就圖則作出申述
Representation Relating to Plan

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TPB/R/S/K7/25-S36

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「申述人」全名
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「獲授權代理人」全名
Full Name of "Authorized Agent":

與申述相關的圖則
Plan to which the representation relates: S/K7/25

申述詳情
Details of the Representation:

有關事項 **Subject Matters**	你支持還是反對有關事項? **Are you supporting or opposing the subject matter?**	理由 **Reason**
Item A	反對 Oppose	(1) The proximity of the new buildings as proposed in the Ho Man Tin OZP No. S/K7/25 to the existing residential towers of Ultima causes significant concern on fire hazard. As we have learnt painfully in the tragedy of Tai Po Wang Fuk Court fire, the density of the buildings definitely have contributed to the risk of severe fire disaster.
Item A	反對 Oppose	(2) The proposed change of land use is in contradiction to the Environment Impact Assessment "EIA" of the Central Kowloon Route "CKR" project. EIA_Ch14.pdf In this "Central Kowloon Route - Design and Construction Final EIA Report (Agreement No. CE 43/2010 (HY)": 14.2.2 has identified the area under the subject proposal as importance public open space that the local residents should not be deprived of the recreational, leisure opportunities brought about by these amenity facilities.

			14.3.3 pointed out that the separation of the neighbouring residential premises from the ventilation building at Ho Man Tin is relatively shorter than other residential areas being affected by the CKR. Hence, avoidance of building more buildings in such proximity that further affect air movment blockage is warranted. 14.2.2 Avoidance of Public Open Space / Parks Since the majority of the CKR alignment will be an underground tunnel, this will largely avoid the need of using public open space as temporary at-grade construction sites. These include parks such as King"s Park Rise Garden, King"s Park Rest Garden, King"s Park Recreation Ground, Ho Man Tin Park, Ho Man Tin High Level Service Reservoir Playground, Kau Pui Lung Road Playground, Ma Tau Wai Service Reservoir Playground and To Kwan Wan Recreation Ground along the alignment. Large amount of trees within these parks will also be retained. As a result, the local residents will not be deprived of the recreational, leisure opportunities brought about by these amenity facilities. 14.3.3 Careful Sitting and Design of Ventilation Buildings to Minimize Air Quality Impacts and Visual Impacts As discussed in Section 14.1, the implementation of CKR would relieve the traffic congestion and hence the emission from vehicles. In order to maintain a reasonable air quality inside the tunnel section, a ventilation system would be installed to extract air from the tunnel. The areas and locations of the proposed ventilation buildings have been optimized such that resumption of land can be minimized. Besides, due to the generally higher background air quality condition in west portion, the ventilation building has been cautiously locate at the seafront. This arrangement will maximize the separation and better dispersion of tunnel exhaust so as to reduce the immediate air quality impacts. For example, the nearest residential uses are at Charming Garden and The Coronation which is located at about 300 m away. The separation of the neighbouring residential premises from the ventilation building at Ho Man Tin is

		relatively shorter, in the order of 190 – 250 m. In order to strike an appropriate balance between the building height and the visual impacts, the height of the ventilation building in Ho Man Tin has been cautiously optimised as far as practicable. The current design is to limit the height of the Ho Man Tin ventilation building to about 20 m above local ground.
Item A	反對 Oppose	(3) In the Project profile of the Central Kowloon Route, it also specifically mentioned that in order to reduce impacts so as to meet the Air Quality Objectives during the operation phase of the CKR, Planning of the areas adjacent to the roads and ventilation buildings should be carefully considered. Project Profile Central Kowloon Route 6.2.2 Operation Phase It is expected that dust, which is predominantly associated with construction, will not be an issue during the operation stage. Page 8 Central Kowloon Route Project Profile Exhaust gaseous emissions associated with the vehicular use of the CKR and the connecting road network will be the major source of air pollutants. Emissions from the ventilation buildings will impact on the air quality at specific locations. Cumulative impacts from the roads and the ventilation buildings on sensitive receivers will be investigated. In order to reduce impacts so as to meet the Air Quality Objectives, the following measures will be considered:- • Providing buffer areas between the sources and the receivers • Optimization of the design of the tunnel ventilation system, including the location of the ventilation buildings and height of the point of emission • Planning of the areas adjacent to the roads and ventilation buildings

對圖則是否有任何擬議修訂? 如有的話，請註明詳情。
Any proposed amendments to the plan? If yes, please specify the details.

Suggest the subject zone to become a park or green recreational area, which will help to resolve the shortage of public green space in the community due to the rapid development in the Ho Man Tin area in recent years. This will also help to reduce the air quality impact due to the Central Kowloon Route ventilation emission, as stipulated in the EIA report of the Central Kowloon Route.