling Golf Course with zero buildings. To the north of Oi Yuen is the Fanling Highway. On the other side of the Highway is low-density Tsung Pak Long and Hak Ka Wai. It cannot be accepted that the proposed development is in any way compatible with its surrounding neighbourhood and rural environment. It is grossly excessive.

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We respectfully strongly urge the Town Planning Board to reject this Planning Application. Thank you.

Name of person making this comment :

Signature :

Date :

WITHOUT PREJUDICE

By Hand

Date 12<sup>th</sup> June, 2023.

The Secretary,  
Town Planning Board,  
15/F., North Point Government Offices,  
333 Java Road,  
North Point,  
Hong Kong.



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Amended plan at Location: Fanling/Sheung Shui OZP No. S/FSS/27

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Name of Person making this comment : **LYE Fook CHYE TERENCE**

HKID No. 

Address : 

Signature :





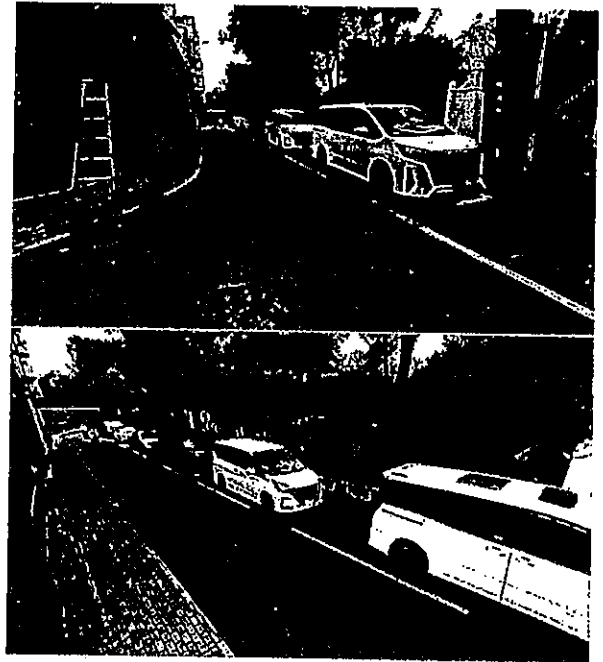
**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



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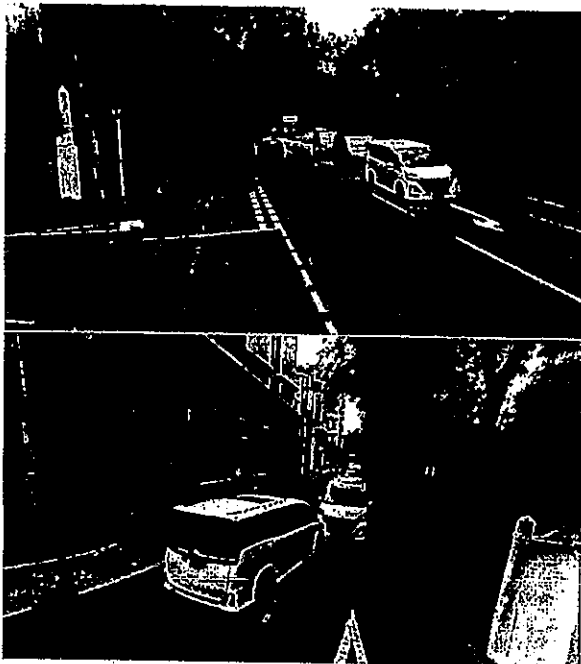
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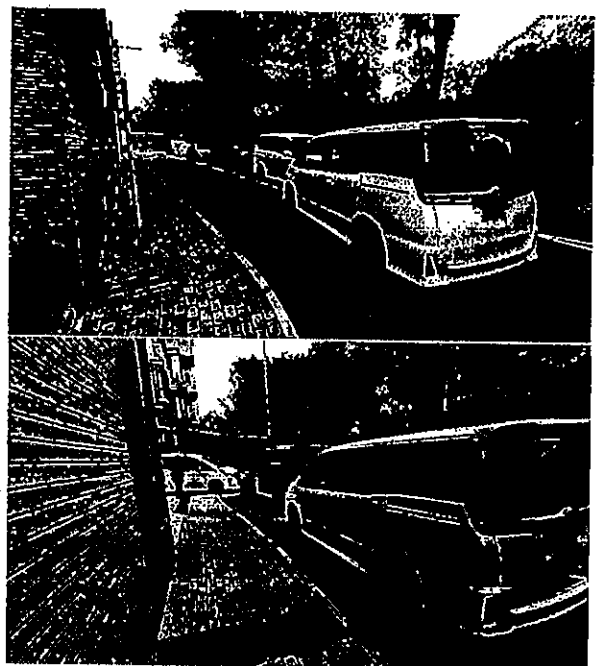
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## Planning Application Y/RSS/19

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It remains the intention of the developer to construct seven high tower residential blocks, as it has done since the detailed proposals were first revealed. The proposed heights of the residential blocks have been, however, considerably increased during the consultation period and now range from 25 to 32 storeys. The number of flats available has increased by 43% from 676 to 969 and the design population by the same percentage to about 2,714 persons.

The developer used to maintain that its potential development was "in an appropriate scale". That wording has since changed to "the proposed development intensity is considered appropriate and compatible with the surrounding neighbourhood."

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To us Golf Parkview residents the most important reason why the present proposal should be rejected is that despite repeated adverse comments from petitioners and the Transport Department, the developer still plans that traffic to and from the new development should be via Pak Wai Lane. The only access to Golf Parkview whether on foot or in a vehicle is via Pak Wai Lane. This lane is comparatively narrow both in terms of the road for traffic and the footpath for pedestrians. The Chief Highway Engineer/New Territories East described Pak Wai Lane as being "substandard in width." We would here point out that there is only one footpath for pedestrians and it is narrow and on the Golf Parkview side of the Lane.

We do not believe for one moment the Lane can possibly safely handle the dramatic increase in usage envisaged by the developer. The site which it is proposed be developed has long frontage directly onto the Castle Peak Road-Kwu Tung. It MUST arrange that access to and from Oi Yuen be direct from Castle Peak Road, just as it is at Eden Manor, and not via Pak Wai Lane. We consider this imperative not only for the safety and convenience of all users but also to permit swift access by emergency vehicles to both the existing and possible future development. In its S. 12A Application for Amendment of Plan dated February 2022, the developer in para. 2.5.1. writes that "The existing vehicular access to the Application Site is available via Castle Peak Road-Kwu Tung." This is true. There is a driveway giving access to Oi Yuen from Castle Peak Road. This could be expanded and utilised or a completely new driveway built on the considerable area at the developer's disposal. Proposed site coverage is presently quoted as being "Not more than 27%".

There is a further important reason why the literally hundreds of vehicles it is proposed go to and from Oi Yuen every day should not be allowed to use Pak Wai Lane. When travelling in a westerly direction from the junction with Fan Kam Road on the Castle Peak

The proposed site is adjacent mainly to village houses on its east side and the Golf Parkview development on its west. Golf Parkview has 5 storeys with a ground floor of car parks/lift lobbies plus 4 storeys of flats. There are a total of 48 flats housing, according to the ratio of 2.8 persons per flat, approximately 135 people with 54 private car parking spaces including those for visitors. Oi Yuen has increased the number of flats planned to 969, housing approximately 2,714 people with 1,117 private car parking spaces. The contrast in size is both obvious and overwhelming. Opposite the proposed development, on the other side of Castle Peak Road, is the Fanling Golf Course with zero buildings. To the north of Oi Yuen is the Fanling Highway. On the other side of the Highway is low-density Tsung Pak Long and Hak Ka Wai. It cannot be accepted that the proposed development is in any way compatible with its surrounding neighbourhood and rural environment. It is grossly excessive.

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Traffic surveys have been included from places as distant as Queen's Hill Development Extension and Pak Wo Road. We strongly request that the focus be on Pak Wai Lane. The number of private car parking spaces at the end of Pak Wai Lane is proposed be increased from 54 to 1,171, a jump of some 21.7 times! In addition there will of course be additional vehicles visiting the residential care home. We strongly believe that Pak Wai Lane is too narrow in width to handle the proposed enormous increase in traffic volume.

It is noteworthy that there is not one shot of Golf Parkview in all the myriad of photographs of the area provided by the developer, even the aerial ones. The proposed development is not in any way compatible with Golf Parkview or the surrounding area. It is grotesquely huge and will be detrimental to the quality of life to nearby residents as well as seriously worsening traffic congestion in the area. Various reports mention the visual impact of the new development but never from the position of the residents of Golf

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It has come to our notice that a substantial public housing development is proposed for Castle Peak Road-Kwu Tung opposite Eden Manor. It is presently mainly cottages and workshops. The proposed size of the development is huge with the number of units indicated at 3,300 and inhabitants at 8,900, though the ratio of only 2.7 persons per unit seems rather low. The development will also provide social welfare measures, shops and kindergartens. The impact on the traffic conditions of Castle Peak Road-Kwu Tung and the junction with Fan Kam Road will be enormous. With the Government emphasis on public housing, especially in the Northern

Metropolis, one can safely predict that this development will proceed. It is a further reason why the Oi Yuen development should be denied in its present over-sized form.

We respectfully strongly urge the Town Planning Board to reject this Planning Application. Thank you.

Name of person making this comment :

Signature :

Date :

WITHOUT PREJUDICE

by hand

Date 12<sup>th</sup> June, 2023.

The Secretary,  
Town Planning Board,  
15/F., North Point Government Offices,  
333 Java Road,  
North Point,  
Hong Kong.



Dear Sir,

Re : Approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B  
Amended plan at Location: Fanling/Sheung Shui OZP No. S/FSS/27

Referring to your recent Public Inspection put on 12<sup>th</sup> May, 2023 regarding the above approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B on the Amended Plan at location Fanling/Sheung Shui OZP No. S/FSS/27, and further to our previous Petition letter presented to the Planning Dept, Transport Dept and the North District Council Representative, Mr Simon Hau, on 11<sup>th</sup> April, 2023 North District Council Meeting, regarding the decision as AGREED from The Town Planning Board, on 17<sup>th</sup> March, 2023 meeting on the application No. Y/FSS/19 revised rezoning plan, being the owners/residents adjacent to this rezoning land, below are our concerns and OBJECTIONS, which we would like to seek for the consideration from Town Planning Board to reject and disapprove on its amended plan OZP no. S/FSS/27 for reasons being :

1. On what grounds does the Town Planning Board AGREE to Y/FSS/19 to refine to increase from 0.8 Plot ratio about 180 units in 3-4 floors high residential buildings to 4.3 Plot ratio 969 units in 27-35 floors and with 1120 vehicles ?
2. We should have invited the Town Planning Board or related authority to personally inspect how this path, Pak Wai Lane, can support 1200 vehicles including resident 1120 cars, 50 Cars of Golf Parkview, taxis, other vehicles and ambulances?
3. To support and evident our OBJECTIONS, enclosed please find our 4 photos taken on 1st April, 2023 to evident Pak Wai Lane is a substandard 2-way road !
  - A. Photo # 1 - It is too narrow for two vehicles to go IN and OUT at the same time.
  - B. Photo #2 - Pak Wai Lane is just a very short path, not long enough to queue 4-5 vehicles one after the other at the same time !
  - C. Photos # 3 and 4 - Showing how the traffic will be congested at the junction between Castle Peak Road Kwu Tung and Pak Wai Lane.
  - D. Photo #5 - Showing there is only pedestrian footway adjacent to Golf Parkview and NO pedestrian footway on the other side of Pak Wai Lane adjacent to Oi Yuen.
  - E. Since Pak Wai Lane is such as narrow substandard road, its traffic flow will be outrageously busy for these 1200 vehicles and unexpected jams blocking the emergency ambulances going in and out of Oi Yuen to rescue the elderly and human deaths may be caused and as such, who will be responsible ????

4. The proposed 100 elderly residential care home (100 place RCHE) makes no sense, reasons being :
- A. There is NO public transportation support such as bus or mini bus terminus near Oi Yuen, which makes visits to the care home inconvenient.
  - B. There are already huge complexes in Tai Tau Leng, Po Shek Wu and the Shek Tsai Leng near Kwu Tung market, which provide thousands of residential care home and medical services/activities for the elderly. Can't see why it is crucial to have these 100 place RCHE inside Oi Yuen ???
5. The high-rise design of the Oi Yuen Y/FSS/27 (previous no. Y/FSS/1) is 27-32 floors 6 blocks which must need a strong piling ! However, Golf Parkview 6 blocks of 4-storeys buildings were not done with any piling! Has Oi Yuen ever studied whether Golf Parkview 6 blocks of 4 Storeys buildings can withstand their piling works?. If Golf Parkview 6 buildings should have cracks in buildings or structural damages/problems as a result of Oi Yuen piling works, who will be responsible for the compensation?
6. There is NO ROOM to increase the traffic flow on Castle Peak Road Kwu Tung as we have experienced frequent traffic congestion after Eden Manor's occupancy and the new installation of traffic light at the entrance of Eden Manor. Without the possibility of increase of public transportation to ease the 3,000 Oi Yuen residents (969 units x average 3 persons/unit), what will the future traffic look like ?? Presently, there is just ONE KMB Bus 76K running between Yuen Long and Ching Ho Estate and 3 Green mini bus 50A, 50K and 51K running from Sheung Shui North Landmark complex to Kam Tsin, Hung Tau and Ho Sheung Heung.
7. With all the above consequences with the rezoning of this Application, we wonder if Town Planning Board is ready to sacrifice the convenience and quality of daily life of all 48 owners of Golf Parkview as it is being considered as NOT important and relatively small scale of residence as we have been addressing this Pak Wai Lane Issue ever since 2016 our **OBJECTIONS** on Oi Yuen Rezoning plan applications under Y/FSS/12, Y/FSS/14, Y/FSS15 and Y/FSS/19 ???

We really don't want to suffer similarly to the Tuen Mun Chek Lap Kok Tunnel area that due to the lack of careful study and forecasts by the Transport Dept has meant that residents are being stuck in traffic for up to 2.5 hours and no solution has been made to reduce this serious traffic congestion !

I would like to quote below conclusion from former Planning Dept Chief officer and former Chairman of KCRC, Mr Michael Tien Puk Sun , who have been interviewed lately in a TV program :

Former Planning Dept Chief Officer – He has concluded that the development of infrastructure should come before the development of residential accommodation planning so as to make sure transportation can support the increase of population in the developed area.

Former Chairman of KCRC, Mr Michael Tien Puk Sun – Any transportation planning should be able to accommodate the predicted increase in the growth of population in next 10 years and NOT just to resolve for current situation, which means it is normal to have only 30% consumption of utilization of any newly developed transportation in its first year of operation ! If the consumption of utilization of any newly developed transportation reaches 70-80%, this will mean there is under-estimation and is late for at least 10 years.

8. Lastly, regarding approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B, we are curious to know why the Land Office or Town Planning Board has amended **this lot of Oi Yuen from originally a Comprehensive Development Area (CDA)** and its originally plan was approved in 5<sup>th</sup> December, 2003 under A/FSS/156 @ plot ratio to 0.8 to **Comprehensive Development Area – 1 (CDA-1)** which has enabled Oi Yuen to revise his rezoning plan in 4<sup>th</sup> August, 2016 under Y/FSS/12 @revised plot ratio of 3.60, without public scrutiny ??? Oi Yuen has further increased its plot ration to **4.30** under Y/FSS/19 in 10<sup>th</sup> June, 2022 to have 969 units and 1,127 vehicles and claimed their support to government new policy in housing by referring to another huge development under S/FSS/25 in the vicinity ! It is obvious to see how Oi Yuen is being influenced by the improper decision from Town Planning Board from changing its land from CDA to CDA-1 and starts to increase its total units in flats and vehicles.

For your easy perusal, we enclose herewith our latest OBJECTION letter submitted during the 4<sup>th</sup> scrutiny under Y/FSS/19 on 3<sup>rd</sup> February, 2023.

**I respectfully strongly OBJECT to the Town Planning Board APPROVING this Planning Application No. S/FSS/26 and OZP No. S/FSS/27 in its present form !**

Name of Person making this comment :

HKID No. [REDACTED]

Lo Yim Fong

Address : [REDACTED]

Signature :



**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



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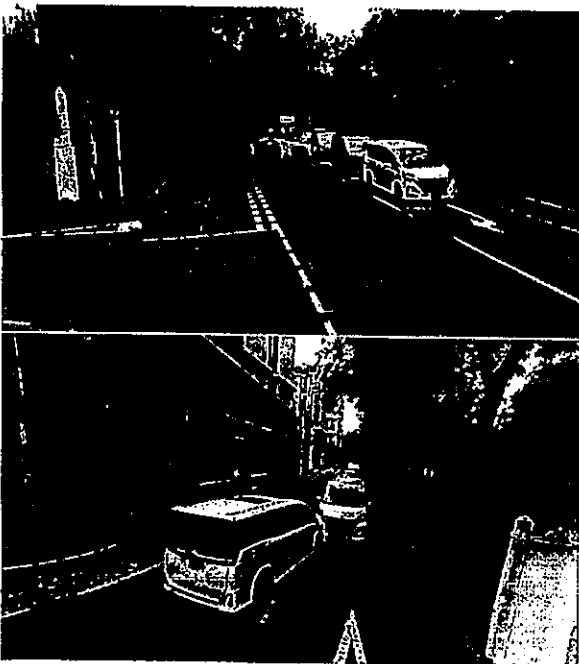
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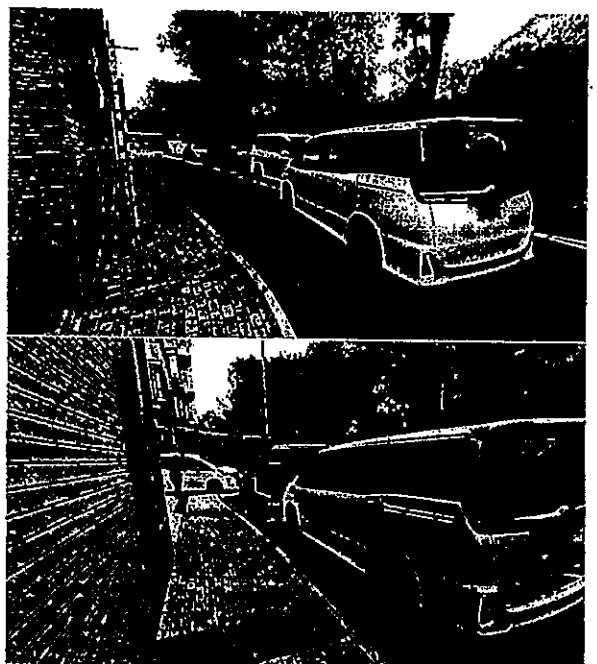
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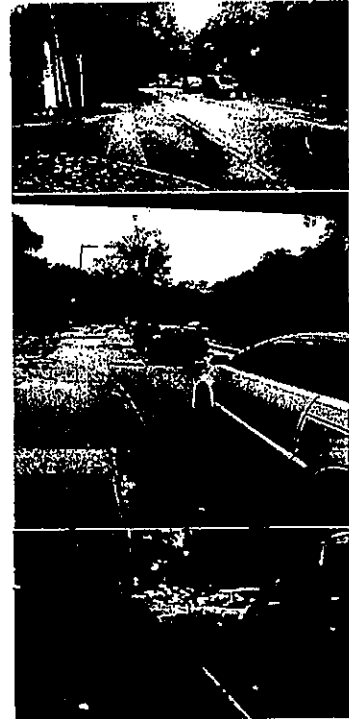
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Planning Application Y/RSS/19

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We respectfully strongly urge the Town Planning Board to reject this Planning Application. Thank you.

Name of person making this comment :

Signature :

Date :

WITHOUT PREJUDICE

Date 12<sup>th</sup> June, 2023.

The Secretary,  
Town Planning Board,  
15/F., North Point Government Offices,  
333 Java Road,  
North Point,  
Hong Kong.



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Amended plan at Location: Fanling/Sheung Shui OZP No. S/FSS/27

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4. The proposed 100 elderly residential care home (100 place RCHE) makes no sense, reasons being :
- A. There is NO public transportation support such as bus or mini bus terminus near Oi Yuen, which makes visits to the care home inconvenient.
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Name of Person making this comment :

HKID No. [REDACTED]

Lo Ka Wing

Address : [REDACTED]

Signature :



**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #1 – Showing Pak Wai Lane is a substand road, which is too narrow for two vehicles to go IN and OUT at the same time.

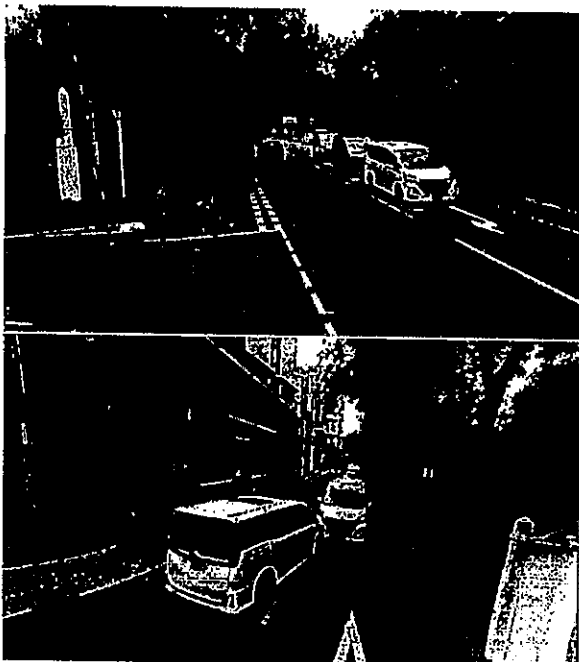
**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #2A, 2B – Pak Wai Lane is such a short lane, which is just enough to queue maximum 6 vehicles one after the other at the same time.

**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #3A, 3B – Showing how the traffic will be congested at the junction between Castle Peak Road Kwu Tung and Pak Wai Lane.

**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

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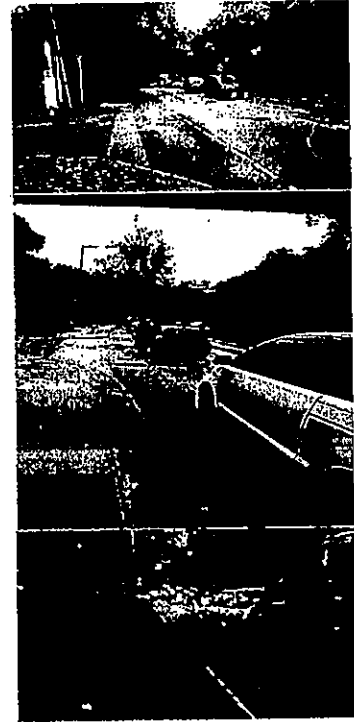
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**Remarks:**

**Photo #5 - Showing there is only pedestrian footway adjacent to Golf Parkview and NO pedestrian footway on the other side of Pak Wai Lane adjacent to Oi Yuen.**

**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

**Photo No. 6A, 6B, 6C - There is NO ROOM to increase the traffic flow on Castle Peak Road Kwu Tung and Kam Tsin.**



## Planning Application Y/FSS/19

It is noted that the developer has supplied further information regarding its proposed development of the Oi Yuen site. All of the new material relates to comments made by Government departments on subjects such as Traffic Impact Assessment and Air Ventilation Assessment, with replacement pages on Sewerage Impact. None of the new materials addresses in any way the serious concerns that have been raised by non-Government parties such as the residents of Golf Parkview, and we again submit them for your kind consideration.

It remains the intention of the developer to construct seven high tower residential blocks, as it has done since the detailed proposals were first revealed. The proposed heights of the residential blocks have been, however, considerably increased during the consultation period and now range from 25 to 32 storeys. The number of flats available has increased by 43% from 676 to 969 and the design population by the same percentage to about 2,714 persons.

The developer used to maintain that its potential development was "in an appropriate scale". That wording has since changed to "the proposed development intensity is considered appropriate and compatible with the surrounding neighbourhood."

The only development of even vaguely similar size is that of Eden Manor located on the south side of the Castle Peak Road-Kwu Tung. There was no public consultation exercise. On the south side of Castle Peak Road travelling west from Eden Manor, or on the east side when the road curves south, there is no building taller than Golf Parkview until one arrives at as far away as Yuen Long. It is the same story on the other side of Castle Peak Road. Golf Parkview is presently the tallest structure between the junction of Castle Peak Road with the Fan Kam Road and Yuen Long.

To us Golf Parkview residents the most important reason why the present proposal should be rejected is that despite repeated adverse comments from petitioners and the Transport Department, the developer still plans that traffic to and from the new development should be via Pak Wai Lane. The only access to Golf Parkview whether on foot or in a vehicle is via Pak Wai Lane. This lane is comparatively narrow both in terms of the road for traffic and the footpath for pedestrians. The Chief Highway Engineer/New Territories East described Pak Wai Lane as being "substandard in width." We would here point out that there is only one footpath for pedestrians and it is narrow and on the Golf Parkview side of the Lane.

We do not believe for one moment the Lane can possibly safely handle the dramatic increase in usage envisaged by the developer. The site which it is proposed be developed has long frontage directly onto the Castle Peak Road-Kwu Tung. It MUST arrange that access to and from Oi Yuen be direct from Castle Peak Road, just as it is at Eden Manor, and not via Pak Wai Lane. We consider this imperative not only for the safety and convenience of all users but also to permit swift access by emergency vehicles to both the existing and possible future development. In its S. 12A Application for Amendment of Plan dated February 2022, the developer in para. 25.1. writes that "The existing vehicular access to the Application Site is available via Castle Peak Road-Kwu Tung." This is true. There is a driveway giving access to Oi Yuen from Castle Peak Road. This could be expanded and utilised or a completely new driveway built on the considerable area at the developer's disposal. Proposed site coverage is presently quoted as being "Not more than 27%".

There is a further important reason why the literally hundreds of vehicles it is proposed go to and from Oi Yuen every day should not be allowed to use Pak Wai Lane. When travelling in a westerly direction from the junction with Fan Kam Road on the Castle Peak

The proposed site is adjacent mainly to village houses on its east side and the Golf Parkview development on its west. Golf Parkview has 5 storeys with a ground floor of car parks/lift lobbies plus 4 storeys of flats. There are a total of 48 flats housing, according to the ratio of 2.8 persons per flat, approximately 135 people with 54 private car parking spaces including those for visitors. Oi Yuen has increased the number of flats planned to 969, housing approximately 2,714 people with 1,117 private car parking spaces. The contrast in size is both obvious and overwhelming. Opposite the proposed development, on the other side of Castle Peak Road, is the Fanling Golf Course with zero buildings. To the north of Oi Yuen is the Fanling Highway. On the other side of the Highway is low-density Tsung Pak Long and Hak Ka Wai. It cannot be accepted that the proposed development is in any way compatible with its surrounding neighbourhood and rural environment. It is grossly excessive.

The proposed seven residential towers have been increased in height to 25 to 32 storeys aboveground, the nearest of which to Golf Parkview will be little more than the width of a narrow lane away (one of the reports gives the separation distance as 9 metres). They will undoubtedly adversely affect the residents of Golf Parkview environmentally by blocking both wind and sunlight. The negative affect on wind flow was confirmed in the air ventilation assessment which stated that even the former proposed development of 7 lower blocks ranging in height from 19 to 23 storeys "would create rather significant adverse impacts on the surrounding area under most simulated winds...". The excessive height of the 7 blocks will also result in a shadowing effect on Golf Parkview. There must also be concern that the piling and other construction activity of these seven towers, including up to 4 levels of basement for underground car parks, may affect the structural integrity of Golf Parkview, as well as having a major adverse air quality impact of potential dust emission.

Road-Kwu Tung, the third/middle lane for turning right into Pak Wai Lane is only long enough for about four vehicles. This is sufficient for Golf Parkview traffic. It is impossible to conceive that it will be long enough also to accommodate Oi Yuen traffic. More than four vehicles waiting to turn right into Pak Wai Lane will mean that all westerly bound traffic on the Castle Peak Road will have to come to an abrupt halt. This will be very dangerous as the road is narrow and one approaches Pak Wai Lane coming round a sharp right-hand bend with minimal forward visibility. Accidents will happen. There is no shadow of doubt about that. It is very frustrating that whilst surveys of traffic on the Castle Peak Road-Kwu Tung are conducted, no attention seems to be being paid to the dangerous situation which is planned by the use of Pak Wai Lane for access to the proposed new development. A queue length assessment in respect of traffic proceeding in a westerly direction on the Castle Peak Road-Kwu Tung and turning right into Pak Wai Lane should be undertaken.

Traffic surveys have been included from places as distant as Queen's Hill Development Extension and Pak Wo Road. We strongly request that the focus be on Pak Wai Lane. The number of private car parking spaces at the end of Pak Wai Lane is proposed be increased from 54 to 1,171, a jump of some 21.7 times! In addition there will of course be additional vehicles visiting the residential care home. We strongly believe that Pak Wai Lane is too narrow in width to handle the proposed enormous increase in traffic volume.

It is noteworthy that there is not one shot of Golf Parkview in all the myriad of photographs of the area provided by the developer, even the aerial ones. The proposed development is not in any way compatible with Golf Parkview or the surrounding area. It is grotesquely huge and will be detrimental to the quality of life to nearby residents as well as seriously worsening traffic congestion in the area. Various reports mention the visual impact of the new development but never from the position of the residents of Golf

Parkview who will clearly be severely adversely affected in this respect.

The pavement in front of Golf Parkview is 136 inches wide. This is considerably wider than the pavement on Castle Peak Road-Kwu Tung either to the west of Golf Parkview or that bordering the proposed new development. The latter pavement is only 76 inches wide. Ironically, this pavement is even busier than the one fronting Golf Parkview. Pedestrians and cyclists coming from the Kam Tsui area, heading towards Sheung Shui, cross the Castle Peak Road-Kwu Tung virtually opposite Pak Wai Lane because there is no pavement on the golf course side of Castle Peak Road-Kwu Tung opposite the proposed new development. The situation is already bad and should not be allowed to worsen.

It is noted that the developer makes a proposal regarding the provision of a residential care home for 100 elderly persons. This proposal is strongly opposed. First, the location does not seem appropriate with it not being within easy walking distance of any major developments let alone shops or restaurants. Visitors to the care home will also increase the utilisation of Pak Wai Lane. It is noted that there is a large social welfare complex under construction in Kwu Tung just 5 minutes drive from Golf Parkview.

It has come to our notice that a substantial public housing development is proposed for Castle Peak Road-Kwu Tung opposite Eden Manor. It is presently mainly cottages and workshops. The proposed size of the development is huge with the number of units indicated at 3,300 and inhabitants at 8,900, though the ratio of only 2.7 persons per unit seems rather low. The development will also provide social welfare measures, shops and kindergartens. The impact on the traffic conditions of Castle Peak Road-Kwu Tung and the junction with Fan Kam Road will be enormous. With the Government emphasis on public housing, especially in the Northern

Metropolis, one can safely predict that this development will proceed. It is a further reason why the Oi Yuen development should be denied in its present over-sized form.

We respectfully strongly urge the Town Planning Board to reject this Planning Application. Thank you.

Name of person making this comment :

Signature :

Date :

WITHOUT PREJUDICE

By Hand

Date 12<sup>th</sup> June, 2023.

The Secretary,  
Town Planning Board,  
15/F., North Point Government Offices,  
333 Java Road,  
North Point,  
Hong Kong.



Dear Sir,

Re : Approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B  
Amended plan at Location: Fanling/Sheung Shui OZP No. S/FSS/27

Referring to your recent Public Inspection put on 12<sup>th</sup> May, 2023 regarding the above approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B on the Amended Plan at location Fanling/Sheung Shui OZP No. S/FSS/27, and further to our previous Petition letter presented to the Planning Dept, Transport Dept and the North District Council Representative, Mr Simon Hau, on 11<sup>th</sup> April, 2023 North District Council Meeting, regarding the decision as AGREED from The Town Planning Board, on 17<sup>th</sup> March, 2023 meeting on the application No. Y/FSS/19 revised rezoning plan, being the owners/residents adjacent to this rezoning land, below are our concerns and OBJECTIONS, which we would like to seek for the consideration from Town Planning Board to reject and disapprove on its amended plan OZP no. S/FSS/27 for reasons being :

1. On what grounds does the Town Planning Board AGREE to Y/FSS/19 to refine to increase from 0.8 Plot ratio about 180 units in 3-4 floors high residential buildings to 4.3 Plot ratio 969 units in 27-35 floors and with 1120 vehicles ?
2. We should have invited the Town Planning Board or related authority to personally inspect how this path, Pak Wai Lane, can support 1200 vehicles including resident 1120 cars, 50 Cars of Golf Parkview, taxis, other vehicles and ambulances?
3. To support and evident our OBJECTIONS, enclosed please find our 4 photos taken on 1st April, 2023 to evident Pak Wai Lane is a substandard 2-way road !
  - A. Photo # 1 - It is too narrow for two vehicles to go IN and OUT at the same time.
  - B. Photo #2 - Pak Wai Lane is just a very short path, not long enough to queue 4-5 vehicles one after the other at the same time !
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4. The proposed 100 elderly residential care home (100 place RCHE) makes no sense, reasons being :

A. There is NO public transportation support such as bus or mini bus terminus near Oi Yuen, which makes visits to the care home inconvenient.

B. There are already huge complexes in Tai Tau Leng, Po Shek Wu and the Shek Tsai Leng near Kwu Tung market, which provide thousands of residential care home and medical services/activities for the elderly. Can't see why it is crucial to have these 100 place RCHE inside Oi Yuen ???

5. The high-rise design of the Oi Yuen Y/FSS/27 (previous no. Y/FSS/1) is 27-32 floors 6 blocks which must need a strong piling ! However, Golf Parkview 6 blocks of 4-storeys buildings were not done with any piling! Has Oi Yuen ever studied whether Golf Parkview 6 blocks of 4 Storeys buildings can withstand their piling works?. If Golf Parkview 6 buildings should have cracks in buildings or structural damages/problems as a result of Oi Yuen piling works, who will be responsible for the compensation?

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Name of Person making this comment :

HKID No. [REDACTED]

Address : [REDACTED]

Signature :

*Wai Sung Chin*

WITHOUT PREJUDICE

By Hand

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Name of Person making this comment :

魏芳蘭

HKID No.

Address :

Signature :

魏芳蘭



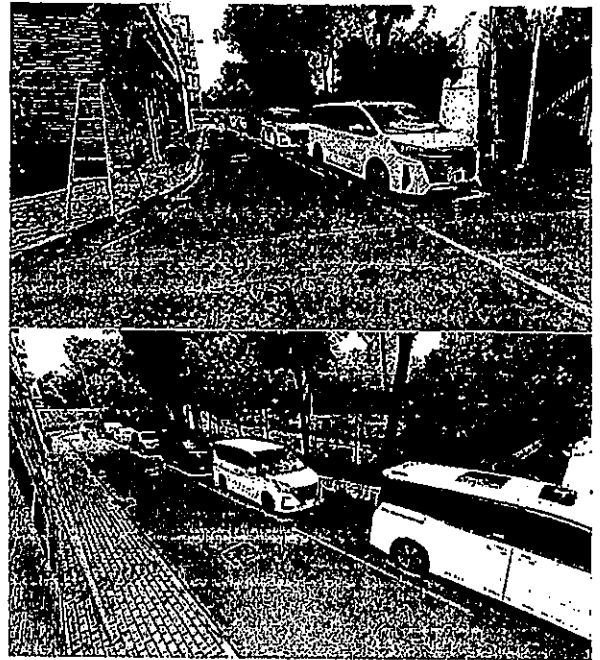
**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #1 – Showing Pak Wal Lane is a substandard road, which is too narrow for two vehicles to go IN and OUT at the same time.

**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #2A, 2B - Pak Wal Lane is such a short lane, which is just enough to queue maximum 6 vehicles one after the other at the same time.

**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



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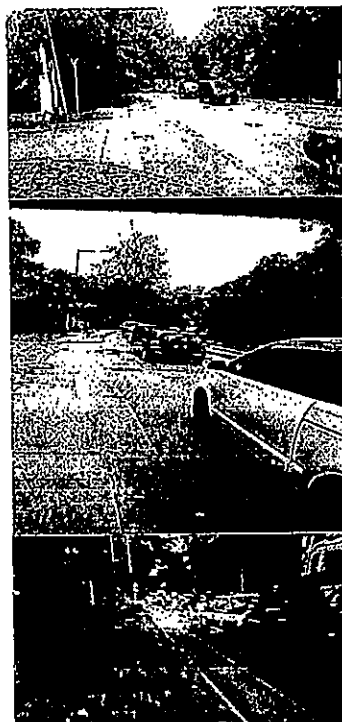
**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #5 - Showing there is only pedestrian footway adjacent to Golf Parkview and NO pedestrian footway on the other side of Pak Wal Lane adjacent to Oi Yuen.

**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo No. 6A, 6B, 6C - There is NO ROOM to increase the traffic flow on Castle Peak Road Kwu Tung and Kam Tsln.

## Planning Application Y/RSS/19

It is noted that the developer has supplied further information regarding its proposed development of the Oi Yuen site. All of the new material relates to comments made by Government departments on subjects such as Traffic Impact Assessment and Air Ventilation Assessment, with replacement pages on Sewerage Impact. None of the new materials addresses in any way the serious concerns that have been raised by non-Government parties such as the residents of Golf Parkview, and we again submit them for your kind consideration.

It remains the intention of the developer to construct seven high tower residential blocks, as it has done since the detailed proposals were first revealed. The proposed heights of the residential blocks have been, however, considerably increased during the consultation period and now range from 25 to 32 storeys. The number of flats available has increased by 43% from 676 to 969 and the design population by the same percentage to about 2,714 persons.

The developer used to maintain that its potential development was "in an appropriate scale". That wording has since changed to "the proposed development intensity is considered appropriate and compatible with the surrounding neighbourhood."

The only development of even vaguely similar size is that of Eden Manor located on the south side of the Castle Peak Road-Kwu Tung. There was no public consultation exercise. On the south side of Castle Peak Road travelling west from Eden Manor, or on the east side when the road curves south, there is no building taller than Golf Parkview until one arrives at as far away as Yuen Long. It is the same story on the other side of Castle Peak Road. Golf Parkview is presently the tallest structure between the junction of Castle Peak Road with the Fan-Kam Road and Yuen Long.

To us Golf Parkview residents the most important reason why the present proposal should be rejected is that despite repeated adverse comments from petitioners and the Transport Department, the developer still plans that traffic to and from the new development should be via Pak Wai Lane. The only access to Golf Parkview whether on foot or in a vehicle is via Pak Wai Lane. This lane is comparatively narrow both in terms of the road for traffic and the footpath for pedestrians. The Chief Highway Engineer/New Territories East described Pak Wai Lane as being "substandard in width." We would here point out that there is only one footpath for pedestrians and it is narrow and on the Golf Parkview side of the Lane.

We do not believe for one moment the Lane can possibly safely handle the dramatic increase in usage envisaged by the developer. The site which it is proposed be developed has long frontage directly onto the Castle Peak Road-Kwu Tung. It MUST arrange that access to and from Oi Yuen be direct from Castle Peak Road, just as it is at Eden Manor, and not via Pak Wai Lane. We consider this imperative not only for the safety and convenience of all users but also to permit swift access by emergency vehicles to both the existing and possible future development. In its S. 12A Application for Amendment of Plan dated February 2022, the developer in para. 2.5.1. writes that "The existing vehicular access to the Application Site is available via Castle Peak Road-Kwu Tung." This is true. There is a driveway giving access to Oi Yuen from Castle Peak Road. This could be expanded and utilised or a completely new driveway built on the considerable area at the developer's disposal. Proposed site coverage is presently quoted as being "Not more than 27%".

There is a further important reason why the literally hundreds of vehicles it is proposed go to and from Oi Yuen every day should not be allowed to use Pak Wai Lane. When travelling in a westerly direction from the junction with Fan Kam Road on the Castle Peak

The proposed site is adjacent mainly to village houses on its east side and the Golf Parkview development on its west. Golf Parkview has 5 storeys with a ground floor of car parks/lift lobbies plus 4 storeys of flats. There are a total of 48 flats housing, according to the ratio of 2.8 persons per flat, approximately 135 people with 54 private car parking spaces including those for visitors. Oi Yuen has increased the number of flats planned to 969, housing approximately 2,714 people with 1,117 private car parking spaces. The contrast in size is both obvious and overwhelming. Opposite the proposed development, on the other side of Castle Peak Road, is the Fanling Golf Course with zero buildings. To the north of Oi Yuen is the Fanling Highway. On the other side of the Highway is low-density Tsung Pak Long and Hak Ka Wai. It cannot be accepted that the proposed development is in any way compatible with its surrounding neighbourhood and rural environment. It is grossly excessive.

The proposed seven residential towers have been increased in height to 25 to 32 storeys aboveground, the nearest of which to Golf Parkview will be little more than the width of a narrow lane away (one of the reports gives the separation distance as 9 metres). They will undoubtedly adversely affect the residents of Golf Parkview environmentally by blocking both wind and sunlight. The negative affect on wind flow was confirmed in the air ventilation assessment which stated that even the former proposed development of 7 lower blocks ranging in height from 19 to 23 storeys "would create rather significant adverse impacts on the surrounding area under most simulated winds...". The excessive height of the 7 blocks will also result in a shadowing effect on Golf Parkview. There must also be concern that the piling and other construction activity of these seven towers, including up to 4 levels of basement for underground carparks, may affect the structural integrity of Golf Parkview, as well as having a major adverse air quality impact of potential dust emission.

Road-Kwu Tung, the third/middle lane for turning right into Pak Wai Lane is only long enough for about four vehicles. This is sufficient for Golf Parkview traffic. It is impossible to conceive that it will be long enough also to accommodate Oi Yuen traffic. More than four vehicles waiting to turn right into Pak Wai Lane will mean that all westerly bound traffic on the Castle Peak Road will have to come to an abrupt halt. This will be very dangerous as the road is narrow and one approaches Pak Wai Lane coming round a sharp right-hand bend with minimal forward visibility. Accidents will happen. There is no shadow of doubt about that. It is very frustrating that whilst surveys of traffic on the Castle Peak Road-Kwu Tung are conducted, no attention seems to be being paid to the dangerous situation which is planned by the use of Pak Wai Lane for access to the proposed new development. A queue length assessment in respect of traffic proceeding in a westerly direction on the Castle Peak Road-Kwu Tung and turning right into Pak Wai Lane should be undertaken.

Traffic surveys have been included from places as distant as Queen's Hill Development Extension and Pak Wo Road. We strongly request that the focus be on Pak Wai Lane. The number of private car parking spaces at the end of Pak Wai Lane is proposed to be increased from 54 to 1,171, a jump of some 21.7 times! In addition there will of course be additional vehicles visiting the residential care home. We strongly believe that Pak Wai Lane is too narrow in width to handle the proposed enormous increase in traffic volume.

It is noteworthy that there is not one shot of Golf Parkview in all the myriad of photographs of the area provided by the developer, even the aerial ones. The proposed development is not in any way compatible with Golf Parkview or the surrounding area. It is grotesquely huge and will be detrimental to the quality of life to nearby residents as well as seriously worsening traffic congestion in the area. Various reports mention the visual impact of the new development but never from the position of the residents of Golf

Parkview who will clearly be severely adversely affected in this respect.

The pavement in front of Golf Parkview is 136 inches wide. This is considerably wider than the pavement on Castle Peak Road-Kwu Tung either to the west of Golf Parkview or that bordering the proposed new development. The latter pavement is only 76 inches wide. Ironically, this pavement is even busier than the one fronting Golf Parkview. Pedestrians and cyclists coming from the Kam Tsin area, heading towards Sheung Shui, cross the Castle Peak Road-Kwu Tung virtually opposite Pak Wai Lane because there is no pavement on the golf course side of Castle Peak Road-Kwu Tung opposite the proposed new development. The situation is already bad and should not be allowed to worsen.

It is noted that the developer makes a proposal regarding the provision of a residential care home for 100 elderly persons. This proposal is strongly opposed. First, the location does not seem appropriate with it not being within easy walking distance of any major developments let alone shops or restaurants. Visitors to the care home will also increase the utilisation of Pak Wai Lane. It is noted that there is a large social welfare complex under construction in Kwu Tung just 5 minutes drive from Golf Parkview.

It has come to our notice that a substantial public housing development is proposed for Castle Peak Road-Kwu Tung opposite Eden Manor. It is presently mainly cottages and workshops. The proposed size of the development is huge with the number of units indicated at 3,300 and inhabitants at 8,900, though the ratio of only 2.7 persons per unit seems rather low. The development will also provide social welfare measures, shops and kindergartens. The impact on the traffic conditions of Castle Peak Road-Kwu Tung and the junction with Fan Kam Road will be enormous. With the Government emphasis on public housing, especially in the Northern

Metropolis, one can safely predict that this development will proceed. It is a further reason why the Oi Yuen development should be denied in its present over-sized form.

We respectfully strongly urge the Town Planning Board to reject this Planning Application. Thank you.

Name of person making this comment :

Signature :

Date :

WITHOUT PREJUDICE

By Hand

Date 12<sup>th</sup> June, 2023.

The Secretary,  
Town Planning Board,  
15/F., North Point Government Offices,  
333 Java Road,  
North Point,  
Hong Kong.



Dear Sir,

Re : Approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B  
Amended plan at Location: Fanling/Sheung Shui OZP No. S/FSS/27

Referring to your recent Public Inspection put on 12<sup>th</sup> May, 2023 regarding the above approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B on the Amended Plan at location Fanling/Sheung Shui OZP No. S/FSS/27, and further to our previous Petition letter presented to the Planning Dept, Transport Dept and the North District Council Representative, Mr Simon Hau on 11<sup>th</sup> April, 2023 North District Council Meeting, regarding the decision as AGREED from The Town Planning Board, on 17<sup>th</sup> March, 2023 meeting on the application No. Y/FSS/19 revised rezoning plan, being the owners/residents adjacent to this rezoning land, below are our concerns and OBJECTIONS, which we would like to seek for the consideration from Town Planning Board to reject and disapprove on its amended plan OZP no. S/FSS/27 for reasons being :

1. On what grounds does the Town Planning Board AGREE to Y/FSS/19 to refine to increase from 0.8 Plot ratio about 180 units in 3-4 floors high residential buildings to 4.3 Plot ratio 969 units in 27-35 floors and with 1120 vehicles ?
2. We should have invited the Town Planning Board or related authority to personally inspect how this path, Pak Wai Lane, can support 1200 vehicles including resident 1120 cars, 50 Cars of Golf Parkview, taxis, other vehicles and ambulances?
3. To support and evident our OBJECTIONS, enclosed please find our 4 photos taken on 1st April, 2023 to evident Pak Wai Lane is a substandard 2-way road !
  - A. Photo # 1 - It is too narrow for two vehicles to go IN and OUT at the same time.
  - B. Photo #2 - Pak Wai Lane is just a very short path, not long enough to queue 4-5 vehicles one after the other at the same time !
  - C. Photos # 3 and 4 - Showing how the traffic will be congested at the junction between Castle Peak Road Kwu Tung and Pak Wai Lane.
  - D. Photo #5 - Showing there is only pedestrian footway adjacent to Golf Parkview and NO pedestrian footway on the other side of Pak Wai Lane adjacent to Oi Yuen.
- E. Since Pak Wai Lane is such as narrow substandard road, its traffic flow will be outrageously busy for these 1200 vehicles and unexpected jams blocking the emergency ambulances going in and out of Oi Yuen to rescue the elderly and human deaths may be caused and as such, who will be responsible ????

4. The proposed 100 elderly residential care home (100 place RCHE) makes no sense, reasons being :
- A. There is NO public transportation support such as bus or mini bus terminus near Oi Yuen, which makes visits to the care home inconvenient.
  - B. There are already huge complexes in Tai Tau Leng, Po Shek Wu and the Shek Tsai Leng near Kwu Tung market, which provide thousands of residential care home and medical services/activities for the elderly. Can't see why it is crucial to have these 100 place RCHE inside Oi Yuen ???
5. The high-rise design of the Oi Yuen Y/FSS/27 (previous no. Y/FSS/1) is 27-32 floors 6 blocks which must need a strong piling ! However, Golf Parkview 6 blocks of 4-storeys buildings were not done with any piling! Has Oi Yuen ever studied whether Golf Parkview 6 blocks of 4 Storeys buildings can withstand their piling works?. If Golf Parkview 6 buildings should have cracks in buildings or structural damages/problems as a result of Oi Yuen piling works, who will be responsible for the compensation?
6. There is NO ROOM to increase the traffic flow on Castle Peak Road Kwu Tung as we have experienced frequent traffic congestion after Eden Manor's occupancy and the new installation of traffic light at the entrance of Eden Manor. Without the possibility of increase of public transportation to ease the 3,000 Oi Yuen residents (969 units x average 3 persons/unit), what will the future traffic look like ?? Presently, there is just ONE KMB Bus 76K running between Yuen Long and Ching Ho Estate and 3 Green mini bus 50A, 50K and 51K running from Sheung Shui North Landmark complex to Kam Tsin, Hung Tau and Ho Sheung Heung.
7. With all the above consequences with the rezoning of this Application, we wonder if Town Planning Board is ready to sacrifice the convenience and quality of daily life of all 48 owners of Golf Parkview as it is being considered as NOT important and relatively small scale of residence as we have been addressing this Pak Wai Lane issue ever since 2016 our **OBJECTIONS** on Oi Yuen Rezoning plan applications under Y/FSS/12, Y/FSS/14, Y/FSS15 and Y/FSS/19 ???

We really don't want to suffer similarly to the Tuen Mun Chek Lap Kok Tunnel area that due to the lack of careful study and forecasts by the Transport Dept has meant that residents are being stuck in traffic for up to 2.5 hours and no solution has been made to reduce this serious traffic congestion !

I would like to quote below conclusion from former Planning Dept Chief officer and former Chairman of KCRC, Mr Michael Tien Puk Sun , who have been interviewed lately in a TV program :

Former Planning Dept Chief Officer – He has concluded that the development of infrastructure should come before the development of residential accommodation planning so as to make sure transportation can support the increase of population in the developed area.

Former Chairman of KCRC, Mr Michael Tien Puk Sun – Any transportation planning should be able to accommodate the predicted increase in the growth of population in next 10 years and NOT just to resolve for current situation, which means it is normal to have only 30% consumption of utilization of any newly developed transportation in its first year of operation ! If the consumption of utilization of any newly developed transportation reaches 70-80%, this will mean there is under-estimation and is late for at least 10 years.

8. Lastly, regarding approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B, we are curious to know why the Land Office or Town Planning Board has amended **this lot of Oi Yuen from originally a Comprehensive Development Area (CDA)** and its originally plan was approved in 5<sup>th</sup> December, 2003 under A/FSS/156 @ plot ratio to 0.8 to **Comprehensive Development Area – 1 (CDA-1)** which has enabled Oi Yuen to revise his rezoning plan in 4<sup>th</sup> August, 2016 under Y/FSS/12 @ revised plot ratio of 3.60, without public scrutiny ??? Oi Yuen has further increased its plot ration to **4.30** under Y/FSS/19 in 10<sup>th</sup> June, 2022 to have 969 units and 1,127 vehicles and claimed their support to government new policy in housing by referring to another huge development under S/FSS/25 in the vicinity ! It is obvious to see how Oi Yuen is being influenced by the improper decision from Town Planning Board from changing its land from CDA to CDA-1 and starts to increase its total units in flats and vehicles.

For your easy perusal, we enclose herewith our latest OBJECTION letter submitted during the 4<sup>th</sup> scrutiny under Y/FSS/19 on 3<sup>rd</sup> February, 2023.

**I respectfully strongly OBJECT to the Town Planning Board APPROVING this Planning Application No. S/FSS/26 and OZP No. S/FSS/27 in its present form !**

Name of Person making this comment : *LI PUI FONG CANDY*

HKID No. 

Address : 

Signature : 

**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

**Photo #1 – Showing Pak Wai Lane is a substand road, which is too narrow for two vehicles to go IN and OUT at the same time.**

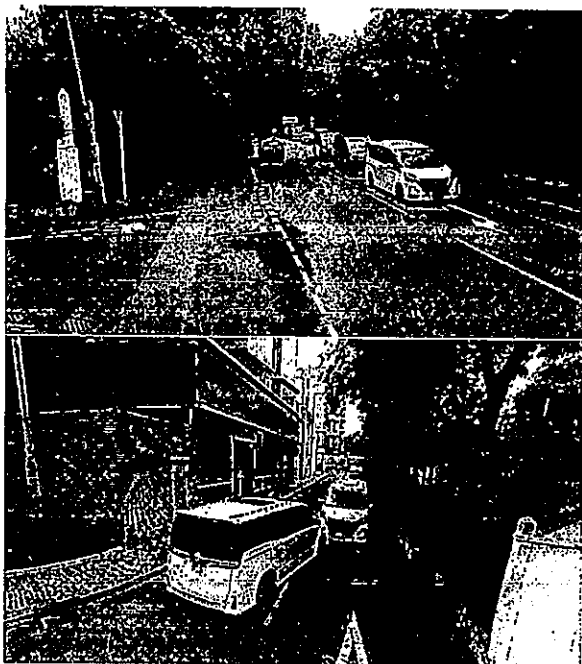
**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

**Photo #2A, 2B – Pak Wai Lane is such a short lane, which is just enough to queue maximum 6 vehicles one after the other at the same time.**

**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

**Photo #3A, 3B – Showing how the traffic will be congested at the junction between Castle Peak Road Kwu Tung and Pak Wai Lane.**

**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

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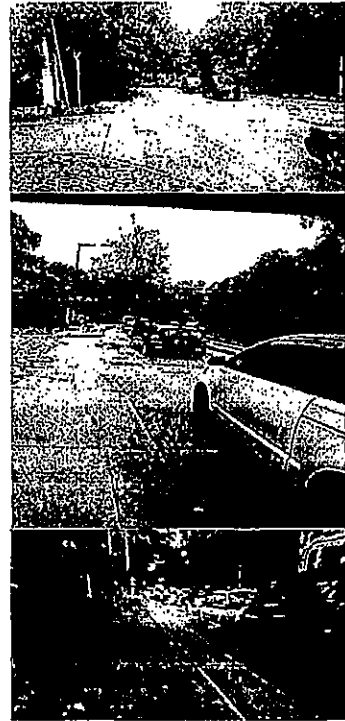
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**Remarks:**

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**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

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Planning Application Y/FSS/19

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Metropolis, one can safely predict that this development will proceed. It is a further reason why the Oi Yuen development should be denied in its present over-sized form.

We respectfully strongly urge the Town Planning Board to reject this Planning Application. Thank you.

Name of person making this comment :

Signature :

Date :

TPB/R/S/FSS/27-  
60

WITHOUT PREJUDICE

By Hand

Date 12<sup>th</sup> June, 2023.

The Secretary,  
Town Planning Board,  
15/F., North Point Government Offices,  
333 Java Road,  
North Point,  
Hong Kong.



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Amended plan at Location: Fanling/Sheung Shui OZP No. S/FSS/27

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057

4. The proposed 100 elderly residential care home (100 place RCHE) makes no sense, reasons being :
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**I respectfully strongly OBJECT to the Town Planning Board APPROVING this Planning Application No. S/FSS/26 and OZP No. S/FSS/27 in its present form !**

Name of Person making this comment : **LAW TIK WAH**

HKID No. 

Address : 

Signature : 

**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #1 – Showing Pak Wai Lane is a substandard road, which is too narrow for two vehicles to go IN and OUT at the same time.

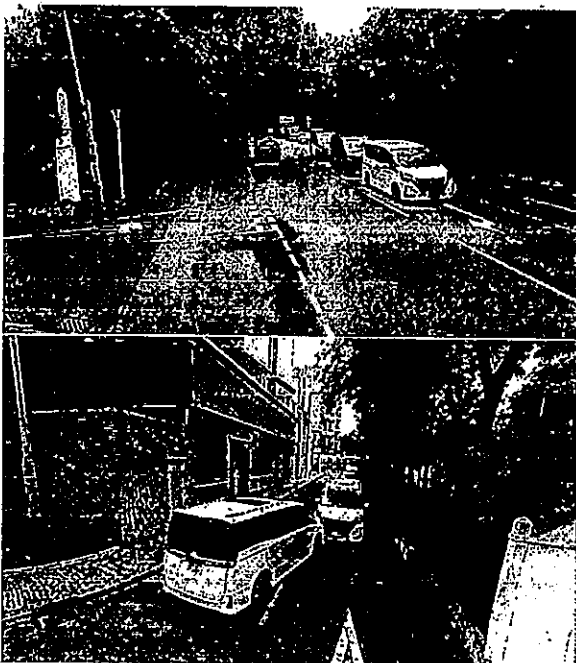
**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

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**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

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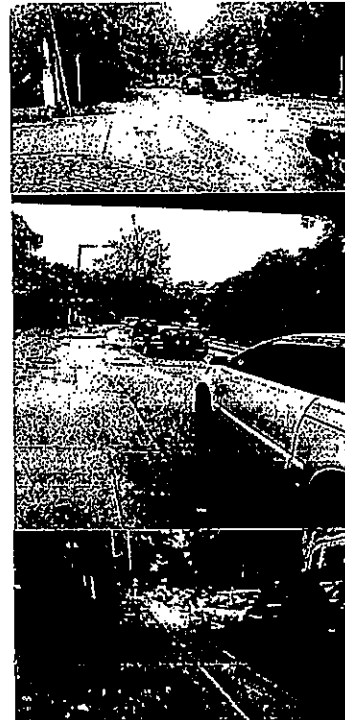
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**Remarks:**

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**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo No. 6A, 6B, 6C - There is NO ROOM to increase the traffic flow on Castle Peak Road Kwu Tung and Kam Tin.



## Planning Application Y/FSS/19

It is noted that the developer has supplied further information regarding its proposed development of the Oi Yuen site. All of the new material relates to comments made by Government departments on subjects such as Traffic Impact Assessment and Air Ventilation Assessment, with replacement pages on Sewerage Impact. None of the new materials addresses in any way the serious concerns that have been raised by non-Government parties such as the residents of Golf Parkview, and we again submit them for your kind consideration.

It remains the intention of the developer to construct seven high tower residential blocks, as it has done since the detailed proposals were first revealed. The proposed heights of the residential blocks have been, however, considerably increased during the consultation period and now range from 25 to 32 storeys. The number of flats available has increased by 43% from 676 to 969 and the design population by the same percentage to about 2,714 persons.

The developer used to maintain that its potential development was "in an appropriate scale". That wording has since changed to "the proposed development intensity is considered appropriate and compatible with the surrounding neighbourhood."

The only development of even vaguely similar size is that of Eden Manor located on the south side of the Castle Peak Road-Kwu Tung. There was no public consultation exercise. On the south side of Castle Peak Road travelling west from Eden Manor, or on the east side when the road curves south, there is no building taller than Golf Parkview until one arrives at as far away as Yuen Long. It is the same story on the other side of Castle Peak Road. Golf Parkview is presently the tallest structure between the junction of Castle Peak Road with the Fan Kam Road and Yuen Long.

To us Golf Parkview residents the most important reason why the present proposal should be rejected is that despite repeated adverse comments from petitioners and the Transport Department, the developer still plans that traffic to and from the new development should be via Pak Wai Lane. The only access to Golf Parkview whether on foot or in a vehicle is via Pak Wai Lane. This lane is comparatively narrow both in terms of the road for traffic and the footpath for pedestrians. The Chief Highway Engineer/New Territories East described Pak Wai Lane as being "substandard in width." We would here point out that there is only one footpath for pedestrians and it is narrow and on the Golf Parkview side of the Lane.

We do not believe for one moment the Lane can possibly safely handle the dramatic increase in usage envisaged by the developer. The site which it is proposed be developed has long frontage directly onto the Castle Peak Road-Kwu Tung. It MUST arrange that access to and from Oi Yuen be direct from Castle Peak Road, just as it is at Eden Manor, and not via Pak Wai Lane. We consider this imperative not only for the safety and convenience of all users but also to permit swift access by emergency vehicles to both the existing and possible future development. In its S. 12A Application for Amendment of Plan dated February 2022, the developer in para. 2.5.1. writes that "The existing vehicular access to the Application Site is available via Castle Peak Road-Kwu Tung." This is true. There is a driveway giving access to Oi Yuen from Castle Peak Road. This could be expanded and utilised or a completely new driveway built on the considerable area at the developer's disposal. Proposed site coverage is presently quoted as being "Not more than 27%".

There is a further important reason why the literally hundreds of vehicles it is proposed go to and from Oi Yuen every day should not be allowed to use Pak Wai Lane. When travelling in a westerly direction from the junction with Fan Kam Road on the Castle Peak

The proposed site is adjacent mainly to village houses on its east side and the Golf Parkview development on its west. Golf Parkview has 5 storeys with a ground floor of car parks/lift lobbies plus 4 storeys of flats. There are a total of 48 flats housing, according to the ratio of 2.8 persons per flat, approximately 135 people with 54 private car parking spaces including those for visitors. Oi Yuen has increased the number of flats planned to 969, housing approximately 2,714 people with 1,117 private car parking spaces. The contrast in size is both obvious and overwhelming. Opposite the proposed development, on the other side of Castle Peak Road, is the Fanling Golf Course with zero buildings. To the north of Oi Yuen is the Fanling Highway. On the other side of the Highway is low-density Tsung Pak Long and Hak Ka Wai. It cannot be accepted that the proposed development is in any way compatible with its surrounding neighbourhood and rural environment. It is grossly excessive.

The proposed seven residential towers have been increased in height to 25 to 32 storeys aboveground, the nearest of which to Golf Parkview will be little more than the width of a narrow lane away (one of the reports gives the separation distance as 9 metres). They will undoubtedly adversely affect the residents of Golf Parkview environmentally by blocking both wind and sunlight. The negative affect on wind flow was confirmed in the air ventilation assessment which stated that even the former proposed development of 7 lower blocks ranging in height from 19 to 23 storeys "would create rather significant adverse impacts on the surrounding area under most simulated winds...". The excessive height of the 7 blocks will also result in a shadowing effect on Golf Parkview. There must also be concern that the piling and other construction activity of these seven towers, including up to 4 levels of basement for underground carparks, may affect the structural integrity of Golf Parkview, as well as having a major adverse air quality impact of potential dust emission.

Road-Kwu Tung, the third/middle lane for turning right into Pak Wai Lane is only long enough for about four vehicles. This is sufficient for Golf Parkview traffic. It is impossible to conceive that it will be long enough also to accommodate Oi Yuen traffic. More than four vehicles waiting to turn right into Pak Wai Lane will mean that all westerly bound traffic on the Castle Peak Road will have to come to an abrupt halt. This will be very dangerous as the road is narrow and one approaches Pak Wai Lane coming round a sharp right-hand bend with minimal forward visibility. Accidents will happen. There is no shadow of doubt about that. It is very frustrating that whilst surveys of traffic on the Castle Peak Road-Kwu Tung are conducted, no attention seems to be being paid to the dangerous situation which is planned by the use of Pak Wai Lane for access to the proposed new development. A queue length assessment in respect of traffic proceeding in a westerly direction on the Castle Peak Road-Kwu Tung and turning right into Pak Wai Lane should be undertaken.

Traffic surveys have been included from places as distant as Queen's Hill Development Extension and Pak Wo Road. We strongly request that the focus be on Pak Wai Lane. The number of private car parking spaces at the end of Pak Wai Lane is proposed be increased from 54 to 1,171, a jump of some 21.7 times! In addition there will of course be additional vehicles visiting the residential care home. We strongly believe that Pak Wai Lane is too narrow in width to handle the proposed enormous increase in traffic volume.

It is noteworthy that there is not one shot of Golf Parkview in all the myriad of photographs of the area provided by the developer, even the aerial ones. The proposed development is not in any way compatible with Golf Parkview or the surrounding area. It is grotesquely huge and will be detrimental to the quality of life to nearby residents as well as seriously worsening traffic congestion in the area. Various reports mention the visual impact of the new development but never from the position of the residents of Golf

Parkview who will clearly be severely adversely affected in this respect.

The pavement in front of Golf Parkview is 136 inches wide. This is considerably wider than the pavement on Castle Peak Road-Kwu Tung either to the west of Golf Parkview or that bordering the proposed new development. The latter pavement is only 76 inches wide. Ironically, this pavement is even busier than the one fronting Golf Parkview. Pedestrians and cyclists coming from the Kam Tsin area, heading towards Sheung Shui, cross the Castle Peak Road-Kwu Tung virtually opposite Pak Wai Lane because there is no pavement on the golf course side of Castle Peak Road-Kwu Tung opposite the proposed new development. The situation is already bad and should not be allowed to worsen.

It is noted that the developer makes a proposal regarding the provision of a residential care home for 100 elderly persons. This proposal is strongly opposed. First, the location does not seem appropriate with it not being within easy walking distance of any major developments let alone shops or restaurants. Visitors to the care home will also increase the utilisation of Pak Wai Lane. It is noted that there is a large social welfare complex under construction in Kwu Tung just 5 minutes drive from Golf Parkview.

It has come to our notice that a substantial public housing development is proposed for Castle Peak Road-Kwu Tung opposite Eden Manor. It is presently mainly cottages and workshops. The proposed size of the development is huge with the number of units indicated at 3,300 and inhabitants at 8,900, though the ratio of only 2.7 persons per unit seems rather low. The development will also provide social welfare measures, shops and kindergartens. The impact on the traffic conditions of Castle Peak Road-Kwu Tung and the junction with Fan Kam Road will be enormous. With the Government emphasis on public housing, especially in the Northern

Metropolis, one can safely predict that this development will proceed. It is a further reason why the Oi Yuen development should be denied in its present over-sized form.

We respectfully strongly urge the Town Planning Board to reject this Planning Application. Thank you.

Name of person making this comment :

Signature :

Date :

WITHOUT PREJUDICE

By Hand

Date 12<sup>th</sup> June, 2023.

The Secretary,  
Town Planning Board,  
15/F., North Point Government Offices,  
333 Java Road,  
North Point,  
Hong Kong.



Dear Sir,

Re : Approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B  
Amended plan at Location: Fanling/Sheung Shui OZP No. S/FSS/27

Referring to your recent Public Inspection put on 12<sup>th</sup> May, 2023 regarding the above approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B on the Amended Plan at location Fanling/Sheung Shui OZP No. S/FSS/27, and further to our previous Petition letter presented to the Planning Dept, Transport Dept and the North District Council Representative, Mr Simon Hau, on 11<sup>th</sup> April, 2023 North District Council Meeting, regarding the decision as AGREED from The Town Planning Board, on 17<sup>th</sup> March, 2023 meeting on the application No. Y/FSS/19 revised rezoning plan, being the owners/residents adjacent to this rezoning land, below are our concerns and OBJECTIONS, which we would like to seek for the consideration from Town Planning Board to reject and disapprove on its amended plan OZP no. S/FSS/27 for reasons being :

1. On what grounds does the Town Planning Board AGREE to Y/FSS/19 to refine to increase from 0.8 Plot ratio about 180 units in 3-4 floors high residential buildings to 4.3 Plot ratio 969 units in 27-35 floors and with 1120 vehicles ?
2. We should have invited the Town Planning Board or related authority to personally inspect how this path, Pak Wai Lane, can support 1200 vehicles including resident 1120 cars, 50 Cars of Golf Parkview, taxis, other vehicles and ambulances?
3. To support and evident our OBJECTIONS, enclosed please find our 4 photos taken on 1st April, 2023 to evident Pak Wai Lane is a substandard 2-way road !
  - A. Photo # 1 - It is too narrow for two vehicles to go IN and OUT at the same time.
  - B. Photo #2 - Pak Wai Lane is just a very short path, not long enough to queue 4-5 vehicles one after the other at the same time !
  - C. Photos # 3 and 4 - Showing how the traffic will be congested at the junction between Castle Peak Road Kwu Tung and Pak Wai Lane.
  - D. Photo #5 - Showing there is only pedestrian footway adjacent to Golf Parkview and NO pedestrian footway on the other side of Pak Wai Lane adjacent to Oi Yuen.
  - E. Since Pak Wai Lane is such as narrow substandard road, its traffic flow will be outrageously busy for these 1200 vehicles and unexpected jams blocking the emergency ambulances going in and out of Oi Yuen to rescue the elderly and human deaths may be caused and as such, who will be responsible ????

4. The proposed 100 elderly residential care home (100 place RCHE) makes no sense, reasons being :
- A. There is NO public transportation support such as bus or mini bus terminus near Oi Yuen, which makes visits to the care home inconvenient.
  - B. There are already huge complexes in Tai Tau Leng, Po Shek Wu and the Shek Tsai Leng near Kwu Tung market, which provide thousands of residential care home and medical services/activities for the elderly. Can't see why it is crucial to have these 100 place RCHE inside Oi Yuen ???
5. The high-rise design of the Oi Yuen Y/FSS/27 (previous no. Y/FSS/1) is 27-32 floors 6 blocks which must need a strong piling ! However, Golf Parkview 6 blocks of 4-storeys buildings were not done with any piling! Has Oi Yuen ever studied whether Golf Parkview 6 blocks of 4 Storeys buildings can withstand their piling works?. If Golf Parkview 6 buildings should have cracks in buildings or structural damages/problems as a result of Oi Yuen piling works, who will be responsible for the compensation?
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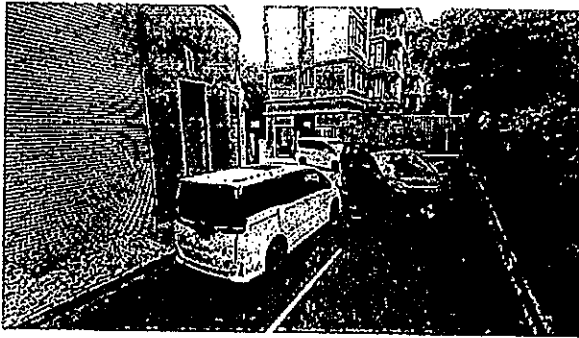
Name of Person making this comment : *FONG WAI MING*

HKID No. 

Address : 

Signature : 

**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

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**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



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**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



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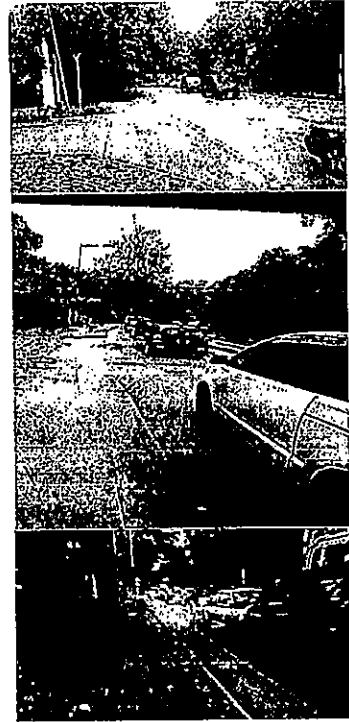
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Planning Application Y/RSS/19

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It has come to our notice that a substantial public housing development is proposed for Castle Peak Road-Kwu Tung opposite Eden Manor. It is presently mainly cottages and workshops. The proposed size of the development is huge with the number of units indicated at 3,300 and inhabitants at 8,900, though the ratio of only 2.7 persons per unit seems rather low. The development will also provide social welfare measures, shops and kindergartens. The impact on the traffic conditions of Castle Peak Road-Kwu Tung and the junction with Fan Kam Road will be enormous. With the Government emphasis on public housing, especially in the Northern

Metropolis, one can safely predict that this development will proceed. It is a further reason why the Oi Yuen development should be denied in its present over-sized form.

We respectfully strongly urge the Town Planning Board to reject this Planning Application. Thank you.

Name of person making this comment :

Signature :

Date :

WITHOUT PREJUDICE

By Hand

Date 12<sup>th</sup> June, 2023.

The Secretary,  
Town Planning Board,  
15/F., North Point Government Offices,  
333 Java Road,  
North Point,  
Hong Kong.



Dear Sir,

Re : Approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B  
Amended plan at Location: Fanling/Sheung Shui OZP No. S/FSS/27

Referring to your recent Public Inspection put on 12<sup>th</sup> May, 2023 regarding the above approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B on the Amended Plan at location Fanling/Sheung Shui OZP No. S/FSS/27, and further to our previous Petition letter presented to the Planning Dept, Transport Dept and the North District Council Representative, Mr Simon Hau, on 11<sup>th</sup> April, 2023 North District Council Meeting, regarding the decision as AGREED from The Town Planning Board, on 17<sup>th</sup> March, 2023 meeting on the application No. Y/FSS/19 revised rezoning plan, being the owners/residents adjacent to this rezoning land, below are our concerns and OBJECTIONS, which we would like to seek for the consideration from Town Planning Board to reject and disapprove on its amended plan OZP. no. S/FSS/27 for reasons being :

1. On what grounds does the Town Planning Board AGREE to Y/FSS/19 to refine to increase from 0.8 Plot ratio about 180 units in 3-4 floors high residential buildings to 4.3 Plot ratio 969 units in 27-35 floors and with 1120 vehicles ?
2. We should have invited the Town Planning Board or related authority to personally inspect how this path, Pak Wai Lane, can support 1200 vehicles including resident 1120 cars, 50 Cars of Golf Parkview, taxis, other vehicles and ambulances?
3. To support and evident our OBJECTIONS, enclosed please find our 4 photos taken on 1st April, 2023 to evident Pak Wai Lane is a substandard 2-way road !
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A. There is NO public transportation support such as bus or mini bus terminus near Oi Yuen, which makes visits to the care home inconvenient.

B. There are already huge complexes in Tai Tau Leng, Po Shek Wu and the Shek Tsai Leng near Kwu Tung market, which provide thousands of residential care home and medical services/activities for the elderly. Can't see why it is crucial to have these 100 place RCHE inside Oi Yuen ???

5. The high-rise design of the Oi Yuen Y/FSS/27 (previous no. Y/FSS/1) is 27-32 floors 6 blocks which must need a strong piling ! However, Golf Parkview 6 blocks of 4-storeys buildings were not done with any piling! Has Oi Yuen ever studied whether Golf Parkview 6 blocks of 4 Storeys buildings can withstand their piling works?. If Golf Parkview 6 buildings should have cracks in buildings or structural damages/problems as a result of Oi Yuen piling works, who will be responsible for the compensation?

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7. With all the above consequences with the rezoning of this Application, we wonder if Town Planning Board is ready to sacrifice the convenience and quality of daily life of all 48 owners of Golf Parkview as it is being considered as NOT important and relatively small scale of residence as we have been addressing this Pak Wai Lane issue ever since 2016 our **OBJECTIONS** on Oi Yuen Rezoning plan applications under Y/FSS/12, Y/FSS/14, Y/FSS15 and Y/FSS/19 ???

We really don't want to suffer similarly to the Tuen Mun Chek Lap Kok Tunnel area that due to the lack of careful study and forecasts by the Transport Dept has meant that residents are being stuck in traffic for up to 2.5 hours and no solution has been made to reduce this serious traffic congestion !

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Former Planning Dept Chief Officer – He has concluded that the development of infrastructure should come before the development of residential accommodation planning so as to make sure transportation can support the increase of population in the developed area.

**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #1 – Showing Pak Wal Lane is a substandard road, which is too narrow for two vehicles to go IN and OUT at the same time.

**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #2A, 2B - Pak Wal Lane is such a short lane, which is just enough to queue maximum 6 vehicles one after the other at the same time.

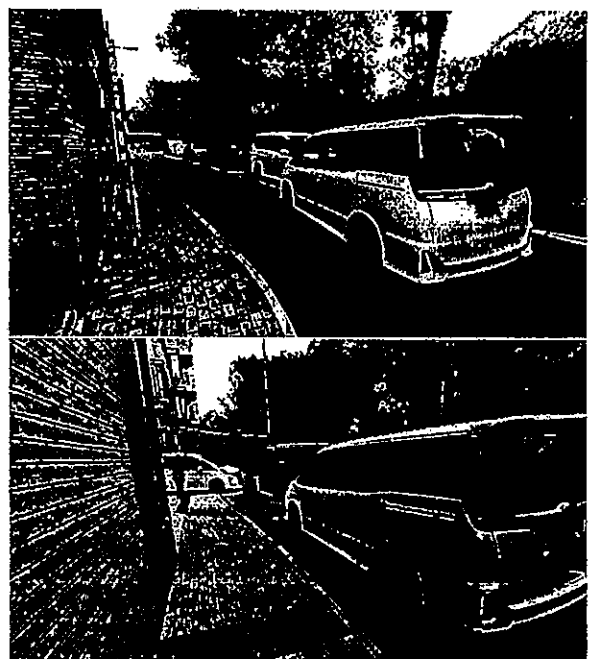
**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #3A, 3B – Showing how the traffic will be congested at the junction between Castle Peak Road Kwu Tung and Pak Wal Lane.

**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #4A, 4B – Showing how the traffic will be congested at the junction between Castle Peak Road Kwu Tung and Pak Wal Lane.

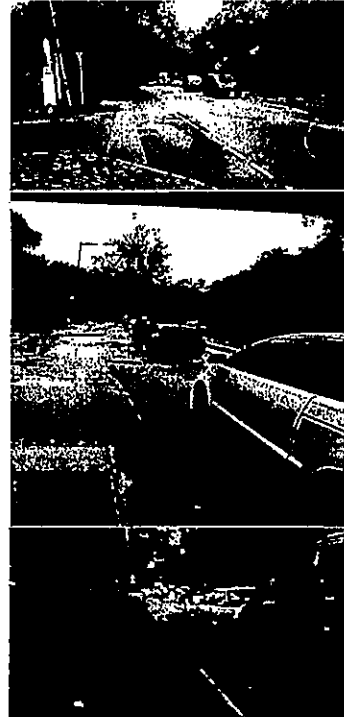
**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

**Photo #5 - Showing there is only pedestrian footway adjacent to Golf Parkview and NO pedestrian footway on the other side of Pak Wai Lane adjacent to Oi Yuen.**

**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

**Photo No. 6A, 6B, 6C - There is NO ROOM to increase the traffic flow on Castle Peak Road Kwu Tung and Kam Tsai.**

Planning Application Y/RSS/19

It is noted that the developer has supplied further information regarding its proposed development of the Oi Yuen site. All of the new material relates to comments made by Government departments on subjects such as Traffic Impact Assessment and Air Ventilation Assessment, with replacement pages on Sewerage Impact. None of the new materials addresses in any way the serious concerns that have been raised by non-Government parties such as the residents of Golf Parkview, and we again submit them for your kind consideration.

It remains the intention of the developer to construct seven high tower residential blocks, as it has done since the detailed proposals were first revealed. The proposed heights of the residential blocks have been, however, considerably increased during the consultation period and now range from 25 to 32 storeys. The number of flats available has increased by 43% from 676 to 969 and the design population by the same percentage to about 2,714 persons.

The developer used to maintain that its potential development was "in an appropriate scale". That wording has since changed to "the proposed development intensity is considered appropriate and compatible with the surrounding neighbourhood."

The only development of even vaguely similar size is that of Eden Manor located on the south side of the Castle Peak Road-Kwu Tung. There was no public consultation exercise. On the south side of Castle Peak Road travelling west from Eden Manor, or on the east side when the road curves south, there is no building taller than Golf Parkview until one arrives at as far away as Yuen Long. It is the same story on the other side of Castle Peak Road. Golf Parkview is presently the tallest structure between the junction of Castle Peak Road with the Pan Kam Road and Yuen Long.

To us Golf Parkview residents the most important reason why the present proposal should be rejected is that despite repeated adverse comments from petitioners and the Transport Department, the developer still plans that traffic to and from the new development should be via Pak Wai Lane. The only access to Golf Parkview whether on foot or in a vehicle is via Pak Wai Lane. This lane is comparatively narrow both in terms of the road for traffic and the footpath for pedestrians. The Chief Highway Engineer/New Territories East described Pak Wai Lane as being "substandard in width." We would here point out that there is only one footpath for pedestrians and it is narrow and on the Golf Parkview side of the Lane.

We do not believe for one moment the Lane can possibly safely handle the dramatic increase in usage envisaged by the developer. The site which it is proposed be developed has long frontage directly onto the Castle Peak Road-Kwu Tung. It MUST arrange that access to and from Oi Yuen be direct from Castle Peak Road, just as it is at Eden Manor, and not via Pak Wai Lane. We consider this imperative not only for the safety and convenience of all users but also to permit swift access by emergency vehicles to both the existing and possible future development. In its S. 12A Application for Amendment of Plan dated February 2022, the developer in para. 2.5.1. writes that "The existing vehicular access to the Application Site is available via Castle Peak Road-Kwu Tung." This is true. There is a driveway giving access to Oi Yuen from Castle Peak Road. This could be expanded and utilised or a completely new driveway built on the considerable area at the developer's disposal. Proposed site coverage is presently quoted as being "Not more than 27%".

There is a further important reason why the literally hundreds of vehicles it is proposed go to and from Oi Yuen every day should not be allowed to use Pak Wai Lane. When travelling in a westerly direction from the junction with Pan Kam Road on the Castle Peak

The proposed site is adjacent mainly to village houses on its east side and the Golf Parkview development on its west. Golf Parkview has 5 storeys with a ground floor of car parks/lift lobbies plus 4 storeys of flats. There are a total of 48 flats housing, according to the ratio of 2.8 persons per flat, approximately 135 people with 54 private car parking spaces including those for visitors. Oi Yuen has increased the number of flats planned to 969, housing approximately 2,714 people with 1,117 private car parking spaces. The contrast in size is both obvious and overwhelming. Opposite the proposed development, on the other side of Castle Peak Road, is the Fanling Golf Course with zero buildings. To the north of Oi Yuen is the Panling Highway. On the other side of the Highway is low-density Tsung Pak Long and Hak Ka Wai. It cannot be accepted that the proposed development is in any way compatible with its surrounding neighbourhood and rural environment. It is grossly excessive.

The proposed seven residential towers have been increased in height to 25 to 32 storeys aboveground, the nearest of which to Golf Parkview will be little more than the width of a narrow lane away (one of the reports gives the separation distance as 9 metres). They will undoubtedly adversely affect the residents of Golf Parkview environmentally by blocking both wind and sunlight. The negative affect on wind flow was confirmed in the air ventilation assessment which stated that even the former proposed development of 7 lower blocks ranging in height from 19 to 23 storeys "would create rather significant adverse impacts on the surrounding area under most simulated winds...". The excessive height of the 7 blocks will also result in a shadowing effect on Golf Parkview. There must also be concern that the piling and other construction activity of these seven towers, including up to 4 levels of basement for underground carparks, may affect the structural integrity of Golf Parkview, as well as having a major adverse air quality impact of potential dust emission.

Road-Kwu Tung, the third/middle lane for turning right into Pak Wai Lane is only long enough for about four vehicles. This is sufficient for Golf Parkview traffic. It is impossible to conceive that it will be long enough also to accommodate Oi Yuen traffic. More than four vehicles waiting to turn right into Pak Wai Lane will mean that all westerly bound traffic on the Castle Peak Road will have to come to an abrupt halt. This will be very dangerous as the road is narrow and one approaches Pak Wai Lane coming round a sharp right-hand bend with minimal forward visibility. Accidents will happen. There is no shadow of doubt about that. It is very frustrating that whilst surveys of traffic on the Castle Peak Road-Kwu Tung are conducted, no attention seems to be being paid to the dangerous situation which is planned by the use of Pak Wai Lane for access to the proposed new development. A queue length assessment in respect of traffic proceeding in a westerly direction on the Castle Peak Road-Kwu Tung and turning right into Pak Wai Lane should be undertaken.

Traffic surveys have been included from places as distant as Queen's Hill Development Extension and Pak Wo Road. We strongly request that the focus be on Pak Wai Lane. The number of private car parking spaces at the end of Pak Wai Lane is proposed be increased from 54 to 1,171, a jump of some 21.7 times! In addition there will of course be additional vehicles visiting the residential care home. We strongly believe that Pak Wai Lane is too narrow in width to handle the proposed enormous increase in traffic volume.

It is noteworthy that there is not one shot of Golf Parkview in all the myriad of photographs of the area provided by the developer, even the aerial ones. The proposed development is not in any way compatible with Golf Parkview or the surrounding area. It is grotesquely huge and will be detrimental to the quality of life to nearby residents as well as seriously worsening traffic congestion in the area. Various reports mention the visual impact of the new development but never from the position of the residents of Golf

Parkview who will clearly be severely adversely affected in this respect.

The pavement in front of Golf Parkview is 136 inches wide. This is considerably wider than the pavement on Castle Peak Road-Kwu Tung either to the west of Golf Parkview or that bordering the proposed new development. The latter pavement is only 76 inches wide. Ironically, this pavement is even busier than the one fronting Golf Parkview. Pedestrians and cyclists coming from the Kam Tsui area, heading towards Sheung Shui, cross the Castle Peak Road-Kwu Tung virtually opposite Pak Wai Lane because there is no pavement on the golf course side of Castle Peak Road-Kwu Tung opposite the proposed new development. The situation is already bad and should not be allowed to worsen.

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Metropolis, one can safely predict that this development will proceed. It is a further reason why the Oi Yuen development should be denied in its present over-sized form.

We respectfully strongly urge the Town Planning Board to reject this Planning Application. Thank you.

Name of person making this comment :

Signature



Date:

25 May 2023

WITHOUT PREJUDICE

By Hand

Date 12<sup>th</sup> June, 2023.

The Secretary,  
Town Planning Board,  
15/F., North Point Government Offices,  
333 Java Road,  
North Point,  
Hong Kong.



Dear Sir,

Re : Approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B  
Amended plan at Location: Fanling/Sheung Shui OZP No. S/FSS/27

Referring to your recent Public Inspection put on 12<sup>th</sup> May, 2023 regarding the above approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B on the Amended Plan at location Fanling/Sheung Shui OZP No. S/FSS/27, and further to our previous Petition letter presented to the Planning Dept, Transport Dept and the North District Council Representative, Mr Simon Hau, on 11<sup>th</sup> April, 2023 North District Council Meeting, regarding the decision as AGREED from The Town Planning Board, on 17<sup>th</sup> March, 2023 meeting on the application No. Y/FSS/19 revised rezoning plan, being the owners/residents adjacent to this rezoning land, below are our concerns and OBJECTIONS, which we would like to seek for the consideration from Town Planning Board to reject and disapprove on its amended plan OZP no. S/FSS/27 for reasons being :

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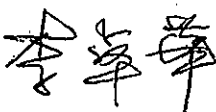
Former Chairman of KCRC, Mr Michael Tien Puk Sun – Any transportation planning should be able to accommodate the predicted increase in the growth of population in next 10 years and NOT just to resolve for current situation, which means it is normal to have only 30% consumption of utilization of any newly developed transportation in its first year of operation ! If the consumption of utilization of any newly developed transportation reaches 70-80%, this will mean there is under-estimation and is late for at least 10 years.

8. Lastly, regarding approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B, we are curious to know why the Land Office or Town Planning Board has amended **this lot of Oi Yuen from originally a Comprehensive Development Area (CDA)** and its originally plan was approved in 5<sup>th</sup> December, 2003 under A/FSS/156 @ plot ratio to 0.8 to **Comprehensive Development Area – 1 (CDA-1)** which has enabled Oi Yuen to revise his rezoning plan in 4<sup>th</sup> August, 2016 under Y/FSS/12 @ revised plot ratio of 3.60, without public scrutiny ??? Oi Yuen has further increased its plot ration to **4.30** under Y/FSS/19 in 10<sup>th</sup> June, 2022 to have 969 units and 1,127 vehicles and claimed their support to government new policy in housing by referring to another huge development under S/FSS/25 in the vicinity ! It is obvious to see how Oi Yuen is being influenced by the improper decision from Town Planning Board from changing its land from CDA to CDA-1 and starts to increase its total units in flats and vehicles.

For your easy perusal, we enclose herewith our latest OBJECTION letter submitted during the 4<sup>th</sup> scrutiny under Y/FSS/19 on 3<sup>rd</sup> February, 2023.

**I respectfully strongly OBJECT to the Town Planning Board APPROVING this Planning Application No. S/FSS/26 and OZP No. S/FSS/27 in its present form !**

Name of Person making this comment :



Signature :



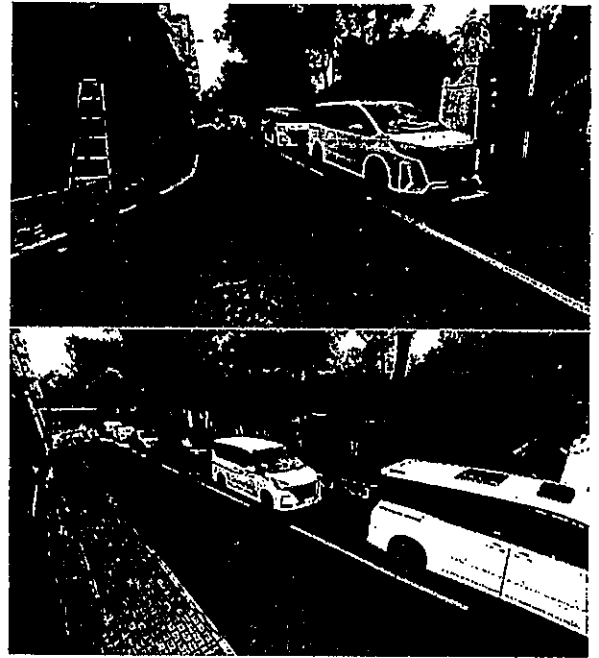
**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #1 – Showing Pak Wai Lane is a substandard road, which is too narrow for two vehicles to go IN and OUT at the same time.

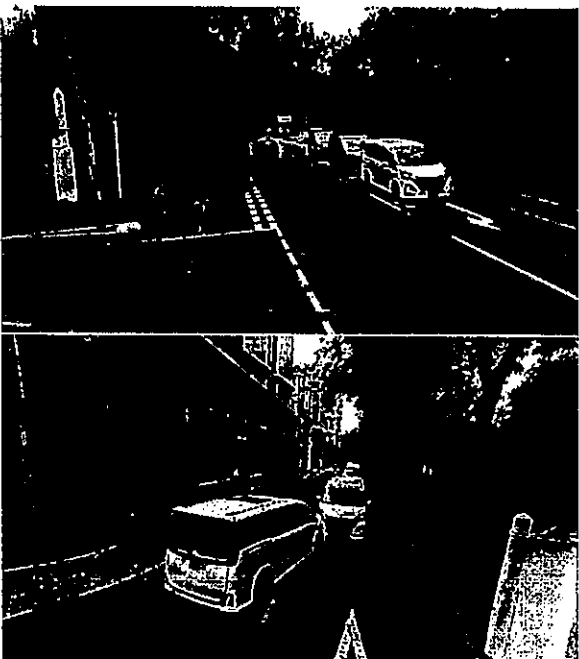
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**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



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**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



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**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

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## Planning Application Y/TSS/19

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There is a further important reason why the literally hundreds of vehicles it is proposed go to and from Oi Yuen every day should not be allowed to use Pak Wai Lane. When travelling in a westerly direction from the junction with Fan Kam Road on the Castle Peak

The proposed site is adjacent mainly to village houses on its east side and the Golf Parkview development on its west. Golf Parkview has 5 storeys with a ground floor of car parks/lift lobbies plus 4 storeys of flats. There are a total of 48 flats housing, according to the ratio of 2.8 persons per flat, approximately 135 people with 54 private car parking spaces including those for visitors. Oi Yuen has increased the number of flats planned to 969, housing approximately 2,714 people with 1,117 private car parking spaces. The contrast in size is both obvious and overwhelming. Opposite the proposed development, on the other side of Castle Peak Road, is the Fanling Golf Course with zero buildings. To the north of Oi Yuen is the Fanling Highway. On the other side of the Highway is low-density Tsung Pak Long and Hak Ka Wai. It cannot be accepted that the proposed development is in any way compatible with its surrounding neighbourhood and rural environment. It is grossly excessive.

The proposed seven residential towers have been increased in height to 25 to 32 storeys aboveground, the nearest of which to Golf Parkview will be little more than the width of a narrow lane away (one of the reports gives the separation distance as 9 metres). They will undoubtedly adversely affect the residents of Golf Parkview environmentally by blocking both wind and sunlight. The negative affect on wind flow was confirmed in the air ventilation assessment which stated that even the former proposed development of 7 lower blocks ranging in height from 19 to 23 storeys "would create rather significant adverse impacts on the surrounding area under most simulated winds...". The excessive height of the 7 blocks will also result in a shadowing effect on Golf Parkview. There must also be concern that the piling and other construction activity of these seven towers, including up to 4 levels of basement for underground car parks, may affect the structural integrity of Golf Parkview, as well as having a major adverse air quality impact of potential dust emission.

Road-Kwu Tung, the third/middle lane for turning right into Pak Wai Lane is only long enough for about four vehicles. This is sufficient for Golf Parkview traffic. It is impossible to conceive that it will be long enough also to accommodate Oi Yuen traffic. More than four vehicles waiting to turn right into Pak Wai Lane will mean that all westerly bound traffic on the Castle Peak Road will have to come to an abrupt halt. This will be very dangerous as the road is narrow and one approaches Pak Wai Lane coming round a sharp right-hand bend with minimal forward visibility. Accidents will happen. There is no shadow of doubt about that. It is very frustrating that whilst surveys of traffic on the Castle Peak Road-Kwu Tung are conducted, no attention seems to be being paid to the dangerous situation which is planned by the use of Pak Wai Lane for access to the proposed new development. A queue length assessment in respect of traffic proceeding in a westerly direction on the Castle Peak Road-Kwu Tung and turning right into Pak Wai Lane should be undertaken.

Traffic surveys have been included from places as distant as Queen's Hill Development Extension and Pak Wo Road. We strongly request that the focus be on Pak Wai Lane. The number of private car parking spaces at the end of Pak Wai Lane is proposed be increased from 54 to 1,171, a jump of some 21.7 times! In addition there will of course be additional vehicles visiting the residential care home. We strongly believe that Pak Wai Lane is too narrow in width to handle the proposed enormous increase in traffic volume.

It is noteworthy that there is not one shot of Golf Parkview in all the myriad of photographs of the area provided by the developer, even the aerial ones. The proposed development is not in any way compatible with Golf Parkview or the surrounding area. It is grotesquely huge and will be detrimental to the quality of life to nearby residents as well as seriously worsening traffic congestion in the area. Various reports mention the visual impact of the new development but never from the position of the residents of Golf

Parkview who will clearly be severely adversely affected in this respect.

The pavement in front of Golf Parkview is 136 inches wide. This is considerably wider than the pavement on Castle Peak Road-Kwu Tung either to the west of Golf Parkview or that bordering the proposed new development. The latter pavement is only 76 inches wide. Ironically, this pavement is even busier than the one fronting Golf Parkview. Pedestrians and cyclists coming from the Kam Tsin area, heading towards Sheung Shui, cross the Castle Peak Road-Kwu Tung virtually opposite Pak Wai Lane because there is no pavement on the golf course side of Castle Peak Road-Kwu Tung opposite the proposed new development. The situation is already bad and should not be allowed to worsen.

It is noted that the developer makes a proposal regarding the provision of a residential care home for 100 elderly persons. This proposal is strongly opposed. First, the location does not seem appropriate with it not being within easy walking distance of any major developments let alone shops or restaurants. Visitors to the care home will also increase the utilisation of Pak Wai Lane. It is noted that there is a large social welfare complex under construction in Kwu Tung just 5 minutes drive from Golf Parkview.

It has come to our notice that a substantial public housing development is proposed for Castle Peak Road-Kwu Tung opposite Eden Manor. It is presently mainly cottages and workshops. The proposed size of the development is huge with the number of units indicated at 3,300 and inhabitants at 8,900, though the ratio of only 2.7 persons per unit seems rather low. The development will also provide social welfare measures, shops and kindergartens. The impact on the traffic conditions of Castle Peak Road-Kwu Tung and the junction with Fan Kam Road will be enormous. With the Government emphasis on public housing, especially in the Northern

Metropolis, one can safely predict that this development will proceed. It is a further reason why the Oi Yuen development should be denied in its present over-sized form.

We respectfully strongly urge the Town Planning Board to reject this Planning Application. Thank you.

Name of person making this comment :

Signature :

Date :

WITHOUT PREJUDICE

By Hand

Date 12<sup>th</sup> June, 2023.

The Secretary,  
Town Planning Board,  
15/F., North Point Government Offices,  
333 Java Road,  
North Point,  
Hong Kong.



Dear Sir,

Re : Approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B  
Amended plan at Location: Fanling/Sheung Shui OZP No. S/FSS/27

Referring to your recent Public Inspection put on 12<sup>th</sup> May, 2023 regarding the above approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B on the Amended Plan at location Fanling/Sheung Shui OZP No. S/FSS/27, and further to our previous Petition letter presented to the Planning Dept, Transport Dept and the North District Council Representative, Mr Simon Hau, on 11<sup>th</sup> April, 2023 North District Council Meeting, regarding the decision as AGREED from The Town Planning Board, on 17<sup>th</sup> March, 2023 meeting on the application No. Y/FSS/19 revised rezoning plan, being the owners/residents adjacent to this rezoning land, below are our concerns and OBJECTIONS, which we would like to seek for the consideration from Town Planning Board to reject and disapprove on its amended plan OZP no. S/FSS/27 for reasons being :

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2. We should have invited the Town Planning Board or related authority to personally inspect how this path, Pak Wai Lane, can support 1200 vehicles including resident 1120 cars, 50 Cars of Golf Parkview, taxis, other vehicles and ambulances?
3. To support and evident our OBJECTIONS, enclosed please find our 4 photos taken on 1st April, 2023 to evident Pak Wai Lane is a substandard 2-way road !
  - A. Photo # 1 - It is too narrow for two vehicles to go IN and OUT at the same time.
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4. The proposed 100 elderly residential care home (100 place RCHE) makes no sense, reasons being :
- A. There is NO public transportation support such as bus or mini bus terminus near Oi Yuen, which makes visits to the care home inconvenient.
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We really don't want to suffer similarly to the Tuen Mun Chek Lap Kok Tunnel area that due to the lack of careful study and forecasts by the Transport Dept has meant that residents are being stuck in traffic for up to 2.5 hours and no solution has been made to reduce this serious traffic congestion !

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**I respectfully strongly OBJECT to the Town Planning Board APPROVING this Planning Application No. S/FSS/26 and OZP No. S/FSS/27 in its present form !**

Name of Person making this comment :

Lee Yin Tung Jee

HKID No.

Address :

Signature :



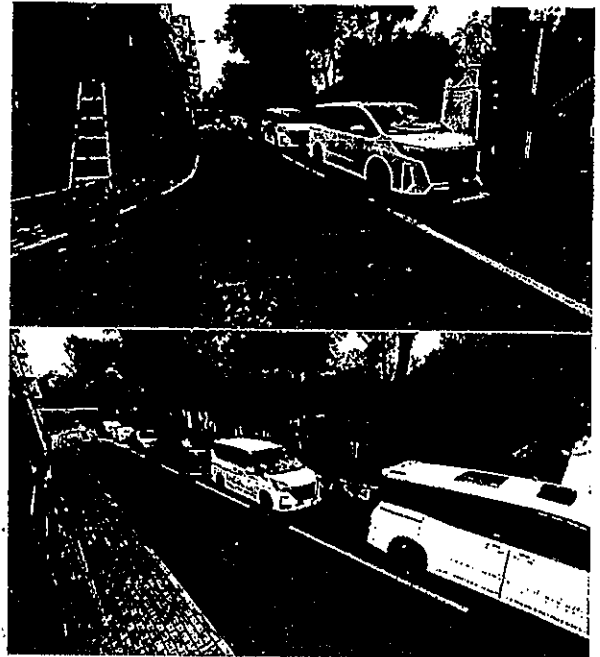
**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #1 – Showing Pak Wai Lane is a substandard road, which is too narrow for two vehicles to go IN and OUT at the same time.

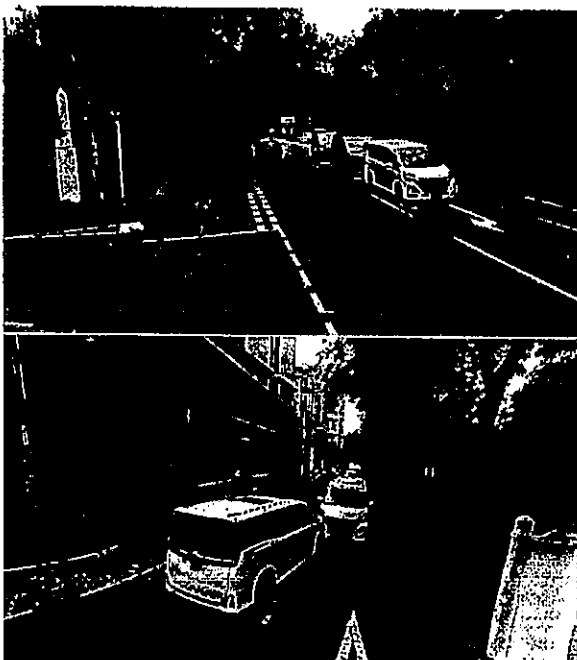
**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #2A, 2B - Pak Wai Lane is such a short lane, which is just enough to queue maximum 6 vehicles one after the other at the same time.

**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #3A, 3B – Showing how the traffic will be congested at the junction between Castle Peak Road Kwu Tung and Pak Wai Lane.

**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #4A, 4B – Showing how the traffic will be congested at the junction between Castle Peak Road Kwu Tung and Pak Wai Lane.

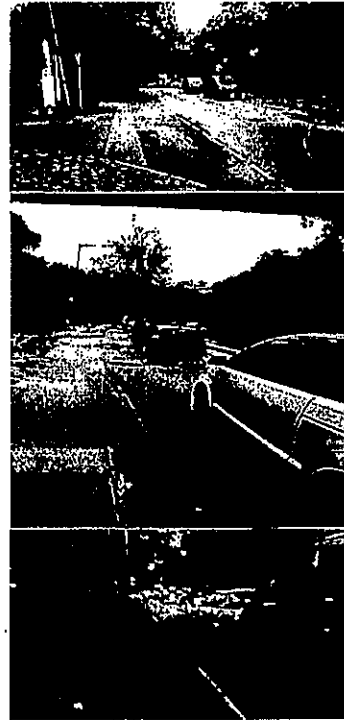
**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #5 - Showing there is only pedestrian footway adjacent to Golf Parkview and NO pedestrian footway on the other side of Pak Wai Lane adjacent to Oi Yuen.

**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo No. 6A, 6B, 6C - There is NO ROOM to increase the traffic flow on Castle Peak Road Kwu Tung and Kam Tin.

Planning Application Y/RSS/19

It is noted that the developer has supplied further information regarding its proposed development of the Oi Yuen site. All of the new material relates to comments made by Government departments on subjects such as Traffic Impact Assessment and Air Ventilation Assessment, with replacement pages on Sewerage Impact. None of the new materials addresses in any way the serious concerns that have been raised by non-Government parties such as the residents of Golf Parkview, and we again submit them for your kind consideration.

It remains the intention of the developer to construct seven high tower residential blocks, as it has done since the detailed proposals were first revealed. The proposed heights of the residential blocks have been, however, considerably increased during the consultation period and now range from 25 to 32 storeys. The number of flats available has increased by 43% from 676 to 969 and the design population by the same percentage to about 2,714 persons.

The developer used to maintain that its potential development was "in an appropriate scale". That wording has since changed to "the proposed development intensify is considered appropriate and compatible with the surrounding neighbourhood."

The only development of even vaguely similar size is that of Eden Manor located on the south side of the Castle Peak Road-Kwu Tung. There was no public consultation exercise. On the south side of Castle Peak Road travelling west from Eden Manor, or on the east side when the road curves south, there is no building taller than Golf Parkview until one arrives at as far away as Yuen Long. It is the same story on the other side of Castle Peak Road. Golf Parkview is presently the tallest structure between the junction of Castle Peak Road with the Fan Kam Road and Yuen Long.

To us Golf Parkview residents the most important reason why the present proposal should be rejected is that despite repeated adverse comments from petitioners and the Transport Department, the developer still plans that traffic to and from the new development should be via Pak Wai Lane. The only access to Golf Parkview whether on foot or in a vehicle is via Pak Wai Lane. This lane is comparatively narrow both in terms of the road for traffic and the footpath for pedestrians. The Chief Highway Engineer/New Territories East described Pak Wai Lane as being "substandard in width." We would here point out that there is only one footpath for pedestrians and it is narrow and on the Golf Parkview side of the Lane.

We do not believe for one moment the Lane can possibly safely handle the dramatic increase in usage envisaged by the developer. The site which it is proposed be developed has long frontage directly onto the Castle Peak Road-Kwu Tung. It MUST arrange that access to and from Oi Yuen be direct from Castle Peak Road, just as it is at Eden Manor, and not via Pak Wai Lane. We consider this imperative not only for the safety and convenience of all users but also to permit swift access by emergency vehicles to both the existing and possible future development. In its S. 12A Application for Amendment of Plan dated February 2022, the developer in para. 2.5.1. writes that "The existing vehicular access to the Application Site is available via Castle Peak Road-Kwu Tung." This is true. There is a driveway giving access to Oi Yuen from Castle Peak Road. This could be expanded and utilised or a completely new driveway built on the considerable area at the developer's disposal. Proposed site coverage is presently quoted as being "Not more than 27%".

There is a further important reason why the literally hundreds of vehicles it is proposed go to and from Oi Yuen every day should not be allowed to use Pak Wai Lane. When travelling in a westerly direction from the junction with Fan Kam Road on the Castle Peak

The proposed site is adjacent mainly to village houses on its east side and the Golf Parkview development on its west. Golf Parkview has 5 storeys with a ground floor of car parks/lift lobbies plus 4 storeys of flats. There are a total of 48 flats housing, according to the ratio of 2.8 persons per flat, approximately 135 people with 54 private car parking spaces including those for visitors. Oi Yuen has increased the number of flats planned to 969, housing approximately 2,714 people with 1,117 private car parking spaces. The contrast in size is both obvious and overwhelming. Opposite the proposed development, on the other side of Castle Peak Road, is the Fanling Golf Course with zero buildings. To the north of Oi Yuen is the Fanling Highway. On the other side of the Highway is low-density Tsung Pak Long and Hak Ka Wai. It cannot be accepted that the proposed development is in any way compatible with its surrounding neighbourhood and rural environment. It is grossly excessive.

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We respectfully strongly urge the Town Planning Board to reject this Planning Application. Thank you.

Name of person making this comment:

Lee Jim Tang Joe

Signature:



Date:

27 May 2023

WITHOUT PREJUDICE

Date 12<sup>th</sup> June, 2023.

The Secretary,  
Town Planning Board,  
15/F., North Point Government Offices,  
333 Java Road,  
North Point,  
Hong Kong.



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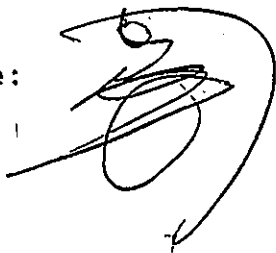
Name of Person making this comment :

YUEN HOZ LAM

HKID No.

Address :

Signature :





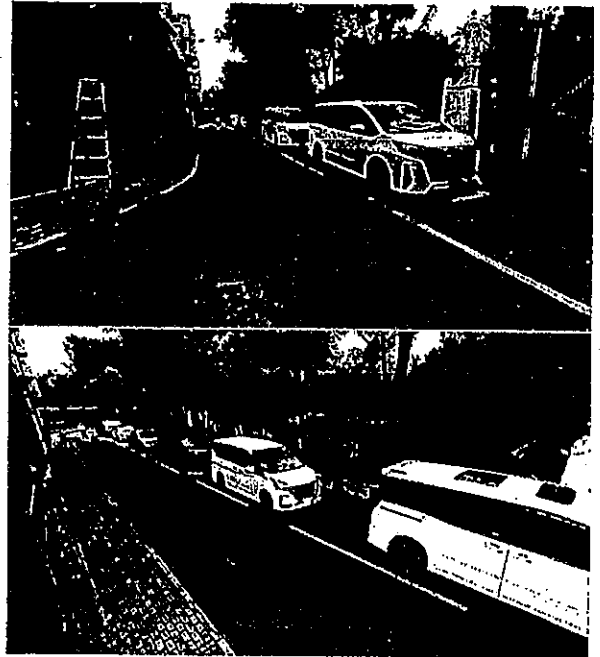
**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

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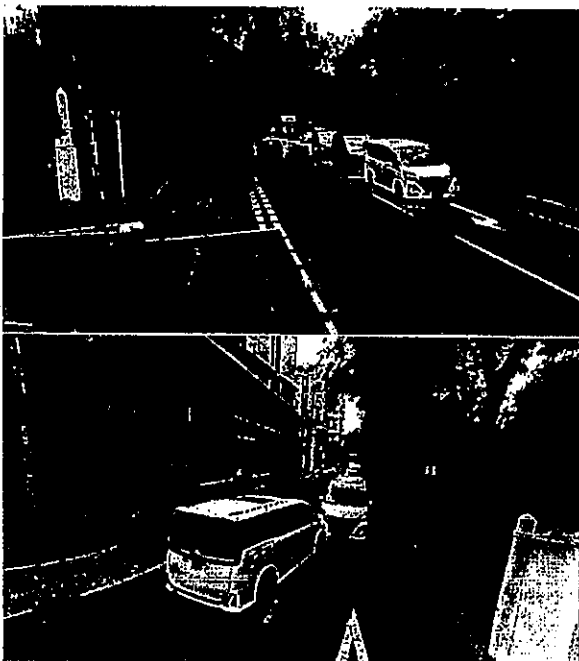
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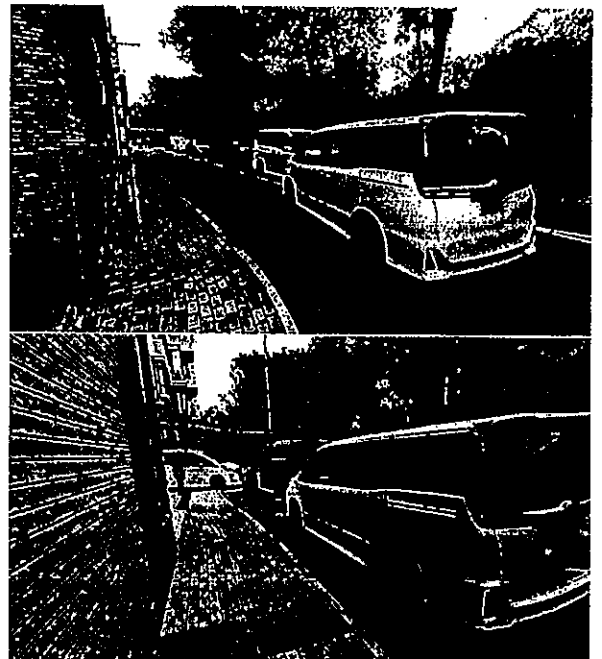
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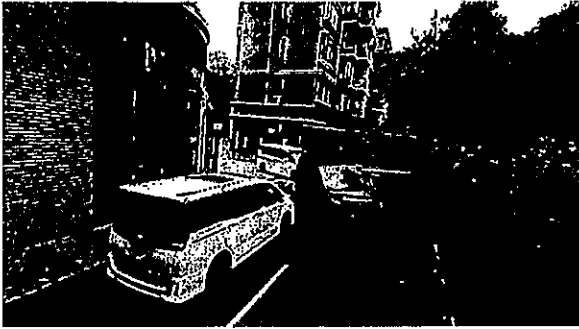
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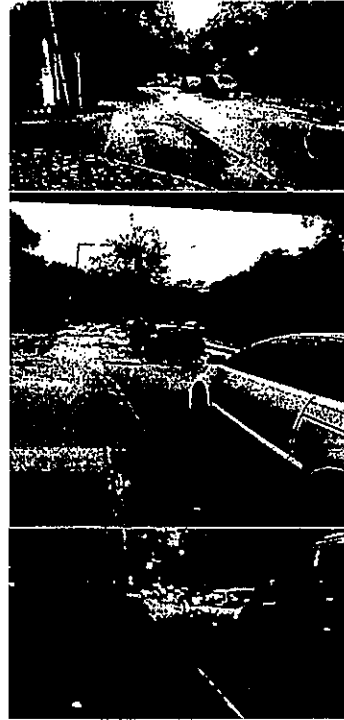
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Photo #5 - Showing there is only pedestrian footway adjacent to Golf Parkview and NO pedestrian footway on the other side of Pak Wai Lane adjacent to Oi Yuen.

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Planning Application Y/RSS/19

It is noted that the developer has supplied further information regarding its proposed development of the Oi Yuen site. All of the new material relates to comments made by Government departments on subjects such as Traffic Impact Assessment and Air Ventilation Assessment, with replacement pages on Sewerage Impact. None of the new materials addresses in any way the serious concerns that have been raised by non-Government parties such as the residents of Golf Parkview, and we again submit them for your kind consideration.

It remains the intention of the developer to construct seven high tower residential blocks, as it has done since the detailed proposals were first revealed. The proposed heights of the residential blocks have been, however, considerably increased during the consultation period and now range from 25 to 32 storeys. The number of flats available has increased by 43% from 676 to 969 and the design population by the same percentage to about 2,714 persons.

The developer used to maintain that its potential development was "in an appropriate scale". That wording has since changed to "the proposed development intensity is considered appropriate and compatible with the surrounding neighbourhood."

The only development of even vaguely similar size is that of Eden Manor located on the south side of the Castle Peak Road-Kwu Tung. There was no public consultation exercise. On the south side of Castle Peak Road travelling west from Eden Manor, or on the east side when the road curves south, there is no building taller than Golf Parkview until one arrives at as far away as Yuen Long. It is the same story on the other side of Castle Peak Road. Golf Parkview is presently the tallest structure between the junction of Castle Peak Road with the Fan Kam Road and Yuen Long.

To us Golf Parkview residents the most important reason why the present proposal should be rejected is that despite repeated adverse comments from petitioners and the Transport Department, the developer still plans that traffic to and from the new development should be via Pak Wai Lane. The only access to Golf Parkview whether on foot or in a vehicle is via Pak Wai Lane. This lane is comparatively narrow both in terms of the road for traffic and the footpath for pedestrians. The Chief Highway Engineer/New Territories East described Pak Wai Lane as being "substandard in width." We would here point out that there is only one footpath for pedestrians and it is narrow and on the Golf Parkview side of the Lane.

We do not believe for one moment the Lane can possibly safely handle the dramatic increase in usage envisaged by the developer. The site which it is proposed be developed has long frontage directly onto the Castle Peak Road-Kwu Tung. It MUST arrange that access to and from Oi Yuen be direct from Castle Peak Road, just as it is at Eden Manor, and not via Pak Wai Lane. We consider this imperative not only for the safety and convenience of all users but also to permit swift access by emergency vehicles to both the existing and possible future development. In its S. 12A Application for Amendment of Plan dated February 2022, the developer in para. 2.5.1. writes that "The existing vehicular access to the Application Site is available via Castle Peak Road-Kwu Tung." This is true. There is a driveway giving access to Oi Yuen from Castle Peak Road. This could be expanded and utilised or a completely new driveway built on the considerable area at the developer's disposal. Proposed site coverage is presently quoted as being "Not more than 27%".

There is a further important reason why the literally hundreds of vehicles it is proposed go to and from Oi Yuen every day should not be allowed to use Pak Wai Lane. When travelling in a westerly direction from the junction with Fan Kam Road on the Castle Peak

The proposed site is adjacent mainly to village houses on its east side and the Golf Parkview development on its west. Golf Parkview has 5 storeys with a ground floor of car parks/lift lobbies plus 4 storeys of flats. There are a total of 48 flats housing, according to the ratio of 2.8 persons per flat, approximately 135 people with 54 private car parking spaces including those for visitors. Oi Yuen has increased the number of flats planned to 969, housing approximately 2,714 people with 1,117 private car parking spaces. The contrast in size is both obvious and overwhelming. Opposite the proposed development, on the other side of Castle Peak Road, is the Fanling Golf Course with zero buildings. To the north of Oi Yuen is the Fanling Highway. On the other side of the Highway is low-density Tsung Pak Long and Hak Ka Wai. It cannot be accepted that the proposed development is in any way compatible with its surrounding neighbourhood and rural environment. It is grossly excessive.

The proposed seven residential towers have been increased in height to 25 to 32 storeys aboveground, the nearest of which to Golf Parkview will be little more than the width of a narrow lane away (one of the reports gives the separation distance as 9 metres). They will undoubtedly adversely affect the residents of Golf Parkview environmentally by blocking both wind and sunlight. The negative affect on wind flow was confirmed in the air ventilation assessment which stated that even the former proposed development of 7 lower blocks ranging in height from 19 to 23 storeys "would create rather significant adverse impacts on the surrounding area under most simulated winds...". The excessive height of the 7 blocks will also result in a shadowing effect on Golf Parkview. There must also be concern that the piling and other construction activity of these seven towers, including up to 4 levels of basement for underground car parks, may affect the structural integrity of Golf Parkview, as well as having a major adverse air quality impact of potential dust emission.

Road-Kwu Tung, the third/middle lane for turning right into Pak Wai Lane is only long enough for about four vehicles. This is sufficient for Golf Parkview traffic. It is impossible to conceive that it will be long enough also to accommodate Oi Yuen traffic. More than four vehicles waiting to turn right into Pak Wai Lane will mean that all westerly bound traffic on the Castle Peak Road will have to come to an abrupt halt. This will be very dangerous as the road is narrow and one approaches Pak Wai Lane coming round a sharp right-hand bend with minimal forward visibility. Accidents will happen. There is no shadow of doubt about that. It is very frustrating that whilst surveys of traffic on the Castle Peak Road-Kwu Tung are conducted, no attention seems to be being paid to the dangerous situation which is planned by the use of Pak Wai Lane for access to the proposed new development. A queue length assessment in respect of traffic proceeding in a westerly direction on the Castle Peak Road-Kwu Tung and turning right into Pak Wai Lane should be undertaken.

Traffic surveys have been included from places as distant as Queen's Hill Development Extension and Pak Wo Road. We strongly request that the focus be on Pak Wai Lane. The number of private car parking spaces at the end of Pak Wai Lane is proposed be increased from 54 to 1,171, a jump of some 21.7 times! In addition there will of course be additional vehicles visiting the residential care home. We strongly believe that Pak Wai Lane is too narrow in width to handle the proposed enormous increase in traffic volume.

It is noteworthy that there is not one shot of Golf Parkview in all the myriad of photographs of the area provided by the developer, even the aerial ones. The proposed development is not in any way compatible with Golf Parkview or the surrounding area. It is grotesquely huge and will be detrimental to the quality of life to nearby residents as well as seriously worsening traffic congestion in the area. Various reports mention the visual impact of the new development but never from the position of the residents of Golf

Parkview who will clearly be severely adversely affected in this respect.

The pavement in front of Golf Parkview is 136 inches wide. This is considerably wider than the pavement on Castle Peak Road-Kwu Tung either to the west of Golf Parkview or that bordering the proposed new development. The latter pavement is only 76 inches wide. Ironically, this pavement is even busier than the one fronting Golf Parkview. Pedestrians and cyclists coming from the Kam Tsin area, heading towards Sheung Shui, cross the Castle Peak Road-Kwu Tung virtually opposite Pak Wai Lane because there is no pavement on the golf course side of Castle Peak Road-Kwu Tung opposite the proposed new development. The situation is already bad and should not be allowed to worsen.

It is noted that the developer makes a proposal regarding the provision of a residential care home for 100 elderly persons. This proposal is strongly opposed. First, the location does not seem appropriate with it not being within easy walking distance of any major developments let alone shops or restaurants. Visitors to the care home will also increase the utilisation of Pak Wai Lane. It is noted that there is a large social welfare complex under construction in Kwu Tung just 5 minutes drive from Golf Parkview.

It has come to our notice that a substantial public housing development is proposed for Castle Peak Road-Kwu Tung opposite Eden Manor. It is presently mainly cottages and workshops. The proposed size of the development is huge with the number of units indicated at 3,300 and inhabitants at 8,900, though the ratio of only 2.7 persons per unit seems rather low. The development will also provide social welfare measures, shops and kindergartens. The impact on the traffic conditions of Castle Peak Road-Kwu Tung and the junction with Fan Kam Road will be enormous. With the Government emphasis on public housing, especially in the Northern

Metropolis, one can safely predict that this development will proceed. It is a further reason why the Oi Yuen development should be denied in its present over-sized form.

We respectfully strongly urge the Town Planning Board to reject this Planning Application. Thank you.

Name of person making this comment :

YOUNG ABZ LAM

Signature:



Date:

27 May 2023.

WITHOUT PREJUDICE

By Hand

Date 12<sup>th</sup> June, 2023.

The Secretary,  
Town Planning Board,  
15/F., North Point Government Offices,  
333 Java Road,  
North Point,  
Hong Kong.



Dear Sir,

Re : Approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B  
Amended plan at Location: Fanling/Sheung Shui OZP No. S/FSS/27

Referring to your recent Public Inspection put on 12<sup>th</sup> May, 2023 regarding the above approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B on the Amended Plan at location Fanling/Sheung Shui OZP No. S/FSS/27, and further to our previous Petition letter presented to the Planning Dept, Transport Dept and the North District Council Representative, Mr Simon Hau, on 11<sup>th</sup> April, 2023 North District Council Meeting, regarding the decision as AGREED from The Town Planning Board, on 17<sup>th</sup> March, 2023 meeting on the application No. Y/FSS/19 revised rezoning plan, being the owners/residents adjacent to this rezoning land, below are our concerns and OBJECTIONS, which we would like to seek for the consideration from Town Planning Board to reject and disapprove on its amended plan OZP no. S/FSS/27 for reasons being :

1. On what grounds does the Town Planning Board AGREE to Y/FSS/19 to refine to increase from 0.8 Plot ratio about 180 units in 3-4 floors high residential buildings to 4.3 Plot ratio 969 units in 27-35 floors and with 1120 vehicles ?
2. We should have invited the Town Planning Board or related authority to personally inspect how this path, Pak Wai Lane, can support 1200 vehicles including resident 1120 cars, 50 Cars of Golf Parkview, taxis, other vehicles and ambulances?
3. To support and evident our OBJECTIONS, enclosed please find our 4 photos taken on 1st April, 2023 to evident Pak Wai Lane is a substandard 2-way road !
  - A. Photo # 1 - It is too narrow for two vehicles to go IN and OUT at the same time.
  - B. Photo #2 - Pak Wai Lane is just a very short path, not long enough to queue 4-5 vehicles one after the other at the same time !
  - C. Photos # 3 and 4 - Showing how the traffic will be congested at the junction between Castle Peak Road Kwu Tung and Pak Wai Lane.
  - D. Photo #5 - Showing there is only pedestrian footway adjacent to Golf Parkview and NO pedestrian footway on the other side of Pak Wai Lane adjacent to Oi Yuen.
  - E. Since Pak Wai Lane is such as narrow substandard road, its traffic flow will be outrageously busy for these 1200 vehicles and unexpected jams blocking the emergency ambulances going in and out of Oi Yuen to rescue the elderly and human deaths may be caused and as such, who will be responsible ????

4. The proposed 100 elderly residential care home (100 place RCHE) makes no sense, reasons being :
- A. There is NO public transportation support such as bus or mini bus terminus near Oi Yuen, which makes visits to the care home inconvenient.
  - B. There are already huge complexes in Tai Tau Leng, Po Shek Wu and the Shek Tsai Leng near Kwu Tung market, which provide thousands of residential care home and medical services/activities for the elderly. Can't see why it is crucial to have these 100 place RCHE inside Oi Yuen ???
5. The high-rise design of the Oi Yuen Y/FSS/27 (previous no. Y/FSS/1) is 27-32 floors 6 blocks which must need a strong piling ! However, Golf Parkview 6 blocks of 4-storeys buildings were not done with any piling! Has Oi Yuen ever studied whether Golf Parkview 6 blocks of 4 Storeys buildings can withstand their piling works?. If Golf Parkview 6 buildings should have cracks in buildings or structural damages/problems as a result of Oi Yuen piling works, who will be responsible for the compensation?
6. There is NO ROOM to increase the traffic flow on Castle Peak Road Kwu Tung as we have experienced frequent traffic congestion after Eden Manor's occupancy and the new installation of traffic light at the entrance of Eden Manor. Without the possibility of increase of public transportation to ease the 3,000 Oi Yuen residents (969 units x average 3 persons/unit), what will the future traffic look like ?? Presently, there is just ONE KMB Bus 76K running between Yuen Long and Ching Ho Estate and 3 Green mini bus 50A, 50K and 51K running from Sheung Shui North Landmark complex to Kam Tsin, Hung Tau and Ho Sheung Heung.
7. With all the above consequences with the rezoning of this Application, we wonder if Town Planning Board is ready to sacrifice the convenience and quality of daily life of all 48 owners of Golf Parkview as it is being considered as NOT important and relatively small scale of residence as we have been addressing this Pak Wai Lane issue ever since 2016 our **OBJECTIONS** on Oi Yuen Rezoning plan applications under Y/FSS/12, Y/FSS/14, Y/FSS15 and Y/FSS/19 ???

We really don't want to suffer similarly to the Tuen Mun Chek Lap Kok Tunnel area that due to the lack of careful study and forecasts by the Transport Dept has meant that residents are being stuck in traffic for up to 2.5 hours and no solution has been made to reduce this serious traffic congestion !

I would like to quote below conclusion from former Planning Dept Chief officer and former Chairman of KCRC, Mr Michael Tien Puk Sun , who have been interviewed lately in a TV program :

Former Planning Dept Chief Officer – He has concluded that the development of infrastructure should come before the development of residential accommodation planning so as to make sure transportation can support the increase of population in the developed area.

Former Chairman of KCRC, Mr Michael Tien Puk Sun – Any transportation planning should be able to accommodate the predicted increase in the growth of population in next 10 years and NOT just to resolve for current situation, which means it is normal to have only 30% consumption of utilization of any newly developed transportation in its first year of operation ! If the consumption of utilization of any newly developed transportation reaches 70-80%, this will mean there is under-estimation and is late for at least 10 years.

8. Lastly, regarding approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B, we are curious to know why the Land Office or Town Planning Board has amended **this lot of Oi Yuen from originally a Comprehensive Development Area (CDA)** and its originally plan was approved in 5<sup>th</sup> December, 2003 under **A/FSS/156 @ plot ratio to 0.8 to Comprehensive Development Area – 1 (CDA-1)** which has enabled Oi Yuen to revise his rezoning plan in 4<sup>th</sup> August, 2016 under Y/FSS/12 @revised plot ratio of 3.60, without public scrutiny ??? Oi Yuen has further increased its plot ration to 4.30 under Y/FSS/19 in 10<sup>th</sup> June, 2022 to have 969 units and 1,127 vehicles and claimed their support to government new policy in housing by referring to another huge development under S/FSS/25 in the vicinity ! It is obvious to see how Oi Yuen is being influenced by the improper decision from Town Planning Board from changing its land from CDA to CDA-1 and starts to increase its total units in flats and vehicles.

For your easy perusal, we enclose herewith our latest OBJECTION letter submitted during the 4<sup>th</sup> scrutiny under Y/FSS/19 on 3<sup>rd</sup> February, 2023.

**I respectfully strongly OBJECT to the Town Planning Board APPROVING this Planning Application No. S/FSS/26 and OZP No. S/FSS/27 in its present form !**

Name of Person making this comment : *Michelle Chan*

HKID No. 

Address : 

Signature : *Michelle Chan*

**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

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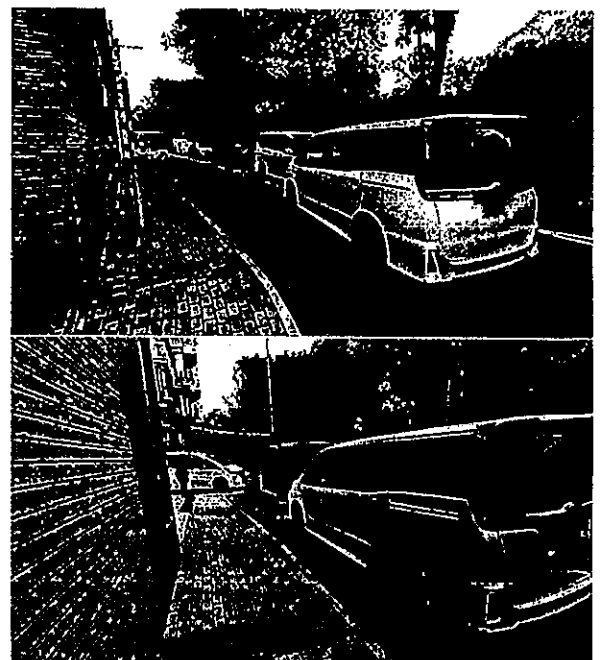
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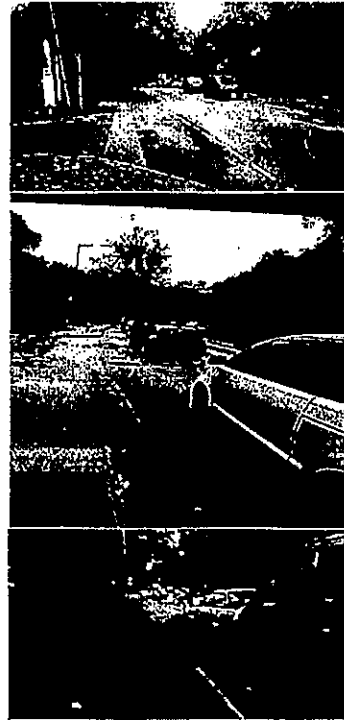
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## Planning Application Y/RSS/19

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We respectfully strongly urge the Town Planning Board to reject this Planning Application. Thank you.

Name of person making this comment: *Michelle Chan*

Signature: *Michelle Chan*

Date: *27.5.2023*

WITHOUT PREJUDICE

By Hand

Date 12<sup>th</sup> June, 2023.

The Secretary,  
Town Planning Board,  
15/F., North Point Government Offices,  
333 Java Road,  
North Point,  
Hong Kong.



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**I respectfully strongly OBJECT to the Town Planning Board APPROVING this Planning Application No. S/FSS/26 and OZP No. S/FSS/27 in its present form !**

Name of Person making this comment : *Ling Yung*

HKID No. [REDACTED]

Address : [REDACTED]

Signature :

*楊永*

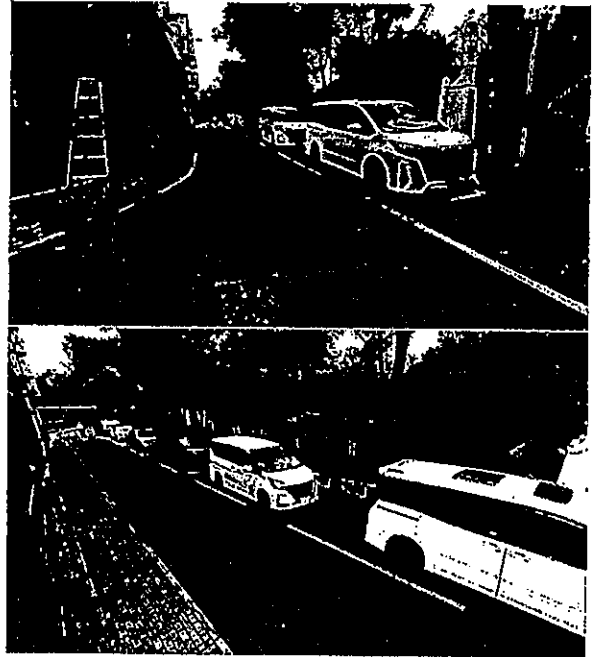
**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #1 – Showing Pak Wal Lane is a substandard road, which is too narrow for two vehicles to go IN and OUT at the same time.

**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #2A, 2B – Pak Wal Lane is such a short lane, which is just enough to queue maximum 6 vehicles one after the other at the same time.

**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

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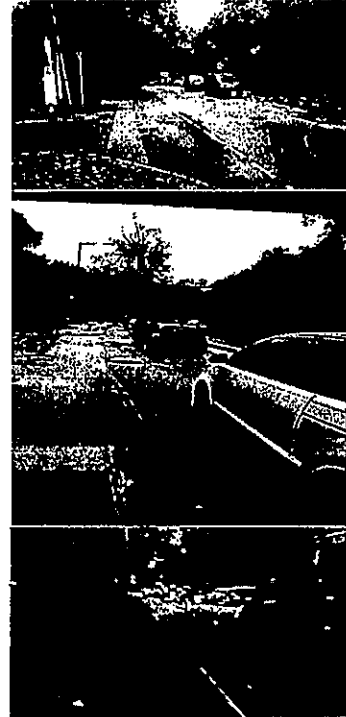
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**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo No. 6A, 6B, 6C - There is NO ROOM to increase the traffic flow on Castle Peak Road Kwu Tung and Kam Tsin.



## Planning Application Y/TSS/19

It is noted that the developer has supplied further information regarding its proposed development of the Oi Yuen site. All of the new material relates to comments made by Government departments on subjects such as Traffic Impact Assessment and Air Ventilation Assessment, with replacement pages on Sewerage Impact. None of the new materials addresses in any way the serious concerns that have been raised by non-Government parties such as the residents of Golf Parkview, and we again submit them for your kind consideration.

It remains the intention of the developer to construct seven high tower residential blocks, as it has done since the detailed proposals were first revealed. The proposed heights of the residential blocks have been, however, considerably increased during the consultation period and now range from 25 to 32 storeys. The number of flats available has increased by 43% from 676 to 969 and the design population by the same percentage to about 2,714 persons.

The developer used to maintain that its potential development was "in an appropriate scale". That wording has since changed to "the proposed development intensity is considered appropriate and compatible with the surrounding neighbourhood."

The only development of even vaguely similar size is that of Eden Manor located on the south side of the Castle Peak Road-Kwu Tung. There was no public consultation exercise. On the south side of Castle Peak Road travelling west from Eden Manor, or on the east side when the road curves south, there is no building taller than Golf Parkview until one arrives at as far away as Yuen Long. It is the same story on the other side of Castle Peak Road. Golf Parkview is presently the tallest structure between the junction of Castle Peak Road with the Fan Kam Road and Yuen Long.

To us Golf Parkview residents the most important reason why the present proposal should be rejected is that despite repeated adverse comments from petitioners and the Transport Department, the developer still plans that traffic to and from the new development should be via Pak Wai Lane. The only access to Golf Parkview whether on foot or in a vehicle is via Pak Wai Lane. This lane is comparatively narrow both in terms of the road for traffic and the footpath for pedestrians. The Chief Highway Engineer/New Territories East described Pak Wai Lane as being "substandard in width." We would here point out that there is only one footpath for pedestrians and it is narrow and on the Golf Parkview side of the Lane.

We do not believe for one moment the Lane can possibly safely handle the dramatic increase in usage envisaged by the developer. The site which it is proposed be developed has long frontage directly onto the Castle Peak Road-Kwu Tung. It MUST arrange that access to and from Oi Yuen be direct from Castle Peak Road, just as it is at Eden Manor, and not via Pak Wai Lane. We consider this imperative not only for the safety and convenience of all users but also to permit swift access by emergency vehicles to both the existing and possible future development. In its S. 12A Application for Amendment of Plan dated February 2022, the developer in para. 2.5.1. writes that "The existing vehicular access to the Application Site is available via Castle Peak Road-Kwu Tung." This is true. There is a driveway giving access to Oi Yuen from Castle Peak Road. This could be expanded and utilised or a completely new driveway built on the considerable area at the developer's disposal. Proposed site coverage is presently quoted as being "Not more than 27%".

There is a further important reason why the literally hundreds of vehicles it is proposed go to and from Oi Yuen every day should not be allowed to use Pak Wai Lane. When travelling in a westerly direction from the junction with Fan Kam Road on the Castle Peak

The proposed site is adjacent mainly to village houses on its east side and the Golf Parkview development on its west. Golf Parkview has 5 storeys with a ground floor of car parks/lift lobbies plus 4 storeys of flats. There are a total of 48 flats housing, according to the ratio of 2.8 persons per flat, approximately 135 people with 54 private car parking spaces including those for visitors. Oi Yuen has increased the number of flats planned to 969, housing approximately 2,714 people with 1,117 private car parking spaces. The contrast in size is both obvious and overwhelming. Opposite the proposed development, on the other side of Castle Peak Road, is the Fanling Golf Course with zero buildings. To the north of Oi Yuen is the Fanling Highway. On the other side of the Highway is low-density Tsung Pak Long and Hak Ka Wai. It cannot be accepted that the proposed development is in any way compatible with its surrounding neighbourhood and rural environment. It is grossly excessive.

The proposed seven residential towers have been increased in height to 25 to 32 storeys aboveground, the nearest of which to Golf Parkview will be little more than the width of a narrow lane away (one of the reports gives the separation distance as 9 metres). They will undoubtedly adversely affect the residents of Golf Parkview environmentally by blocking both wind and sunlight. The negative affect on wind flow was confirmed in the air ventilation assessment which stated that even the former proposed development of 7 lower blocks ranging in height from 19 to 23 storeys "would create rather significant adverse impacts on the surrounding area under most simulated winds...". The excessive height of the 7 blocks will also result in a shadowing effect on Golf Parkview. There must also be concern that the piling and other construction activity of these seven towers, including up to 4 levels of basement for underground car parks, may affect the structural integrity of Golf Parkview, as well as having a major adverse air quality impact of potential dust emission.

Road-Kwu Tung, the third/middle lane for turning right into Pak Wai Lane is only long enough for about four vehicles. This is sufficient for Golf Parkview traffic. It is impossible to conceive that it will be long enough also to accommodate Oi Yuen traffic. More than four vehicles waiting to turn right into Pak Wai Lane will mean that all westerly bound traffic on the Castle Peak Road will have to come to an abrupt halt. This will be very dangerous as the road is narrow and one approaches Pak Wai Lane coming round a sharp right-hand bend with minimal forward visibility. Accidents will happen. There is no shadow of doubt about that. It is very frustrating that whilst surveys of traffic on the Castle Peak Road-Kwu Tung are conducted, no attention seems to be being paid to the dangerous situation which is planned by the use of Pak Wai Lane for access to the proposed new development. A queue length assessment in respect of traffic proceeding in a westerly direction on the Castle Peak Road-Kwu Tung and turning right into Pak Wai Lane should be undertaken.

Traffic surveys have been included from places as distant as Queen's Hill Development Extension and Pak Wo Road. We strongly request that the focus be on Pak Wai Lane. The number of private car parking spaces at the end of Pak Wai Lane is proposed be increased from 54 to 1,171, a jump of some 21.7 times! In addition there will of course be additional vehicles visiting the residential care home. We strongly believe that Pak Wai Lane is too narrow in width to handle the proposed enormous increase in traffic volume.

It is noteworthy that there is not one shot of Golf Parkview in all the myriad of photographs of the area provided by the developer, even the aerial ones. The proposed development is not in any way compatible with Golf Parkview or the surrounding area. It is grotesquely huge and will be detrimental to the quality of life to nearby residents as well as seriously worsening traffic congestion in the area. Various reports mention the visual impact of the new development but never from the position of the residents of Golf

Parkview who will clearly be severely adversely affected in this respect.

The pavement in front of Golf Parkview is 136 inches wide. This is considerably wider than the pavement on Castle Peak Road-Kwu Tung either to the west of Golf Parkview or that bordering the proposed new development. The latter pavement is only 76 inches wide. Ironically, this pavement is even busier than the one fronting Golf Parkview. Pedestrians and cyclists coming from the Kam Tsin area, heading towards Sheung Shui, cross the Castle Peak Road-Kwu Tung virtually opposite Pak Wai Lane because there is no pavement on the golf course side of Castle Peak Road-Kwu Tung opposite the proposed new development. The situation is already bad and should not be allowed to worsen.

It is noted that the developer makes a proposal regarding the provision of a residential care home for 100 elderly persons. This proposal is strongly opposed. First, the location does not seem appropriate with it not being within easy walking distance of any major developments let alone shops or restaurants. Visitors to the care home will also increase the utilisation of Pak Wai Lane. It is noted that there is a large social welfare complex under construction in Kwu Tung just 5 minutes drive from Golf Parkview.

It has come to our notice that a substantial public housing development is proposed for Castle Peak Road-Kwu Tung opposite Eden Manor. It is presently mainly cottages and workshops. The proposed size of the development is huge with the number of units indicated at 3,300 and inhabitants at 8,900, though the ratio of only 2.7 persons per unit seems rather low. The development will also provide social welfare measures, shops and kindergartens. The impact on the traffic conditions of Castle Peak Road-Kwu Tung and the junction with Fan Kam Road will be enormous. With the Government emphasis on public housing, especially in the Northern

Metropolis, one can safely predict that this development will proceed. It is a further reason why the Oi Yuen development should be denied in its present over-sized form.

We respectfully strongly urge the Town Planning Board to reject this Planning Application. Thank you.

Name of person making this comment: *Ling Young*

Signature: *周揚*

Date: *27.5.2023*

WITHOUT PREJUDICE

By Hand

Date 12<sup>th</sup> June, 2023.

The Secretary,  
Town Planning Board,  
15/F., North Point Government Offices,  
333 Java Road,  
North Point,  
Hong Kong.



Dear Sir,

Re : Approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B  
Amended plan at Location: Fanling/Sheung Shui OZP No. S/FSS/27

Referring to your recent Public Inspection put on 12<sup>th</sup> May, 2023 regarding the above approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B on the Amended Plan at location Fanling/Sheung Shui OZP No. S/FSS/27, and further to our previous Petition letter presented to the Planning Dept, Transport Dept and the North District Council Representative, Mr Simon Hau on 11<sup>th</sup> April, 2023 North District Council Meeting, regarding the decision as AGREED from The Town Planning Board, on 17<sup>th</sup> March, 2023 meeting on the application No. Y/FSS/19 revised rezoning plan, being the owners/residents adjacent to this rezoning land, below are our concerns and OBJECTIONS, which we would like to seek for the consideration from Town Planning Board to reject and disapprove on its amended plan OZP no. S/FSS/27 for reasons being :

1. On what grounds does the Town Planning Board AGREE to Y/FSS/19 to refine to increase from 0.8 Plot ratio about 180 units in 3-4 floors high residential buildings to 4.3 Plot ratio 969 units in 27-35 floors and with 1120 vehicles ?
2. We should have invited the Town Planning Board or related authority to personally inspect how this path, Pak Wai Lane, can support 1200 vehicles including resident 1120 cars, 50 Cars of Golf Parkview, taxis, other vehicles and ambulances?
3. To support and evident our OBJECTIONS, enclosed please find our 4 photos taken on 1st April, 2023 to evident Pak Wai Lane is a substandard 2-way road !
  - A. Photo # 1 - It is too narrow for two vehicles to go IN and OUT at the same time.
  - B. Photo #2 - Pak Wai Lane is just a very short path, not long enough to queue 4-5 vehicles one after the other at the same time !
  - C. Photos # 3 and 4 - Showing how the traffic will be congested at the junction between Castle Peak Road Kwu Tung and Pak Wai Lane.
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4. The proposed 100 elderly residential care home (100 place RCHE) makes no sense, reasons being :
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Name of Person making this comment : *CHOW TAT KI*

HKID No.

Address :

Signature :



**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

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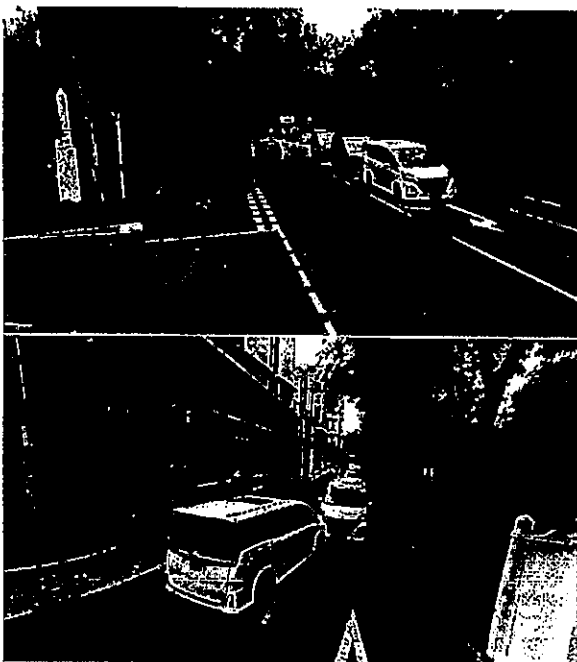
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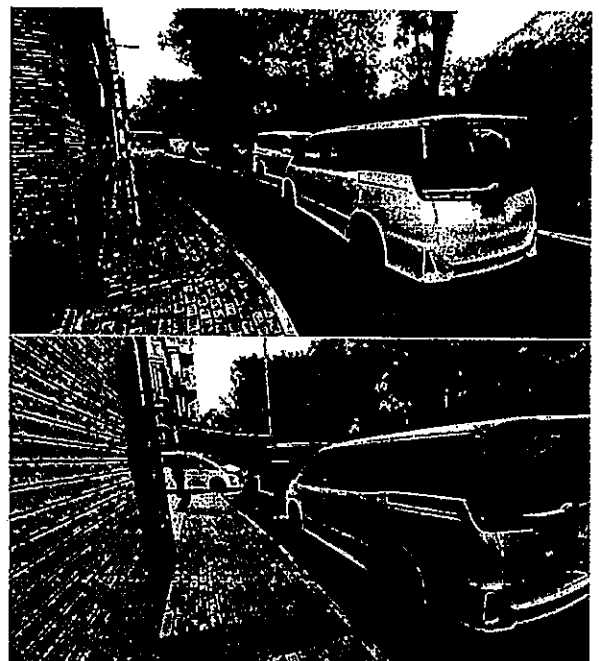
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Planning Application Y/RSS/19

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It is noteworthy that there is not one shot of Golf Parkview in all the myriad of photographs of the area provided by the developer, even the aerial ones. The proposed development is not in any way compatible with Golf Parkview or the surrounding area. It is grotesquely huge and will be detrimental to the quality of life to nearby residents as well as seriously worsening traffic congestion in the area. Various reports mention the visual impact of the new development but never from the position of the residents of Golf



Parkview who will clearly be severely adversely affected in this respect.

The pavement in front of Golf Parkview is 136 inches wide. This is considerably wider than the pavement on Castle Peak Road-Kwu Tung either to the west of Golf Parkview or that bordering the proposed new development. The latter pavement is only 76 inches wide. Ironically, this pavement is even busier than the one fronting Golf Parkview. Pedestrians and cyclists coming from the Kam Tsui area, heading towards Sheung Shui, cross the Castle Peak Road-Kwu Tung virtually opposite Pak Wai Lane because there is no pavement on the golf course side of Castle Peak Road-Kwu Tung opposite the proposed new development. The situation is already bad and should not be allowed to worsen.

It is noted that the developer makes a proposal regarding the provision of a residential care home for 100 elderly persons. This proposal is strongly opposed. First, the location does not seem appropriate with it not being within easy walking distance of any major developments let alone shops or restaurants. Visitors to the care home will also increase the utilisation of Pak Wai Lane. It is noted that there is a large social welfare complex under construction in Kwu Tung just 5 minutes drive from Golf Parkview.

It has come to our notice that a substantial public housing development is proposed for Castle Peak Road-Kwu Tung opposite Eden Manor. It is presently mainly cottages and workshops. The proposed size of the development is huge with the number of units indicated at 3,300 and inhabitants at 8,900, though the ratio of only 2.7 persons per unit seems rather low. The development will also provide social welfare measures, shops and kindergartens. The impact on the traffic conditions of Castle Peak Road-Kwu Tung and the junction with Fan Kam Road will be enormous. With the Government emphasis on public housing, especially in the Northern

Metropolis, one can safely predict that this development will proceed. It is a further reason why the Oi Yuen development should be denied in its present over-sized form.

We respectfully strongly urge the Town Planning Board to reject this Planning Application. Thank you.

Name of person making this comment: *How TAT ka*

Signature: 

Date: *27.5.2023*

WITHOUT PREJUDICE

By Hand

Date 12<sup>th</sup> June, 2023.

The Secretary,  
Town Planning Board,  
15/F., North Point Government Offices,  
333 Java Road,  
North Point,  
Hong Kong.



Dear Sir,

Re : Approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B  
Amended plan at Location: Fanling/Sheung Shui OZP No. S/FSS/27

Referring to your recent Public Inspection put on 12<sup>th</sup> May, 2023 regarding the above approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B on the Amended Plan at location Fanling/Sheung Shui OZP No. S/FSS/27, and further to our previous Petition letter presented to the Planning Dept, Transport Dept and the North District Council Representative, Mr Simon Hau on 11<sup>th</sup> April, 2023 North District Council Meeting, regarding the decision as AGREED from The Town Planning Board, on 17<sup>th</sup> March, 2023 meeting on the application No. Y/FSS/19 revised rezoning plan, being the owners/residents adjacent to this rezoning land, below are our concerns and OBJECTIONS, which we would like to seek for the consideration from Town Planning Board to reject and disapprove on its amended plan OZP no. S/FSS/27 for reasons being :

1. On what grounds does the Town Planning Board AGREE to Y/FSS/19 to refine to increase from 0.8 Plot ratio about 180 units in 3-4 floors high residential buildings to 4.3 Plot ratio 969 units in 27-35 floors and with 1120 vehicles ?
2. We should have invited the Town Planning Board or related authority to personally inspect how this path, Pak Wai Lane, can support 1200 vehicles including resident 1120 cars, 50 Cars of Golf Parkview, taxis, other vehicles and ambulances?
3. To support and evident our OBJECTIONS, enclosed please find our 4 photos taken on 1st April, 2023 to evident Pak Wai Lane is a substandard 2-way road !
  - A. Photo # 1 - It is too narrow for two vehicles to go IN and OUT at the same time.
  - B. Photo #2 - Pak Wai Lane is just a very short path, not long enough to queue 4-5 vehicles one after the other at the same time !
  - C. Photos # 3 and 4 - Showing how the traffic will be congested at the junction between Castle Peak Road Kwu Tung and Pak Wai Lane.
  - D. Photo #5 - Showing there is only pedestrian footway adjacent to Golf Parkview and NO pedestrian footway on the other side of Pak Wai Lane adjacent to Oi Yuen.
- E. Since Pak Wai Lane is such as narrow substandard road, its traffic flow will be outrageously busy for these 1200 vehicles and unexpected jams blocking the emergency ambulances going in and out of Oi Yuen to rescue the elderly and human deaths may be caused and as such, who will be responsible ????

4. The proposed 100 elderly residential care home (100 place RCHE) makes no sense, reasons being :
- A. There is NO public transportation support such as bus or mini bus terminus near Oi Yuen, which makes visits to the care home inconvenient.
  - B. There are already huge complexes in Tai Tau Leng, Po Shek Wu and the Shek Tsai Leng near Kwu Tung market, which provide thousands of residential care home and medical services/activities for the elderly. Can't see why it is crucial to have these 100 place RCHE inside Oi Yuen ???
5. The high-rise design of the Oi Yuen Y/FSS/27 (previous no.Y/FSS/1) is 27-32 floors 6 blocks which must need a strong piling ! However, Golf Parkview 6 blocks of 4-storeys buildings were not done with any piling! Has Oi Yuen ever studied whether Golf Parkview 6 blocks of 4 Storeys buildings can withstand their piling works?. If Golf Parkview 6 buildings should have cracks in buildings or structural damages/problems as a result of Oi Yuen piling works, who will be responsible for the compensation?
6. There is NO ROOM to increase the traffic flow on Castle Peak Road Kwu Tung as we have experienced frequent traffic congestion after Eden Manor's occupancy and the new installation of traffic light at the entrance of Eden Manor. Without the possibility of increase of public transportation to ease the 3,000 Oi Yuen residents (969 units x average 3 persons/unit); what will the future traffic look like ?? Presently, there is just ONE KMB Bus 76K running between Yuen Long and Ching Ho Estate and 3 Green mini bus 50A, 50K and 51K running from Sheung Shui North Landmark complex to Kam Tsin, Hung Tau and Ho Sheung Heung.
7. With all the above consequences with the rezoning of this Application, we wonder if Town Planning Board is ready to sacrifice the convenience and quality of daily life of all 48 owners of Golf Parkview as it is being considered as NOT important and relatively small scale of residence as we have been addressing this Pak Wai Lane issue ever since 2016 our **OBJECTIONS on Oi Yuen Rezoning plan applications under Y/FSS/12, Y/FSS/14, Y/FSS15 and Y/FSS/19 ???**

We really don't want to suffer similarly to the Tuen Mun Chek Lap Kok Tunnel area that due to the lack of careful study and forecasts by the Transport Dept has meant that residents are being stuck in traffic for up to 2.5 hours and no solution has been made to reduce this serious traffic congestion !

I would like to quote below conclusion from former Planning Dept Chief officer and former Chairman of KCRC, Mr Michael Tien Puk Sun , who have been interviewed lately in a TV program :

Former Planning Dept Chief Officer – He has concluded that the development of infrastructure should come before the development of residential accommodation planning so as to make sure transportation can support the increase of population in the developed area.

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8. Lastly, regarding approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B, we are curious to know why the Land Office or Town Planning Board has amended **this lot of Oi Yuen from originally a Comprehensive Development Area (CDA)** and its originally plan was approved in 5<sup>th</sup> December, 2003 under **A/FSS/156 @ plot ratio to 0.8 to Comprehensive Development Area – 1 (CDA-1)** which has enabled Oi Yuen to revise his rezoning plan in 4<sup>th</sup> August, 2016 under Y/FSS/12 @ revised plot ratio of 3.60, without public scrutiny ??? Oi Yuen has further increased its plot ration to **4.30 under Y/FSS/19** in 10<sup>th</sup> June, 2022 to have 969 units and 1,127 vehicles and claimed their support to government new policy in housing by referring to another huge development under S/FSS/25 in the vicinity ! It is obvious to see how Oi Yuen is being influenced by the improper decision from Town Planning Board from changing its land from CDA to CDA-1 and starts to increase its total units in flats and vehicles.

For your easy perusal, we enclose herewith our latest OBJECTION letter submitted during the 4<sup>th</sup> scrutiny under Y/FSS/19 on 3<sup>rd</sup> February, 2023.

**I respectfully strongly OBJECT to the Town Planning Board APPROVING this Planning Application No. S/FSS/26 and OZP No. S/FSS/27 in its present form !**

Name of Person making this comment : IU TUNG KAN

HKID No. 

Address : 

Signature : 

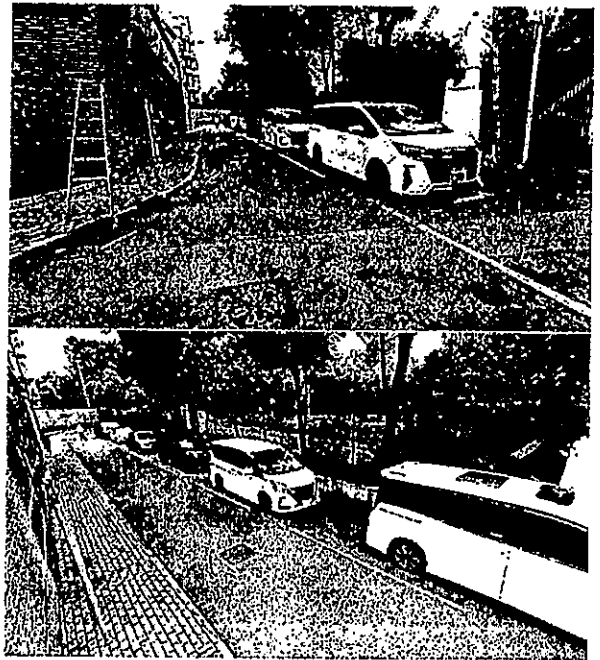
**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #1 - Showing Pak Wai Lane is a substandard road, which is too narrow for two vehicles to go IN and OUT at the same time.

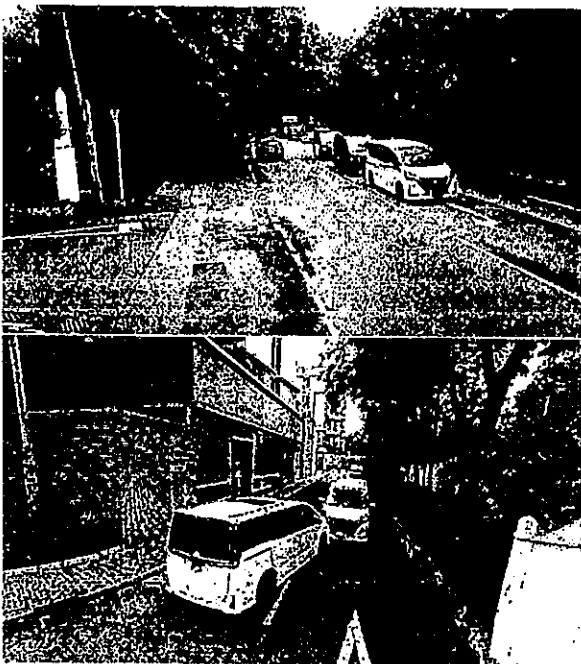
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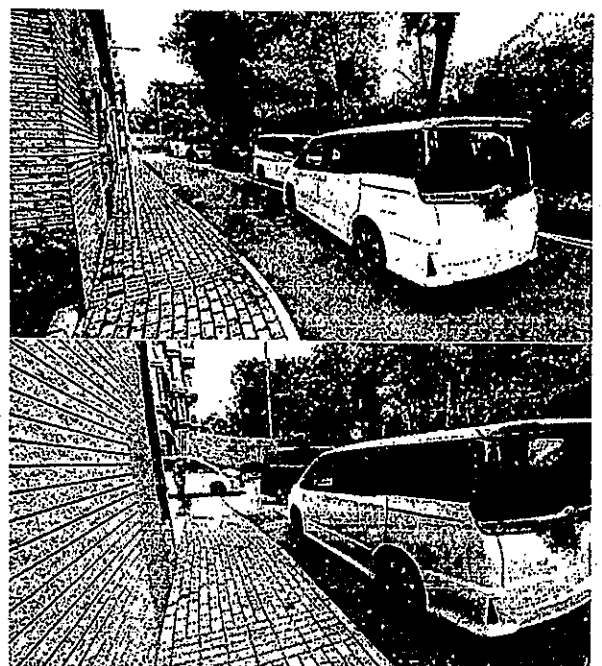
**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



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**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



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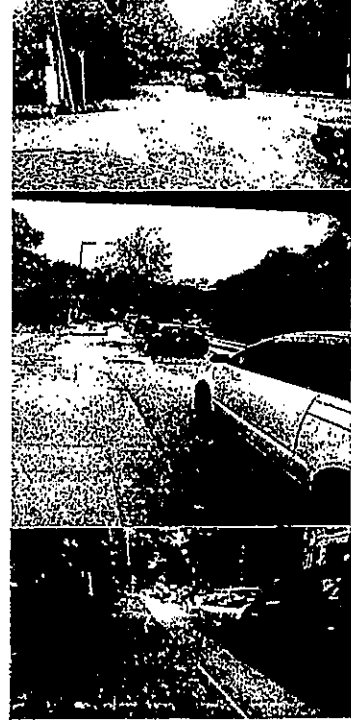
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**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo No. 6A, 6B, 6C - There Is NO ROOM to increase the traffic flow on Castle Peak Road Kwu Tung and Kam Tsin.

## Planning Application Y/RSS/19

It is noted that the developer has supplied further information regarding its proposed development of the Oi Yuen site. All of the new material relates to comments made by Government departments on subjects such as Traffic Impact Assessment and Air Ventilation Assessment, with replacement pages on Sewerage Impact. None of the new materials addresses in any way the serious concerns that have been raised by non-Government parties such as the residents of Golf Parkview, and we again submit them for your kind consideration.

It remains the intention of the developer to construct seven high tower residential blocks, as it has done since the detailed proposals were first revealed. The proposed heights of the residential blocks have been, however, considerably increased during the consultation period and now range from 25 to 32 storeys. The number of flats available has increased by 43% from 676 to 969 and the design population by the same percentage to about 2,714 persons.

The developer used to maintain that its potential development was "in an appropriate scale". That wording has since changed to "the proposed development intensity is considered appropriate and compatible with the surrounding neighbourhood."

The only development of even vaguely similar size is that of Eden Manor located on the south side of the Castle Peak Road-Kwu Tung. There was no public consultation exercise. On the south side of Castle Peak Road travelling west from Eden Manor, or on the east side when the road curves south, there is no building taller than Golf Parkview until one arrives at as far away as Yuen Long. It is the same story on the other side of Castle Peak Road. Golf Parkview is presently the tallest structure between the junction of Castle Peak Road with the Fan Kam Road and Yuen Long.

To us Golf Parkview residents the most important reason why the present proposal should be rejected is that despite repeated adverse comments from petitioners and the Transport Department, the developer still plans that traffic to and from the new development should be via Pak Wai Lane. The only access to Golf Parkview whether on foot or in a vehicle is via Pak Wai Lane. This lane is comparatively narrow both in terms of the road for traffic and the footpath for pedestrians. The Chief Highway Engineer/New Territories East described Pak Wai Lane as being "substandard in width." We would here point out that there is only one footpath for pedestrians and it is narrow and on the Golf Parkview side of the Lane.

We do not believe for one moment the Lane can possibly safely handle the dramatic increase in usage envisaged by the developer. The site which it is proposed be developed has long frontage directly onto the Castle Peak Road-Kwu Tung. It MUST arrange that access to and from Oi Yuen be direct from Castle Peak Road, just as it is at Eden Manor, and not via Pak Wai Lane. We consider this imperative not only for the safety and convenience of all users but also to permit swift access by emergency vehicles to both the existing and possible future development. In its S. 12A Application for Amendment of Plan dated February 2022, the developer in para. 2.5.1. writes that "The existing vehicular access to the Application Site is available via Castle Peak Road-Kwu Tung." This is true. There is a driveway giving access to Oi Yuen from Castle Peak Road. This could be expanded and utilised or a completely new driveway built on the considerable area at the developer's disposal. Proposed site coverage is presently quoted as being "Not more than 27%".

There is a further important reason why the literally hundreds of vehicles it is proposed go to and from Oi Yuen every day should not be allowed to use Pak Wai Lane. When travelling in a westerly direction from the junction with Fan Kam Road on the Castle Peak

The proposed site is adjacent mainly to village houses on its east side and the Golf Parkview development on its west. Golf Parkview has 5 storeys with a ground floor of car parks/lift lobbies plus 4 storeys of flats. There are a total of 48 flats housing, according to the ratio of 2.8 persons per flat, approximately 135 people with 54 private car parking spaces including those for visitors. Oi Yuen has increased the number of flats planned to 969, housing approximately 2,714 people with 1,117 private car parking spaces. The contrast in size is both obvious and overwhelming. Opposite the proposed development, on the other side of Castle Peak Road, is the Fanling Golf Course with zero buildings. To the north of Oi Yuen is the Fanling Highway. On the other side of the Highway is low-density Tsung Pak Long and Hak Ka Wai. It cannot be accepted that the proposed development is in any way compatible with its surrounding neighbourhood and rural environment. It is grossly excessive.

The proposed seven residential towers have been increased in height to 25 to 32 storeys aboveground, the nearest of which to Golf Parkview will be little more than the width of a narrow lane away (one of the reports gives the separation distance as 9 metres). They will undoubtedly adversely affect the residents of Golf Parkview environmentally by blocking both wind and sunlight. The negative affect on wind flow was confirmed in the air ventilation assessment which stated that even the former proposed development of 7 lower blocks ranging in height from 19 to 23 storeys "would create rather significant adverse impacts on the surrounding area under most simulated winds...". The excessive height of the 7 blocks will also result in a shadowing effect on Golf Parkview. There must also be concern that the piling and other construction activity of these seven towers, including up to 4 levels of basement for underground car parks, may affect the structural integrity of Golf Parkview, as well as having a major adverse air quality impact of potential dust emission.

Road-Kwu Tung, the third/middle lane for turning right into Pak Wai Lane is only long enough for about four vehicles. This is sufficient for Golf Parkview traffic. It is impossible to conceive that it will be long enough also to accommodate Oi Yuen traffic. More than four vehicles waiting to turn right into Pak Wai Lane will mean that all westerly bound traffic on the Castle Peak Road will have to come to an abrupt halt. This will be very dangerous as the road is narrow and one approaches Pak Wai Lane coming round a sharp right-hand bend with minimal forward visibility. Accidents will happen. There is no shadow of doubt about that. It is very frustrating that whilst surveys of traffic on the Castle Peak Road-Kwu Tung are conducted, no attention seems to be being paid to the dangerous situation which is planned by the use of Pak Wai Lane for access to the proposed new development. A queue length assessment in respect of traffic proceeding in a westerly direction on the Castle Peak Road-Kwu Tung and turning right into Pak Wai Lane should be undertaken.

Traffic surveys have been included from places as distant as Queen's Hill Development Extension and Pak Wo Road. We strongly request that the focus be on Pak Wai Lane. The number of private car parking spaces at the end of Pak Wai Lane is proposed be increased from 54 to 1,171, a jump of some 21.7 times! In addition there will of course be additional vehicles visiting the residential care home. We strongly believe that Pak Wai Lane is too narrow in width to handle the proposed enormous increase in traffic volume.

It is noteworthy that there is not one shot of Golf Parkview in all the myriad of photographs of the area provided by the developer, even the aerial ones. The proposed development is not in any way compatible with Golf Parkview or the surrounding area. It is grotesquely huge and will be detrimental to the quality of life to residents as well as seriously worsening traffic congestion in the area. Various reports mention the visual impact of the new development but never from the position of the residents of Golf

Parkview who will clearly be severely adversely affected in this respect.

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Metropolis, one can safely predict that this development will proceed. It is a further reason why the Oi Yuen development should be denied in its present over-sized form.

We respectfully strongly urge the Town Planning Board to reject this Planning Application. Thank you.

Name of person making this comment :

Signature :

Date :



WITHOUT PREJUDICE

By Hand

Date 12<sup>th</sup> June, 2023.

The Secretary,  
Town Planning Board,  
15/F., North Point Government Offices,  
333 Java Road,  
North Point,  
Hong Kong.



Dear Sir,

Re : Approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B  
Amended plan at Location: Fanling/Sheung Shui OZP No. S/FSS/27

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**I respectfully strongly OBJECT to the Town Planning Board APPROVING this Planning Application No. S/FSS/26 and OZP No. S/FSS/27 in its present form !**

Name of Person making this comment : *WITTS, RICHARD ARTHUR* *WITTS, AKIKO*  
HKID No. [REDACTED]  
Address : [REDACTED]  
Signature :  

## OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19



### Remarks:

Photo #1 – Showing Pak Wai Lane is a substand road, which is too narrow for two vehicles to go IN and OUT at the same time.

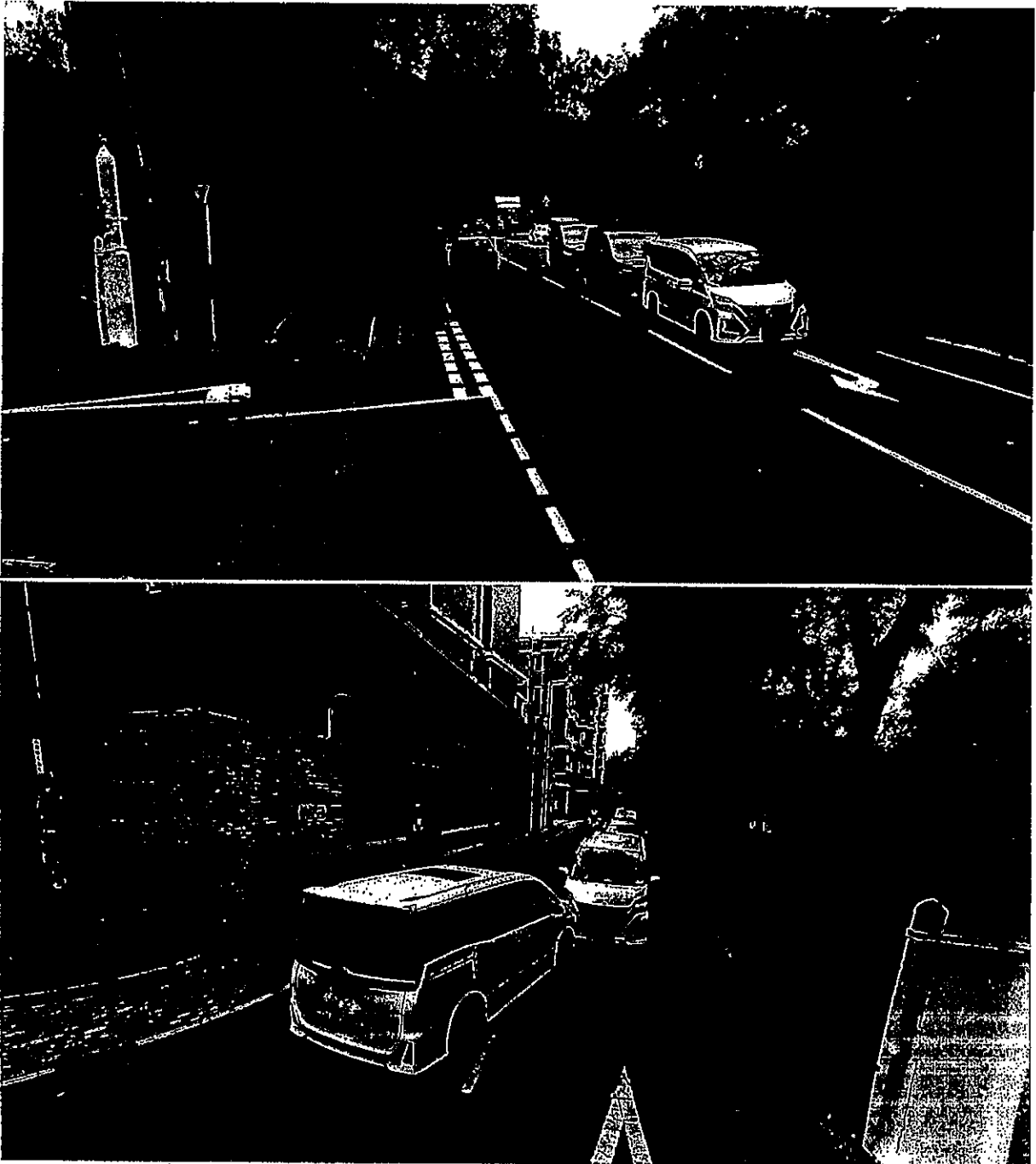
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## OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19



**Remarks:**

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**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



Remarks:

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## OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19

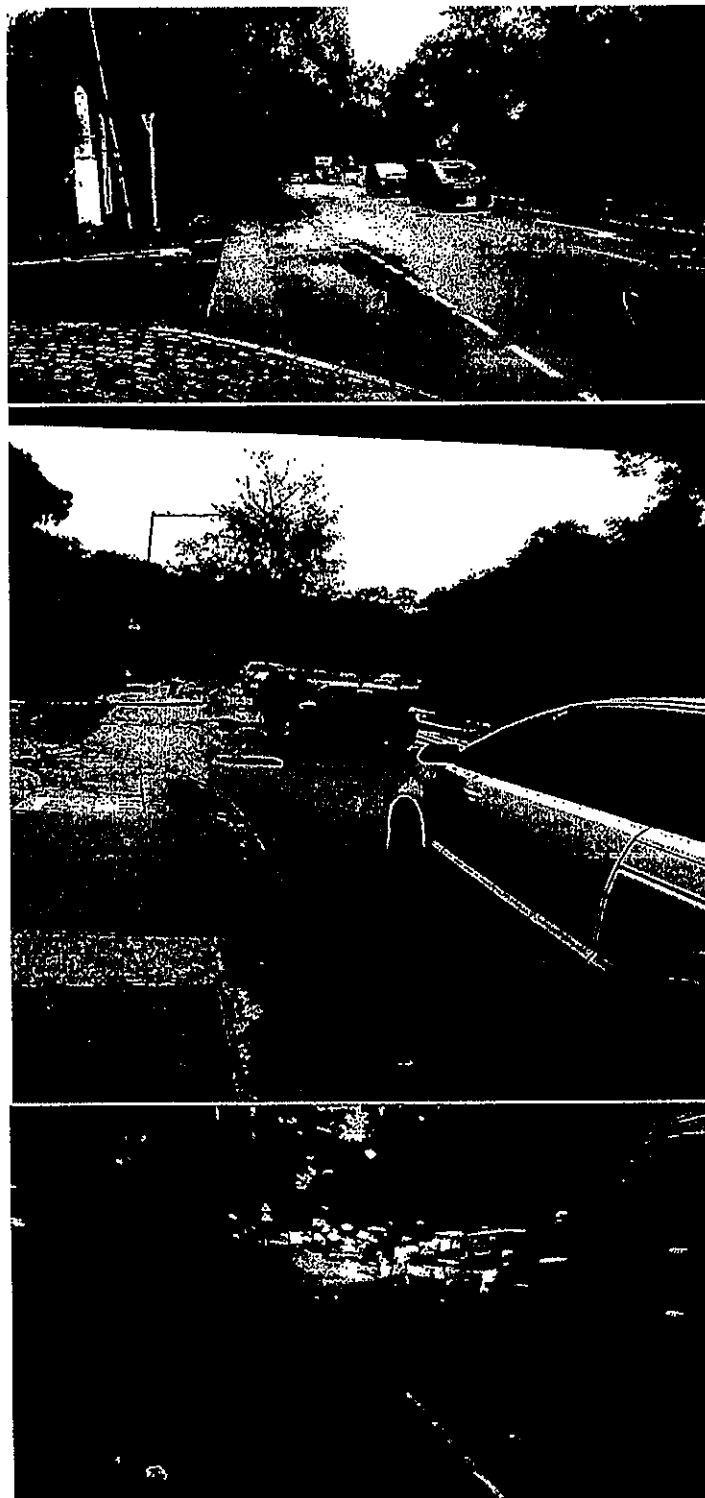


Remarks:

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## OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19



Remarks:

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Planning Application Y/FSS/19

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The proposed site is adjacent mainly to village houses on its east side and the Golf Parkview development on its west. Golf Parkview has 5 storeys with a ground floor of car parks/lift lobbies plus 4 storeys of flats. There are a total of 48 flats housing, according to the ratio of 2.8 persons per flat, approximately 135 people with 54 private car parking spaces including those for visitors. Oi Yuen has increased the number of flats planned to 969, housing approximately 2,714 people with 1,117 private car parking spaces. The contrast in size is both obvious and overwhelming. Opposite the proposed development, on the other side of Castle Peak Road, is the Fanling Golf Course with zero buildings. To the north of Oi Yuen is the Fanling Highway. On the other side of the Highway is low-density Tsung Pak Long and Hak Ka Wai. It cannot be accepted that the proposed development is in any way compatible with its surrounding neighbourhood and rural environment. It is grossly excessive.

The proposed seven residential towers have been increased in height to 25 to 32 storeys aboveground, the nearest of which to Golf Parkview will be little more than the width of a narrow lane away (one of the reports gives the separation distance as 9 metres). They will undoubtedly adversely affect the residents of Golf Parkview environmentally by blocking both wind and sunlight. The negative affect on wind flow was confirmed in the air ventilation assessment which stated that even the former proposed development of 7 lower blocks ranging in height from 19 to 23 storeys "would create rather significant adverse impacts on the surrounding area under most simulated winds...". The excessive height of the 7 blocks will also result in a shadowing effect on Golf Parkview. There must also be concern that the piling and other construction activity of these seven towers, including up to 4 levels of basement for underground car parks, may affect the structural integrity of Golf Parkview, as well as having a major adverse air quality impact of potential dust emission.

To us Golf Parkview residents the most important reason why the present proposal should be rejected is that despite repeated adverse comments from petitioners and the Transport Department, the developer still plans that traffic to and from the new development should be via Pak Wai Lane. The only access to Golf Parkview whether on foot or in a vehicle is via Pak Wai Lane. This lane is comparatively narrow both in terms of the road for traffic and the footpath for pedestrians. The Chief Highway Engineer/New Territories East described Pak Wai Lane as being "substandard in width." We would here point out that there is only one footpath for pedestrians and it is narrow and on the Golf Parkview side of the Lane.

We do not believe for one moment the Lane can possibly safely handle the dramatic increase in usage envisaged by the developer. The site which it is proposed be developed has long frontage directly onto the Castle Peak Road-Kwu Tung. It MUST arrange that access to and from Oi Yuen be direct from Castle Peak Road, just as it is at Eden Manor, and not via Pak Wai Lane. We consider this imperative not only for the safety and convenience of all users but also to permit swift access by emergency vehicles to both the existing and possible future development. In its S. 12A Application for Amendment of Plan dated February 2022, the developer in para. 2.5.1. writes that "The existing vehicular access to the Application Site is available via Castle Peak Road-Kwu Tung." This is true. There is a driveway giving access to Oi Yuen from Castle Peak Road. This could be expanded and utilised or a completely new driveway built on the considerable area at the developer's disposal. Proposed site coverage is presently quoted as being "Not more than 27%".

There is a further important reason why the literally hundreds of vehicles it is proposed go to and from Oi Yuen every day should not be allowed to use Pak Wai Lane. When travelling in a westerly direction from the junction with Fan Kam Road on the Castle Peak

Road-Kwu Tung, the third/middle lane for turning right into Pak Wai Lane is only long enough for about four vehicles. This is sufficient for Golf Parkview traffic. It is impossible to conceive that it will be long enough also to accommodate Oi Yuen traffic. More than four vehicles waiting to turn right into Pak Wai Lane will mean that all westerly bound traffic on the Castle Peak Road will have to come to an abrupt halt. This will be very dangerous as the road is narrow and one approaches Pak Wai Lane coming round a sharp right-hand bend with minimal forward visibility. Accidents will happen. There is no shadow of doubt about that. It is very frustrating that whilst surveys of traffic on the Castle Peak Road-Kwu Tung are conducted, no attention seems to be being paid to the dangerous situation which is planned by the use of Pak Wai Lane for access to the proposed new development. A queue length assessment in respect of traffic proceeding in a westerly direction on the Castle Peak Road-Kwu Tung and turning right into Pak Wai Lane should be undertaken.

Traffic surveys have been included from places as distant as Queen's Hill Development Extension and Pak Wo Road. We strongly request that the focus be on Pak Wai Lane. The number of private car parking spaces at the end of Pak Wai Lane is proposed be increased from 54 to 1,171, a jump of some 21.7 times! In addition there will of course be additional vehicles visiting the residential care home. We strongly believe that Pak Wai Lane is too narrow in width to handle the proposed enormous increase in traffic volume.

It is noteworthy that there is not one shot of Golf Parkview in all the myriad of photographs of the area provided by the developer, even the aerial ones. The proposed development is not in any way compatible with Golf Parkview or the surrounding area. It is grotesquely huge and will be detrimental to the quality of life to nearby residents as well as seriously worsening traffic congestion in the area. Various reports mention the visual impact of the new development but never from the position of the residents of Golf

Parkview who will clearly be severely adversely affected in this respect.

The pavement in front of Golf Parkview is 136 inches wide. This is considerably wider than the pavement on Castle Peak Road-Kwu Tung either to the west of Golf Parkview or that bordering the proposed new development. The latter pavement is only 76 inches wide. Ironically, this pavement is even busier than the one fronting Golf Parkview. Pedestrians and cyclists coming from the Kam Tsin area, heading towards Sheung Shui, cross the Castle Peak Road-Kwu Tung virtually opposite Pak Wai Lane because there is no pavement on the golf course side of Castle Peak Road-Kwu Tung opposite the proposed new development. The situation is already bad and should not be allowed to worsen.

It is noted that the developer makes a proposal regarding the provision of a residential care home for 100 elderly persons. This proposal is strongly opposed. First, the location does not seem appropriate with it not being within easy walking distance of any major developments let alone shops or restaurants. Visitors to the care home will also increase the utilisation of Pak Wai Lane. It is noted that there is a large social welfare complex under construction in Kwu Tung just 5 minutes drive from Golf Parkview.

It has come to our notice that a substantial public housing development is proposed for Castle Peak Road-Kwu Tung opposite Eden Manor. It is presently mainly cottages and workshops. The proposed size of the development is huge with the number of units indicated at 3,300 and inhabitants at 8,900, though the ratio of only 2.7 persons per unit seems rather low. The development will also provide social welfare measures, shops and kindergartens. The impact on the traffic conditions of Castle Peak Road-Kwu Tung and the junction with Fan Kam Road will be enormous. With the Government emphasis on public housing, especially in the Northern

Metropolis, one can safely predict that this development will proceed. It is a further reason why the Oi Yuen development should be denied in its present over-sized form.

We respectfully strongly urge the Town Planning Board to reject this Planning Application. Thank you.

Name of person making this comment :

Signature :

Date :

WITHOUT PREJUDICE

By Hand

Date 12<sup>th</sup> June, 2023.

The Secretary,  
Town Planning Board,  
15/F., North Point Government Offices,  
333 Java Road,  
North Point,  
Hong Kong.



Dear Sir,

Re : Approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B  
Amended plan at Location: Fanling/Sheung Shui OZP No. S/FSS/27

Referring to your recent Public Inspection put on 12<sup>th</sup> May, 2023 regarding the above approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B on the Amended Plan at location Fanling/Sheung Shui OZP No. S/FSS/27, and further to our previous Petition letter presented to the Planning Dept, Transport Dept and the North District Council Representative, Mr Simon Hau on 11<sup>th</sup> April, 2023 North District Council Meeting, regarding the decision as AGREED from The Town Planning Board, on 17<sup>th</sup> March, 2023 meeting on the application No. Y/FSS/19 revised rezoning plan, being the owners/residents adjacent to this rezoning land, below are our concerns and OBJECTIONS, which we would like to seek for the consideration from Town Planning Board to reject and disapprove on its amended plan OZP no. S/FSS/27 for reasons being :

1. On what grounds does the Town Planning Board AGREE to Y/FSS/19 to refine to increase from 0.8 Plot ratio about 180 units in 3-4 floors high residential buildings to 4.3 Plot ratio 969 units in 27-35 floors and with 1120 vehicles ?
2. We should have invited the Town Planning Board or related authority to personally inspect how this path, Pak Wai Lane, can support 1200 vehicles including resident 1120 cars, 50 Cars of Golf Parkview, taxis, other vehicles and ambulances?
3. To support and evident our OBJECTIONS, enclosed please find our 4 photos taken on 1st April, 2023 to evident Pak Wai Lane is a substandard 2-way road !
  - A. Photo # 1 - It is too narrow for two vehicles to go IN and OUT at the same time.
  - B. Photo #2 - Pak Wai Lane is just a very short path, not long enough to queue 4-5 vehicles one after the other at the same time !
  - C. Photos # 3 and 4 - Showing how the traffic will be congested at the junction between Castle Peak Road Kwu Tung and Pak Wai Lane.
  - D. Photo #5 - Showing there is only pedestrian footway adjacent to Golf Parkview and NO pedestrian footway on the other side of Pak Wai Lane adjacent to Oi Yuen.
  - E. Since Pak Wai Lane is such as narrow substandard road, its traffic flow will be outrageously busy for these 1200 vehicles and unexpected jams blocking the emergency ambulances going in and out of Oi Yuen to rescue the elderly and human deaths may be caused and as such, who will be responsible ????



4. The proposed 100 elderly residential care home (100 place RCHE) makes no sense, reasons being :
- A. There is NO public transportation support such as bus or mini bus terminus near Oi Yuen, which makes visits to the care home inconvenient.
  - B. There are already huge complexes in Tai Tau Leng, Po Shek Wu and the Shek Tsai Leng near Kwu Tung market, which provide thousands of residential care home and medical services/activities for the elderly. Can't see why it is crucial to have these 100 place RCHE inside Oi Yuen ???
5. The high-rise design of the Oi Yuen Y/FSS/27 (previous no. Y/FSS/1) is 27-32 floors 6 blocks which must need a strong piling ! However, Golf Parkview 6 blocks of 4-storeys buildings were not done with any piling! Has Oi Yuen ever studied whether Golf Parkview 6 blocks of 4 Storeys buildings can withstand their piling works?. If Golf Parkview 6 buildings should have cracks in buildings or structural damages/problems as a result of Oi Yuen piling works, who will be responsible for the compensation?
6. There is NO ROOM to increase the traffic flow on Castle Peak Road Kwu Tung as we have experienced frequent traffic congestion after Eden Manor's occupancy and the new installation of traffic light at the entrance of Eden Manor. Without the possibility of increase of public transportation to ease the 3,000 Oi Yuen residents (969 units x average 3 persons/unit), what will the future traffic look like ?? Presently, there is just ONE KMB Bus 76K running between Yuen Long and Ching Ho Estate and 3 Green mini bus 50A, 50K and 51K running from Sheung Shui North Landmark complex to Kam Tsin, Hung Tau and Ho Sheung Heung.
7. With all the above consequences with the rezoning of this Application, we wonder if Town Planning Board is ready to sacrifice the convenience and quality of daily life of all 48 owners of Golf Parkview as it is being considered as NOT important and relatively small scale of residence as **we have been addressing this Pak Wai Lane issue ever since 2016 our OBJECTIONS on Oi Yuen Rezoning plan applications under Y/FSS/12, Y/FSS/14, Y/FSS15 and Y/FSS/19 ???**

We really don't want to suffer similarly to the Tuen Mun Chek Lap Kok Tunnel area that due to the lack of careful study and forecasts by the Transport Dept has meant that residents are being stuck in traffic for up to 2.5 hours and no solution has been made to reduce this serious traffic congestion !

I would like to quote below conclusion from former Planning Dept Chief officer and former Chairman of KCRC, Mr Michael Tien Puk Sun , who have been interviewed lately in a TV program :

Former Planning Dept Chief Officer – He has concluded that the development of infrastructure should come before the development of residential accommodation planning so as to make sure transportation can support the increase of population in the developed area.

Former Chairman of KCRC, Mr Michael Tien Puk Sun – Any transportation planning should be able to accommodate the predicted increase in the growth of population in next 10 years and NOT just to resolve for current situation, which means it is normal to have only 30% consumption of utilization of any newly developed transportation in its first year of operation ! If the consumption of utilization of any newly developed transportation reaches 70-80%, this will mean there is under-estimation and is late for at least 10 years.

8. Lastly, regarding approved Fanling/Sheung Shui Outline Zone Plan No. S/FSS/26 Item B, we are curious to know why the Land Office or Town Planning Board has amended **this lot of Oi Yuen** from originally a **Comprehensive Development Area (CDA)** and its originally plan was approved in 5<sup>th</sup> December, 2003 under **A/FSS/156 @ plot ratio to 0.8 to Comprehensive Development Area – 1 (CDA-1)** which has enabled Oi Yuen to revise his rezoning plan in 4<sup>th</sup> August, 2016 under **Y/FSS/12 @ revised plot ratio of 3.60**, without public scrutiny ??? Oi Yuen has further increased its plot ratio to **4.30** under **Y/FSS/19** in 10<sup>th</sup> June, 2022 to have 969 units and 1,127 vehicles and claimed their support to government new policy in housing by referring to another huge development under **S/FSS/25** in the vicinity ! It is obvious to see how Oi Yuen is being influenced by the improper decision from Town Planning Board from changing its land from CDA to CDA-1 and starts to increase its total units in flats and vehicles.

For your easy perusal, we enclose herewith our latest OBJECTION letter submitted during the 4<sup>th</sup> scrutiny under Y/FSS/19 on 3<sup>rd</sup> February, 2023.

**I respectfully strongly OBJECT to the Town Planning Board APPROVING this Planning Application No. S/FSS/26 and OZP No. S/FSS/27 in its present form !**

Name of Person making this comment : *DAVID PING KWONG*

HKID No. [REDACTED]

Address : [REDACTED]

TEL: [REDACTED]

Signature : *[Handwritten Signature]*

**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #1 – Showing Pak Wai Lane is a substandard road, which is too narrow for two vehicles to go IN and OUT at the same time.

**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #2A, 2B - Pak Wai Lane is such a short lane, which is just enough to queue maximum 6 vehicles one after the other at the same time.

**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #3A, 3B – Showing how the traffic will be congested at the junction between Castle Peak Road Kwu Tung and Pak Wai Lane.

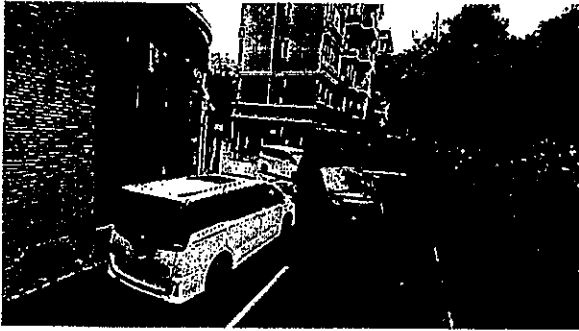
**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #4A, 4B – Showing how the traffic will be congested at the junction between Castle Peak Road Kwu Tung and Pak Wai Lane.

**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo #5 - Showing there is only pedestrian footway adjacent to Golf Parkview and NO pedestrian footway on the other side of Pak Wai Lane adjacent to Oi Yuen.

**OBJECTION for Oi Yuen Rezoning Application No. Y/FSS/19**



**Remarks:**

Photo No. 6A, 6B, 6C - There is NO ROOM to increase the traffic flow on Castle Peak Road Kwu Tung and Kam Tin.

Planning Application Y/FSS/19

It is noted that the developer has supplied further information regarding its proposed development of the Oi Yuen site. All of the new material relates to comments made by Government departments on subjects such as Traffic Impact Assessment and Air Ventilation Assessment, with replacement pages on Sewerage Impact. None of the new materials addresses in any way the serious concerns that have been raised by non-Government parties such as the residents of Golf Parkview, and we again submit them for your kind consideration.

It remains the intention of the developer to construct seven high tower residential blocks, as it has done since the detailed proposals were first revealed. The proposed heights of the residential blocks have been, however, considerably increased during the consultation period and now range from 25 to 32 storeys. The number of flats available has increased by 43% from 676 to 969 and the design population by the same percentage to about 2,714 persons.

The developer used to maintain that its potential development was "in an appropriate scale". That wording has since changed to "the proposed development intensity is considered appropriate and compatible with the surrounding neighbourhood."

The only development of even vaguely similar size is that of Eden Manor located on the south side of the Castle Peak Road-Kwu Tung. There was no public consultation exercise. On the south side of Castle Peak Road travelling west from Eden Manor, or on the east side when the road curves south, there is no building taller than Golf Parkview until one arrives at as far away as Yuen Long. It is the same story on the other side of Castle Peak Road. Golf Parkview is presently the tallest structure between the junction of Castle Peak Road with the Fan Kam Road and Yuen Long.

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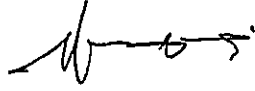
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Metropolis, one can safely predict that this development will proceed. It is a further reason why the Oi Yuen development should be denied in its present over-sized form.

We respectfully strongly urge the Town Planning Board to reject this Planning Application. Thank you.

Name of person making this comment: *LAM PANG KWONG*

Signature: 

Date: *27/05/2023*