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From: Roy Ng [REDACTED]
Sent: 2025-04-10 星期四 09:42:47
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: Representation relating to Tseung Kwan O Outline Zoning Plan (OZP) No. S/TKO/31
Attachment: TPB20250410(TKO137132).pdf

Submission Number:

TPB/R/S/TKO/31- S3

Dear Sir/Madam,

Representation Number:

TPB/R/S/TKO/31- R1

Please refer to the attachment for the captioned.

To comply with the requirement of TPB, here are the full name and first four alphanumeric characters of HKID card number.

Full name: NG HEI MAN

First four alphanumeric characters of HKIA card number: [REDACTED]

Yours faithfully,
Ng Hei Man (Mr.)
Campaign Manager
The Conservancy Association
[REDACTED]

Registered Name 註冊名稱: The Conservancy Association 長春社
(Incorporated in Hong Kong with limited liability by guarantee 於香港註冊成立的擔保有限公司)

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長春社 Since 1968

The Conservancy Association

10th April 2025

Town Planning Board
15/F North Point Government Offices
333 Java Road
North Point
Hong Kong

By E-mail: tpbpd@pland.gov.hk

Dear Sir/Madam,

Representation relating to Tseung Kwan O Outline Zoning Plan (OZP) No. S/TKO/31

The Conservancy Association would comment on the proposed amendments Item A, D and E.

Item A

1. Tree and urban biodiversity

While we assume that Tree Management and Enhancement Plan would be prepared as usual, as one of the large-scale new town extension, Area 137 has potential to demonstrate how urban biodiversity can be well-incorporated during the process of urbanization. Study on Urban Biodiversity enhancement has already been conducted for Tung Chung New Town Extension¹ to identify existing and newly planned urban landscape assets and adjoining natural habitats, then propose short- and long-term landscape strategies and actions to build a functional ecological network for urban biodiversity. Measures can be implementing enrichment planting, planting host plants of target butterflies, creating tree clusters (the concept of “urban mini-forest” promoted by The Hong Kong Institute of Landscape Architect²), etc.. It is suggested that similar study could be conducted in Area 137 as well.

¹ Study on urban biodiversity enhancement for Tung Chung New Town
<https://bhecoweb.wixsite.com/restorationecologyhk/tung-chung-new-town-project>

² 都市微森林種植日 Mini-forest Planting Day
<https://www.facebook.com/share/p/15PvbKLUTi>



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2. Bird-window collision

Bird-window collision is one of the ecological concerns in our urban environment and results in bird injuries and mortality. In developed area in Tsueng Kwan O, public reports on these are not uncommon³, with 10 and 7 reports in Hang Hau and near Tseung Kwan O Station respectively. We are concerned that similar conditions might be observed in future Area 137 with high-rise buildings and glass structures. We suggest that Bird friendly design could be incorporated in the urban design framework during planning stage to lower bird collision risk, such as minimizing glass coverage in buildings, adopting anti-collision designs to windows and glass railings, avoiding water features and vegetation from glass façade to reduce reflection of landscape, etc..

Item D

1. Protection of natural shoreline

Natural coastline is one of the valuable natural assets in Hong Kong and be protected from development in principle. We appreciate the effort of the project proponent to reduce the reclamation footprint in Area 132 from 25 hectares to 20 hectares. We reiterate that the coastal landscape near Area 132, comprising sandy shore, sea cliffs, wave-cut platform, etc., is one of the remaining natural coastlines in Tseung Kwan O after reclamation works associated with Tseung Kwan O new town development. The final Tseung Kwan O – Lam Tin Tunnel which replaced the previous Tseung Kwan O Western Coast Road has been a showcase that strike a proper balance between conservation and development. Therefore, it is suggested that alternatives should be further explored to largely reduce and minimize the reclamation footprint.

2. Noise in Area 132

It is noted that Fixed Noise Source Management Plan (FNMP) would be submitted prior to issuance of tender and commencement of the construction of proposed fixed noise sources. This implies that detailed noise assessment of the proposed six facilities, namely Electricity Facilities, Construction Waste Handling Facility, Refuse Transfer Station, Public Fill Transfer Facility, Sewage Pumping Station, Construction Batching Plant, would be conducted in later stage. Potential noise disturbance on On Luen Village (one of the nearest noise sensitive receivers) during construction and operation

³ Global Bird Collision Mapper <https://www.birdmapper.org/pages/explore-the-map>



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phase remains an issue to be addressed.

Regarding the potential road traffic noise near Ocean Shore, Food and Environmental Hygiene Committee of Sai Kung District Council⁴ has once discussed cumulative noise disturbance arise from construction of Tseung Kwan O – Lam Tin Tunnel, and the operation of Tseung Lam Highway. While no exceedance of noise limit was recorded from EPD, the chairperson once mentioned that as the condition was still approaching the noise limit, it was suggested that noise mitigation can be further explored once claimed that no proper noise mitigation measures have been implemented in Tseung Lam Highway. Currently the EIA report mentioned that road traffic noise near Ocean Shore ranged from 65 to 67dB(A). Such result, though not exceeding the noise limit (i.e. 70dB(A)), is approaching the limit. Based on the past experience, it may still arouse community attention.

Viewing that the entire project would last for probably more than 10 years, close communication and consultation with locals in respect of noise or other environmental impacts is needed. Besides, we also suggest to leave flexibility to review and amend the detailed design of planned use, in case particular environmental matters arise during both construction and operation phase.

Item E

We support the designation of Green Belt to reflect the existing condition.

Others

As mentioned in the Paper of Sai Kung District Council⁵ regarding the enhanced land creation proposal for Tseung Kwan O Area 137 and off Area 132, a connection between Area 132 and Lei Yue Mun, and a hiking trail connecting the promenade in Area 137 and Clear Water Bay Country Park would be explored. We understand that associated environmental issues might not be an issue in the current Tseung Kwan O OZP

⁴ Food and Environmental Hygiene Committee, Sai Kung District Committee meeting (16th May 2024) https://www.districtcouncils.gov.hk/sk/doc/2024_2027/tc/committee_meetings_minutes/FEHC/FEHC_24_3_mcr.pdf

⁵ The enhanced land creation proposal for Tseung Kwan O Area 137 and off Area 132 https://www.districtcouncils.gov.hk/sk/doc/2024_2027/tc/dc_meetings_doc/27187/SK_2024_106_TC.pdf



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amendments. However, viewing the past controversy on various hiking trail construction work, such as cement trail and massive vegetation clearance in Tai Sheung Tok, Wood Plastic Composite (WPC) paving in Lantau, etc., we would particularly add that early dialogue and engagement with various concerned groups is necessary in future.

Yours faithfully,
The Conservancy Association

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Submission Number:

TPB/R/S/TKO/31- S4

From: District Councilor Cheung Mei Hung

Sent: 2025-04-11 星期五 12:06:37

To: tpbpd/PLAND <tpbpd@pland.gov.hk>

Subject: 就將軍澳分區計劃大綱核准圖編號 S/TKO/30 的修訂提出意見

Attachment: 將軍澳分區計劃大綱的修訂提出意見.pdf

Representation Number:

TPB/R/S/TKO/31- R2

北角渣華道 333 號

北角政府合署 15 樓

規劃署

城市規劃委員會秘書：

電郵：tpbpd@pland.gov.hk

就將軍澳分區計劃大綱核准圖編號 S/TKO/30 的修訂提出意見

就將軍澳分區計劃大綱核准圖編號 S/TKO/30 的修訂，本人收到地區居民十分關注，他們有以下意見及建議：

1. 建議工作車輛如大型泥頭車、田螺車、垃圾車等必需直接進出油塘位置，以減少因工作車輛衍生的噪音及空氣污染。工程的上落裝卸區(車輛及躉船)及其具爭議的地方設置閉路電視，並實時上載至網上讓公眾共同監察，避免重蹈油塘水泥廠多次犯例的情況；
2. 建議為所有工程/設施訂立一系列的標準指標(例如粉塵 PM2.5 及噪音等等)。如發現任何指標超出標準，需即時停工，直至有關糾正工作完成為止；
3. 建議調景嶺公園動工前，盡早收回紅磚路的管理責任，並開通入口讓市民能夠經紅磚路通往將藍公路花園及將軍澳海濱公園；
4. 成立 132 區聯絡小組邀請將南沿岸、日出康城屋苑主席或代表加入(維景灣畔/ CAPRI/ 藍塘傲/帝景灣/天晉 3B/海天晉/Monterey Place/ THE PARKSIDE/ SAVANNAH/Malibu/Sea to Sky/Marini/康城 13 期等)，定期開會及跟進各項問題；

5. 建議研究 132 區對出填海工程興建的 5 個公共設施建議向南搬離將軍澳較遠位置或荒廢的鯉魚門舊石礦場，而在近年財政赤字下，5 個當中應考慮部份不必要的公共設施應進一步刪減，避免工程期間或完工後的運作對居民滋擾太大，另外所有設施必須優化及美觀性，尤其是外牆綠化；

6. 建議研究削坡 55 米的方案取代現時 30 米方案，雖然時間及成本增加，但這是永久的長遠方案，與此同時填海造地可進一步減少，保留更自然的海岸線，更理順地區居民意見；另外，距離方面也可以考慮移往鯉魚門石礦場方向，更遠離將軍澳，而部分設施使用較貴的岩洞方案仍可繼續研究；

7. 發展同時需改善交通，除了計劃中的將油隧道及提升將軍澳線信號系統外，也促請第四條過海隧道、將軍澳南延線延伸港島東等；

8. 短期內的改善交通方案是加密及全日化經將南隧道的巴士；

9. 除了 6.5 公里長單車徑外，更應考慮 1.4 公里長的 137 區海濱長廊貫穿佛堂州及將軍澳創新園（工業邨）接駁現時的將軍澳海濱長廊，然後再研究通往鯉魚門，打造超級海濱長廊。

請積整考慮以上本人集合了將軍澳居民的地區意見，如有任何查詢，歡迎與張美雄議員聯絡。謝謝。

西貢區議員

張美雄

2025 年 4 月 11 日



北角渣華道 333 號

北角政府合署 15 樓

規劃署

城市規劃委員會秘書：

電郵：tpbpd@pland.gov.hk

就將軍澳分區計劃大綱核准圖編號 S/TKO/30 的修訂提出意見

就將軍澳分區計劃大綱核准圖編號 S/TKO/30 的修訂，本人收到地區居民十分關注，他們有以下意見及建議：

1. 建議工作車輛如大型泥頭車、田螺車、垃圾車等必需直接進出油塘位置，以減少因工作車輛衍生的噪音及空氣污染。工程的上落裝卸區(車輛及躉船)及其具爭議的地方設置閉路電視，並實時上載至網上讓公眾共同監察，避免重蹈油塘水泥廠多次犯例的情況；
2. 建議為所有工程/設施訂立一系列的標準指標(例如粉塵 PM2.5 及噪音等等)。如發現任何指標超出標準，需即時停工，直至有關糾正工作完成為止；
3. 建議調景嶺公園動工前，盡早收回紅磚路的管理責任，並開通入口讓市民能夠經紅磚路通往將藍公路花園及將軍澳海濱公園；
4. 成立 132 區聯絡小組邀請將南沿岸、日出康城屋苑主席或代表加入(維景灣畔 / CAPRI/ 藍塘傲/帝景灣/天晉 3B/海天晉/Monterey Place/ THE PARKSIDE/ SAVANNAH/Malibu/Sea to Sky/Marini/康城 13 期等)，定期開會及跟進各項問題；





5. 建議研究 132 區對出填海工程興建的 5 個公共設施建議向南搬離將軍澳較遠位置或荒廢的鯉魚門舊石礦場，而在近年財政赤字下，5 個當中應考慮部份不必要的公共設施應進一步刪減，避免工程期間或完工後的運作對居民滋擾太大，另外所有設施必須優化及美觀性，尤其是外牆綠化；
6. 建議研究削坡 55 米的方案取代現時 30 米方案，雖然時間及成本增加，但這是永久的長遠方案，與此同時填海造地可進一步減少，保留更自然的海岸線，更理順地區居民意見；另外，距離方面也可以考慮移往鯉魚門石礦場方向，更遠離將軍澳，而部分設施使用較貴的岩洞方案仍可繼續研究；
7. 發展同時需改善交通，除了計劃中的將油隧道及提升將軍澳線信號系統外，也促請第四條過海隧道、將軍澳南延線延伸港島東等；
8. 短期內的改善交通方案是加密及全日化經將南隧道的巴士；
9. 除了 6.5 公里長單車徑外，更應考慮 1.4 公里長的 137 區海濱長廊貫穿佛堂州及將軍澳創新園（工業邨）接駁現時的將軍澳海濱長廊，然後再研究通往鯉魚門，打造超級海濱長廊。

請積整考慮以上本人集合了將軍澳居民的地區意見，如有任何查詢，歡迎與張美雄議員 [REDACTED] 聯絡。謝謝。



西貢區議員

張美雄

2025 年 4 月 11 日





陳繼偉議員辦事處

西貢區議會

Chan Kai Wai Councillor Office

Submission Number:

TPB/R/S/TKO/31- S12

Representation Number:

TPB/R/S/TKO/31- R3

本函檔號:

北角渣華道 333 號

北角政府合署 15 樓

城市規劃委員會秘書



(電郵:

敬啟者:

有關: 將軍澳分區計劃大綱核准圖編號 S/TKO/30 的修訂事宜

本處一直跟進第 132 區及 137 區之發展事宜，持續收集將軍澳居民意見，然而將軍澳居民仍是反對將 5 個(最初是 6 個)具爭論性的公共設施全數轉移至第 132 區。現就將軍澳分區計劃大綱核准圖編號 S/TKO/30 的修訂，收集居民意見如下：

1. 132 區對出填海工程興建的 5 個公共設施會對將軍澳居民造成影響，因此要求將有關設施再向南搬離將軍澳較遠位置(附圖 1)。另亦可考慮較遠位置已荒廢的鯉魚門舊石礦場，有關礦場為熟地並毋須大幅填海作研究，因此建議可考慮搬往有關位置。政府表述現時選址位置遠距民居約 1 公里，1 公里不是近，但亦不是遠，可用實際相片作視覺比較，以調景嶺地鐵站與康城相距 2 公里，只是視覺是很近，何況是 1 公里距離更顯突出(附圖 2 及 3)。
2. 由於將軍澳之道路未能容納大量工作車輛，大型泥頭車、田螺車、垃圾車等亦會帶來滋擾，加上道路亦非常接近民居，因此建議工作車輛必需直接進出油塘位置，以減少因工作車輛衍生的噪音及空氣污染，對市民生活作息造成影響。
3. 工程的上落裝卸區(包括車輛及躉船)及具爭議的地方設置閉路電視，並實時上載予網上讓公眾一同監察，避免重蹈油塘水泥廠多次犯例的事件。
4. 為確保有關工程不會對將軍澳居民生活造成影響，建議為所有工程/ 設施訂立一系列的標準指標(例如粉塵 PM2.5 及噪音等等)。如發現任何指標超出標準，需即時停工，直至有關糾正工作完成為止。



5. 早年政府已答允的調景嶺公園的建造工程將納入第 137 區和第 132 區發展項目內，建議調景嶺公園動工前，盡早收回紅磚路的管理責任，並盡早開通入口讓市民能夠經紅磚路通往將藍公路花園及將軍澳海濱公園。
6. 成立 132 區聯絡小組邀請將南沿岸屋苑主席或代表加入(維景灣畔/CAPRI/藍塘傲/帝景灣/天晉 3B/海天晉/Monterey Place/The Parkside/ Savannah/嘉悅等)，定期開會及跟進，並在 5 個設施設立固定 PM2.5 及噪音監察器收集數據向小組匯報，當噪音(任何時間超過 70 分貝)、臭味、PM 2.5 超標馬上自行停止運作，直至改善才可復工。
7. 不要將 137 區水泥廠到期關閉後，在 132 區重開一間，應直接遷回油塘甚至遷去新界遠離人口多的地方，因為油塘區買樓入住之居民已一早知道有此設施，不應遷入原本沒有的 132/137 區。
8. 5 個設施必須優化及美觀性，尤其是外牆綠化。
9. 同意將削坡面積向山體推入 30 米，填海面積由 25 公頃減至 20 公頃，削坡造地對環境影響較小，即使成本較高亦應考慮。
10. 建議可將 132 區/137 區的發展計劃直接加在規劃中的北部都會區項目內，可減少政府財政負擔。
11. 政府必須就每個設施在工程開展期間（包括填海）至完成及在運作期間必須為每一個設施聘用至少一名合資格環境保護專業人士進行環境評核，同時邀請鄰近屋苑最少一名持分者一同參與。

請政府考慮上述意見，將居民的憂慮減至最低。

如有任何查詢，請致電 [REDACTED] 與本處職員聯絡。





西貢區議會

陳繼偉議員辦事處
Chen Kai Wai Councillor Office

此致

城市規劃委員會秘書



西貢區議員

陳繼偉，MH

2025 年 4 月 14 日

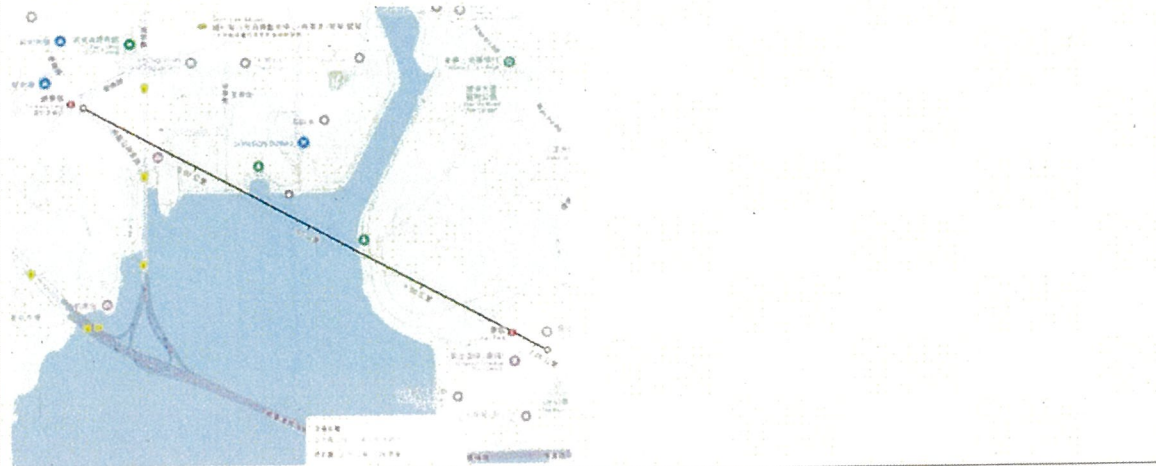




附圖 1: 建議設施再向南搬離將軍澳較遠位置(模擬圖)



附圖 2: 調景嶺與康城只有 2 公里距離



附圖 3: 調景嶺至日出康城距離視覺圖

