

**METRO PLANNING COMMITTEE  
OF THE TOWN PLANNING BOARD**

**MPC Paper No. 6/15**

**For Consideration by the Metro Planning Committee on 5.6.2015**

**PROPOSED AMENDMENTS TO THE APPROVED KWUN TONG (NORTH)  
OUTLINE ZONING PLAN NO. S/K14N/13**

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**1. Introduction**

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the approved Kwun Tong (North) Outline Zoning Plan (OZP) No. S/K14N/13 as shown on the draft OZP No. S/K14N/13A (**Attachment II**) and its Notes (**Attachment III**) are suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) the revised Explanatory Statement (ES) of the OZP (**Attachment IV**) is an expression of the planning intentions and objectives of the Town Planning Board (the Board) for various land use zonings of the OZP, and is suitable for exhibition together with the OZP and its Notes.

**2. Status of the Current OZP**

On 6.7.2010, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (North) OZP, which was subsequently renumbered as S/K14N/13 (**Attachment I**). On 8.11.2011, the CE in C referred the OZP to the Board for amendments under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 18.11.2011 under section 12(2) of the Ordinance.

**3. Background**

- 3.1 The Anderson Road Quarry (ARQ) is located at the northeastern edge of East Kowloon. It occupies a visually prominent location that dominates the East Kowloon skyline, and is visible from northern shoreline of Hong Kong Island. The quarrying at Anderson Road has operated since 1956, creating a visual scar of steep and bare rock face in the heart of East Kowloon. Notwithstanding, platforms formed by quarrying activities have provided opportunities to serve as a solution space for housing developments.
- 3.2 Noting that the quarrying operation at ARQ to the northeast of Anderson Road will cease operation with rehabilitation contract to be completed in 2016, the Planning Department (PlanD) in January 2011 commissioned the 'Planning Study on Future Land Use at Anderson Road Quarry – Feasibility Study'

(Planning Study) with a view to examining the future land use and the potential of the ARQ site for residential and other uses. The Study included two stages of Community Engagement (CE). The first stage on initial land use options was undertaken from August to November 2011 with a briefing session to the Board on 30.9.2011. The second stage on the draft Recommended Outline Development Plan (RODP) was undertaken from June to September 2012 with a briefing session to the Board on 13.7.2012. After taking into account the views received in Stage 2 CE and other relevant considerations, a RODP with a planned population of 25,000 and a housing supply of 9,410 flats for the ARQ site was prepared and reported back to the stakeholders in March 2013, including the Board on 8.3.2013. At the meeting, Members did not make strong views on the RODP, but gave some specific comments on the possible visual impacts of the proposed developments, the proposed traffic, transport and pedestrian connectivity measures, and the future treatment of the rock face.

- 3.3 Based on the RODP, the Civil Engineering and Development Department (CEDD) commissioned an Engineering Feasibility Study, namely ‘Development at Anderson Road Quarry – Investigation’ in late 2012, with the environmental impact assessment (EIA) on the RODP approved under EIA Ordinance in July 2014. In the same month, CEDD further commissioned the ‘Development of Anderson Road Quarry Site - Investigation, Design and Construction Study’ to continue to follow-up the project. The investigation and design phases of that Study are expected to be completed in 2016, to be followed by construction phase for the related roads and infrastructure.
- 3.4 The proposed OZP amendments are to take forward the land use proposals of the RODP.

#### **4. The ARQ Site and Its Surroundings (Plans 1 and 2)**

- 4.1 The ARQ site is located on the southwestern slopes of Tai Sheung Tok in East Kowloon with its summit at 391mPD, and is close to the major population centres of Kwun Tong, Lam Tin and Sau Mau Ping. The site covers an area of about 86 ha, out of which several platforms at level of 180 metres above Principal Datum (mPD) to 202mPD of a total area of about 40 ha would be formed under the quarry rehabilitation contract. Tai Sheung Tok to the northeast of these platforms forms part of the mountain ranges of Kowloon. The height of the cut slope behind the platforms is up to 200mPD at the middle part and decreasing gradually to about 50m at the northwestern and southeastern extremes. The proposed developments at ARQ should create a dynamic relationship with the form of the mountain, while the highest 20% of the Tai Sheung Tok ridgeline would be designated as “building free zone” to protect the views towards the ridgeline from key and popular vantage points.
- 4.2 The ARQ site is bounded by hill slopes in the east, northeast and north. To the south, southwest, west and northwest downhill is the Development at Anderson Road (DAR) which is under construction for public rental housing (PRH) developments of about 18,000 flats to accommodate a planned population of more than 48,000. Further downhill are a number of existing PRH/Home

Ownership Scheme (HOS) developments, including Po Tat Estate, Sau Mau Ping South Estate, Sau Mau Ping Estate, Shun Tin Estate, Shun On Estate, Shun Lee Estate and Shun Chi Court. Ma Yau Tong Village is to the southeast.

## 5. **Planning and Urban Design Concepts for ARQ Site**

The proposed development at ARQ site generally includes four key land use proposals, namely Residential Communities, Civic Core, Quarry Park and Rock Face (**Plan 3**). The planning and urban design concepts are illustrated on **Plan 4** with following key elements:

- (a) ***Quarry Park*** – the Quarry Park of about 17.5 ha will become a green focus. It comprises a platform portion and a rock face portion. The platform portion has a core part at the northern end and a green promenade along the southwestern edge. A range of sports and recreational facilities will be provided in the Park. Subject to technical feasibility, a quarry museum in rock cavern(s) may be included.
- (b) ***Residential communities*** – two residential communities will be developed in north and south with supporting GIC facilities. A stepped building height (BH) profile is adopted for the communities with a view to:
  - (i) respecting the Tai Sheung Tok ridgeline and the proposed Quarry Park;
  - (ii) preserving an existing view corridor between the Tai Sheung Tok summit and Jordan Valley;
  - (iii) providing unobstructed views from the lookouts/viewing decks at different levels on the rock face;
  - (iv) creating a more human-scale environment along green pedestrian corridors;
  - (v) providing height variations to the building clusters; and
  - (vi) moderating the row of tall towers along the rock face.

Based on the above considerations, high-rise residential blocks are mainly found close to the rock face and stepping down towards Jordan Valley with medium-rise blocks fronting the Quarry Park. In the Northern Community, residential blocks on both sides of the green pedestrian corridor are also proposed to be medium rise so as to create a human-scale environment along the corridor.

- (c) ***Civic Core*** – the Civic Core in the central part will be the community focus for residents living in the ARQ site and the wider Sau Mau Ping area. The area will mainly include commercial and government facilities with open spaces and plazas. The low-rise setting is intended to preserve the existing view corridor between the Tai Sheung Tok summit and Jordan Valley, provide unobstructed views from the lookouts/viewing decks, create a more human-scale pedestrian environment, and allow for more cost-effective constructions in a drop-cut area formed during quarry operation.
- (d) ***Rock face*** – multiple lookouts/viewing decks will be provided at different levels of the rock face to serve residents and visitors. The one at 250mPD will be convenient to the general public while the one at 310mPD near the Tai Sheung Tok summit would provide a panoramic view for public enjoyment. Hiking trail



network will also be provided to link up the lookouts/viewing decks with possible connection(s) with the Wilson Trail Stage 3 in Sai Kung.

- (e) ***Green pedestrian corridors*** – two north-south green pedestrian corridors will be provided. The first one runs parallel to the rock face through the Northern Community while the second one runs along the southern portion of Road G connecting the residential and GIC sites in the Southern Community.
- (f) ***Gentle transition between platforms*** – due to topography of the platform area, platforms with different formation levels ranging from 180mPD to 202mPD will be formed. In order to enhance greenery of the site, vegetated slopes of gentle gradient will be adopted as vertical transitions between these platforms as far as practicable.

## **6. The Rezoning Proposals**

- 6.1 The ARQ site is zoned “Other Specified Uses” (“OU”) annotated “Mining and Quarrying” on OZP. In accordance with the RODP, the site would be mainly for residential developments with supporting commercial and Government, institution and community (GIC) facilities, and public open spaces (see Item A on **Plans 5 and 6**).

### **“Commercial”**

*(total area within ARQ site: about 1.12 ha)*

- 6.2 Three sites in ARQ site are proposed to be rezoned to “Commercial (1)” (“C(1)”) and “C(2)” primarily for commercial developments to serve the local/district residents and visitors to the area. All the three sites are on the platforms, including two “C(1)” sites in the Civic Core and one “C(2)” in the Northern Community.
- 6.3 In order to preserve the existing view corridor between the Tai Sheung Tok summit and Jordan Valley, provide unobstructed views from the lookouts/viewing decks and create a more human-scale pedestrian environment in the Civic Core, any development or redevelopment at the two “C(1)” sites is subject to a maximum plot ratio (PR) of 2.2 and maximum BH of 200mPD (for the southwestern site) and 205mPD (for the northeastern site). For the “C(2)” site to further north, any development or redevelopment is subject to a maximum gross floor area (GFA) of 500m<sup>2</sup> and a maximum BH of 205mPD.

### **“Residential (Group A)” and “Residential (Group B)”**

*(total area within ARQ site: about 12.05 ha)*

- 6.4 Taking into account the planned PRH developments in DAR (18,000 flats) and the existing public housing estates in Shun Lee and Sau Mau Ping areas, a slightly higher proportion of private housing is proposed for the ARQ site to achieve a more balanced housing mix for Sau Mau Ping. One site in ARQ is proposed to be rezoned to “Residential (Group A)8” (“R(A)8”) for high-density HOS development, while 10 sites are proposed to be rezoned to “Residential

(Group B)1” (“R(B)1”) to “R(B)4” for medium-density private housing developments.

- 6.5 Taking into account the planning and urban design concepts (including the stepped BH profile) for the ARQ site explained under paragraph 5 above, the following PR and BH restrictions are proposed for these “R(A)” and “R(B)” sites:

Sites	Maximum PR	Maximum BH
<b><i>HOS Site</i></b>		
One “R(A)8” site	Domestic building: 6.3 Partly domestic and partly non-domestic building: 6.5	290mPD
<b><i>Private Housing Sites</i></b>		
Two “R(B)1” sites <i>Site in Northern Community</i> <i>Site in Southern Community</i>	5.5	225mPD/280mPD 275mPD
Three “R(B)2” sites <i>Northern site in Northern Community</i> <i>Southern site in Northern Community</i> <i>Site in Southern Community</i>	4.5	235mPD/270mPD 230mPD/280mPD 250mPD
Three “R(B)3” sites <i>Northern site in Northern Community</i> <i>Southern site in Northern Community</i> <i>Site in Southern Community</i>	4.0	250mPD/270mPD 240mPD/260mPD 225mPD/255mPD
Two “R(B)4” sites <i>Northern site in Northern Community</i> <i>Southern site in Northern Community</i>	3.5	240mPD 225mPD/245mPD

- 6.7 According to the RODP prepared under the Planning Study, the estimated total housing supply of these 11 residential sites is 9,410 flats, including about 7,530 private housing flats and about 1,880 HOS flats. All these flats are estimated to accommodate a total population of around 25,000.

“Government, Institution or Community”  
(total area within ARQ site: about 4.52 ha)

- 6.8 Six sites in ARQ are proposed to be rezoned to “Government, Institution or Community(2)” (“G/IC(2)”) primarily for provision of GIC facilities serving the needs of the local residents and/or a wider district (**Plan 9**). Three of the sites are in the Southern Community, including one for a primary school and a secondary school, one for a fire station, a police station and a refuse collection point (RCP), and one for a community hall cum social welfare and other community facilities. Two of the sites are in the Northern Community for a public transport interchange (PTI) and a primary school. The remaining site is in the Civic Core for an indoor recreation centre (IRC).
- 6.9 BH restrictions in mPD or number of storeys are imposed to the six “G/IC(2)” sites. The two sites for school use are subject to maximum BH of eight storeys while the site for PTI is subject to a maximum BH of one storey. The sites for

IRC and community hall cum social welfare and other community facilities are subject to maximum BH of 200mPD and 215mPD respectively. Two height bands are proposed for the remaining site, including 230mPD for the portion covering the police station and fire station and 200mPD for the portion covering the RCP (**Plan 9**).

“Open Space”

*(total area within ARQ site: about 21.11 ha)*

- 6.10 The following four sites in ARQ are proposed to be rezoned to “Open Space” (“O”) with an intention primarily for provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public:
- (a) a site in north and central covering the northern and central portions of the Quarry Park and part of the Civic Core. Part of the northern portion of the Quarry Park will be on the rock face;
  - (b) a cross-shaped site in the Northern Community covering part of the north-south green pedestrian corridor and a east-west gentle slope between Roads G and H;
  - (c) a site in northwest of the Southern Community covering the southern portion of the Quarry Park; and
  - (d) a site in the Southern Community near the rock face serving as a buffer between the public housing development on the “R(A)8” site and the secondary and primary schools on the “G/IC(2)” site. This “O” site also allows for an integrated design with a connection to the hiking network on the rock face.
- 6.11 Museum use is always permitted in the zone to facilitate the provision of a quarry museum in the Quarry Park. Subject to further investigation and feasibility study, the museum may be located in rock cavern(s).

“Other Specified Uses”

*(total area within ARQ site: about 4.46 ha)*

- 6.12 This zone covers the following five sites in ARQ:
- (a) *one site zoned “OU” annotated “Commercial Development and Vertical Transport Facility”* – according to the RODP prepared in the Planning Study, two sites on the rock face are proposed for commercial developments inside caverns with maximum GFAs of 2,700m<sup>2</sup> for the lower site and 1,000m<sup>2</sup> for the upper site. Besides, one site on the platform is proposed for development of the terminal for the vertical transport facility to link up the rock face. CEDD has subsequently undertaken a Market Study and Financial Analysis based on the said development proposals and development parameters. The conclusion is that the developer would have to bear rather high risk in terms of costs of

development, construction and operation as well as uncertainty in construction technicality and site conditions. On this basis, that Study recommends that, among other possible relaxation of development constraints, the maximum GFAs of the two concerned commercial sites should be enlarged so that they could serve as tourism-related commercial uses. In particular, the maximum GFA for the upper site should be relaxed from 1,000m<sup>2</sup> to between 3,000m<sup>2</sup> and 5,000m<sup>2</sup>.

Given that commercial developments inside caverns and vertical transport facility are new and unique in Hong Kong and further studies would likely be required to establish their technical feasibilities, it is considered that more flexibility should be allowed for the future development, while at the same time appropriate planning control should be retained to ensure that the development would be well-integrated with the surroundings and acceptable in visual, technical and infrastructural terms. As such, a site of about 3.69 ha is proposed to be rezoned to “OU” annotated “Commercial Development and Vertical Transport Facility” with a planning intention primarily for commercial development with public viewing deck and provision of vertical transport facility. Under this zoning, commercial developments mainly within caverns are planned for the site, with the lower portion connected with the development platform in the Civic Core via a landscaped elevated walkway, and the upper portion connected with a viewing deck at about 310mPD on the rock face (**Plans 4 and 6**). Another viewing deck would also be provided at about 250mPD. Both viewing decks should be open to the general public for their enjoyment of the spectacular views of East Kowloon and/or the Victoria Harbour. To further enhance the public accessibility to the proposed commercial developments and public viewing deck at the upper level, a vertical transport facility is also proposed within the zone. This could be a funicular, an inclined lift or other type of facility with the same or similar function.

Any development in the zone would require planning approval of the Board by way of a planning application under section 16 of the Ordinance. A layout plan should be submitted in accordance with the requirements as specified in the Notes of the Plan for the approval of the Board. Should the proposed layout include any large-scale above-ground building or structure in the zone, an air ventilation assessment may also be required in the planning application in addition to other assessments specified in the Notes of the Plan.

- (b) *two sites zoned “OU” annotated “Landscaped Elevated Walkway”* – one site each in the Quarry Park and Civic Core are designated for the use with a planning intention for provision of landscaped elevated walkways to provide a safe, convenient and pleasant setting for the visitors to the Quarry Park and Civic Core. One site will link up the central and southern portions of the Quarry Park while the other site will connect the platform in Civic Core with the commercial facilities at “OU” annotated “Commercial Development and Vertical Transport Facility” site mainly on the rock face;

- (c) *one site zoned “OU” annotated “Service Reservoir”* – the site is in the northern portion of the rock face reserved for the use subject to a maximum BH of 2 storeys; and
- (d) *one site zoned “OU” annotated “Pumping Station”* – the site is in the north reserved for a fresh and salt water pumping station for fresh water supply and toilet flushing purpose. The site is subject to a maximum BH of 3 storeys.

“Green Belt”

*(total area within ARQ site: about 36.30 ha)*

- 6.13 Following the requirements of the quarry rehabilitation contract to be expired in 2016, significant efforts have already been made to restore the rock face of ARQ with approximately 14,000 trees planted at the landscape berms for screening, slope stabilization and aesthetic greening purposes. According to the EIA Report on the RODP approved under EIA Ordinance in July 2014, any landscape treatment of the rock face should address a number of concerns such as de-emphasising the horizontality of the terraces, utilising measures which do require extensive planters and form a low maintenance solution. Given such background, it is proposed to rezone a large part of the rock face in ARQ to “Green Belt” (“GB”) to continue facilitating the conservation of the existing natural environment.
- 6.14 A hiking trail network will be provided in the zone to link up various lookouts at different levels on the rock face with possible connection(s) with the Wilson Trail Stage 3 in Sai Kung. Other passive recreational uses may be permitted upon application.

Others

- 6.15 The following sites beyond existing “OU” annotated “Mining and Quarrying” zone are also proposed to be rezoned to reflect other land use proposals of the RODP prepared under the Planning Study:
  - (a) a “GB” site in southeast at Po Lam Road is proposed to be rezoned to area shown as ‘Road’ (see Item B on **Plans 5 and 7**);
  - (b) a strip of land within a not yet developed “O” site along Anderson Road in southeast is proposed to be rezoned to an area shown as ‘Road’ (see Item C on **Plans 5 and 7**);
  - (c) two strips of land along Road C are proposed to be rezoned from “OU” annotated “Amenity Area” to areas shown as ‘Road’ (Item D on **Plans 5 and 8**); and
  - (d) Road D is proposed to be rezoned from areas shown as ‘Road’ to “OU” annotated “Amenity Area” based on the latest layout of DAR (Item E on **Plans 5 and 8**).

## 7. Technical Considerations

### Traffic and Transport Aspect

- 7.1 Both the traffic assessments undertaken in the Planning Study and the traffic impact assessment (TIA) undertaken in Engineering Feasibility Study conclude that with the implementation of four road/junction improvement measures outside the Planning Area in addition to the five road junction improvement works already identified for DAR (**Plan 10**), there should be sufficient road capacity to handle the cumulative traffic to be generated by DAR and the proposed development at ARQ site. The Commissioner for Transport (C for T) has no objection to the proposed ARQ development. The traffic assessment report undertaken in the Planning Study has been uploaded to the website of PlanD for public reference while relevant extract of the Final Executive Summary of TIA report undertaken in the Engineering Feasibility Study is at **Attachment V**. A full copy of the Planning Study is deposited at the Secretariat of the Board for Members' inspection.
- 7.2 The Railway Development Strategy 2014 (RDS-2014) announced by the Transport and Housing Bureau in September 2014 includes a 7.8km-long East Kowloon Line (EKL) connecting the Kwun Tong Line and the future Shatin to Central Link (at Diamond Hill) and Tsuen Kwan O Line (at Po Lam). The EKL will run through the mid-levels of the north Kwun Tong with one station at Po Tat in the Planning Area and two stations at Sau Mau Ping and Shun Tin near the Planning Area. Its indicative implementation window is from 2019 to 2025. It is expected to help free up some capacity of the road network in the north Kwun Tong area (including Tseung Kwan O Road and Clear Water Bay Road).
- 7.3 DAR will have four sets of pedestrian footbridges with lift towers connected to Lee On Road/Shun On Road/Sau Mau Ping Road/Po Lam Road to facilitate the residents to gain access to the public transport facilities in Sau Mau Ping. In the implementation of ARQ Development, a more extensive pedestrian connection facilities, including escalators and footbridges with lift towers, will be provided to enhance pedestrian routes among ARQ Development, DAR, downhill estates, MTR Kwun Tong Station and a proposed bus-bus interchange near the toll plaza of Tsuen Kwan O Tunnel. Nevertheless, the proposed pedestrian connection facilities in the Area will still be subject to detailed designs in due course (**Plan 11**).

### Environmental and Infrastructure Aspects

- 7.4 The environmental acceptability of the proposed development at ARQ under the RODP has already been confirmed by the approval of its EIA under EIA Ordinance in July 2014.
- 7.5 Technical assessments on infrastructure aspects including sewerage, water supply, drainage and utilities have also been undertaken in both the Planning Study and Engineering Feasibility Study. All the assessments conclude that the

proposed ARQ development is feasible without insurmountable impact, subject to implementation of appropriate improvement and mitigation measures. The concerned departments, including the Drainage Services Department, Water Supplies Department, Environmental Protection Department, have no objection to or adverse comments on the proposed ARQ development.

#### Visual Aspect

- 7.6 A visual impact assessment has been conducted for the proposed ARQ development. Two photomontages are prepared to illustrate the possible visual impacts of the proposed development from viewpoints at the Hong Kong Exhibition and Convention Centre (**Plan 12**) and Jordan Valley (**Plan 13**). As shown in the photomontages, some of the proposed buildings in ARQ would be blocked by DAR, and their BHs are generally compatible with the planned developments at DAR as well as the existing public housing estates in upper Kwun Tong area. More importantly, the view to the Tai Sheung Tok ridgeline could be protected without breaching the “20% building free zone” of the ridgeline, and the visual corridor between Tai Sheung Tok summit and Jordan Valley could be preserved. The Chief Town Planner/Urban Design and Landscape, PlanD (CTP/UD&L, PlanD) has no objection to the proposed development from urban design viewpoint.

#### Air Ventilation Aspect

- 7.7 An air ventilation assessment by wind tunnel test has been conducted to examine the ventilation performance of the proposed ARQ development within the site and on the surroundings (Executive Summary at **Attachment VI**). Based on the measured overall wind velocity ratios and the calculated median hourly mean wind speeds at all the test points, the overall annual and summer air ventilation performance within ARQ and the adjacent developments are unlikely to be problematic. However, at some locations near the southern part of ARQ, high pedestrian level wind speeds from the easterly winds are likely to occur. Wind breaks, such as planting single/multiple rows of trees, may be required to reduce the high pedestrian level wind speeds. CTP/UD&L, PlanD has no adverse comment on the proposed development from the air ventilation perspective.

#### Provision of Open Space and Community Facilities

- 7.8 Taking account of the proposed developments at DAR and ARQ sites, the population and number of flats in the Planning Area are estimated to be increased by about 73,000 and 27,000 respectively. As the open space and a range of community facilities have been sufficiently provided/planned in the Planning Area (except for a minor shortfall of the planned provision of secondary and kindergarten/nursery classrooms), the proposed developments would not have adverse impact on the GIC facilities and open space provision within the Planning Area. Secondary schools are assessed on a wider district basis by the Secretary for Education (SED). There is no shortfall in the provision of secondary schools in Kwun Tong District, and SED has not requested for additional reservation of secondary school site at ARQ site other than the one already proposed. For kindergarten/nursery classrooms, they are

provided on premises basis, and can be included in commercial developments or lower floors of “R(A)” developments. There is no need to reserve a standalone site for such purpose. The provision of open space and major community facilities in the Planning Area is detailed at **Attachment VII**.

## **8. Proposed Amendments to Matters shown on the Plan**

The proposed amendments as shown on the draft Kwun Tong (North) OZP No. S/K14N/13A (**Attachment II**) are as follows:

- (a) Item A (about 87.80 ha) (Plan 6)  
Rezoning the ARQ site from “OU” annotating “Mining and Quarrying” to “C(1)”, “C(2)”, “R(A)8”, “R(B)1” to “R(B)4”, “G/IC(2)”, “O”, “OU” annotated “Commercial Development and Vertical Transport Facility”, “OU” annotated “Landscaped Elevated Walkway”, “OU” annotated “Service Reservoir”, “OU” annotated “Pumping Station”, “GB” and areas shown as ‘Road’ in accordance with paragraphs 6.1 to 6.14 above.
- (b) Item B (about 0.04 ha) (Plan 7)  
Rezoning a site at Po Lam Road from “GB” to area shown as ‘Road’ in accordance with paragraph 6.15(a) above.
- (c) Item C (about 0.04 ha) (Plan 7)  
Rezoning a strip of land with a not yet developed “O” site along Anderson Road in the south to area shown as ‘Road’ in accordance with paragraph 6.15(b) above.
- (d) Item D (about 0.21 ha in total) (Plan 8)  
Rezoning two strips of land adjoining Road C from “OU” annotated “Amenity Area” to areas shown as ‘Road’ in accordance with paragraph 6.15(c) above.
- (e) Item E (about 0.73 ha) (Plan 8)  
Rezoning Road D from area shown as ‘Road’ to “OU” annotated “Amenity Area” in accordance with paragraph 6.15(d) above.

## **9. Proposed Amendments to the Notes of the OZP (Attachment III)**

9.1 Proposed amendments to the Notes of the OZP are as follows:

- (a) incorporation of a new set of Notes for the “C” zone with “C(1)” and “C(2)” sub-zones and stipulation of PR/GFA and BH restrictions;
- (b) incorporation of a new sub-zone of “R(A)8” in the Notes for the “R(A)” zone with stipulation of PR and BH restrictions;
- (c) incorporation of a new set of Notes for the “R(B)” zone with “R(B)1” to “R(B)4” sub-zones and stipulation of PR and BH restrictions;
- (d) incorporation of a new sub-zone of “G/IC(2)” in the Notes for the “G/IC”



zone with stipulation of BH restrictions;

- (e) deletion of the Notes for “OU” annotated “Mining and Quarrying” zone;
- (f) incorporation of a new set of Notes for the “OU” annotated “Commercial Development and Vertical Transport Facility” zone;
- (g) incorporation of a new set of Notes for the “OU” annotated “Landscaped Elevated Walkway” zone;
- (h) incorporation of new sets of Notes for the “OU” annotated “Service Reservoir” and “OU” annotated “Pumping Station” zones with stipulation of BH restrictions;
- (i) refinement of the Schedules of Uses for the “R(A)” and “G/IC” zones to incorporate ‘Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances’ as a Column 2 use;
- (j) refinement of the Remarks in the Notes for the “R(A)” and “G/IC” zones to allow for applications for minor relaxation of PR/BH restrictions;
- (k) refinement of the Schedule of Uses for the “O” zone to incorporate ‘Place of Recreation, Sports or Culture (Museum only)’ as a Column 1 use and ‘Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances’ as a Column 2 use and to delete ‘Cable Car Route and Terminal Building’ from Column 2;
- (l) refinement of the Schedule of Uses for the “OU” annotated “Amenity Area” zone to incorporate ‘Public Utility Installation’ as a Column 2 use and delete ‘Utility Installation not Ancillary to the Specified Use’ from Column 2;
- (m) refinement of the Schedule of Uses for the “GB” zone to incorporate ‘Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances’ and ‘Vertical Transport Facility Route and Terminal Building’ as Column 2 uses and delete ‘Cable Car Route and Terminal Building’ from Column 2; and
- (n) refinement of paragraph 7(a) of the covering Notes to include allowance for rail facilities.

9.2 The proposed amendments to the Notes of the OZP (with additions in ***bold and italics*** and deletions in ‘~~crossed-out~~’) are at **Attachment III** for Members’ consideration.

## **10. Revision to the ES of the OZP (Attachment IV)**

The ES of the OZP has been revised to take into account the proposed amendments as mentioned in the above paragraphs. Opportunity has also been taken to update the

general information for various land use zones to reflect the latest status and planning circumstances of the OZP. The proposed amendments to the ES of the OZP (with additions in ***bold and italics*** and deletions in ‘~~crossed-out~~’) are at **Attachment IV** for Members’ consideration.

## 11. Plan Number

Upon exhibition for public inspection, the OZP will be renumbered as S/K14N/14.

## 12. Consultation

### Departmental Consultation

12.1 The proposed amendments have been circulated to the relevant Government bureaux/departments. The following bureaux/departments have no objection to/no adverse comment on the proposed amendments and their comments have been incorporated in above paragraphs, where appropriate:

- (a) Secretary for Development;
- (b) SED;
- (c) Chief Architect/Central Management Division 2, Architectural Services Department;
- (d) Chief Engineer/Mainland South, Drainage Services Department;
- (e) Chief Engineer/Development(2), Water Supplies Department;
- (f) Chief Highway Engineer/Kowloon, Highways Department (HyD);
- (g) Chief Engineer/Railway Development 2-2, HyD;
- (h) Chief Building Surveyor/Kowloon, Buildings Department;
- (i) CTP/UD&L, PlanD;
- (j) Commissioner of Police;
- (k) C for T;
- (l) District Land Officer/Sai Kung, LandsD;
- (m) Director of Environmental Protection;
- (n) Director of Food and Environment Hygiene;
- (o) Director of Agriculture, Fisheries and Conservation;
- (p) Director of Housing;
- (q) Director of Leisure and Cultural Services;
- (r) Director of Fire Services;
- (s) Director of Social Welfare;
- (t) Director of Health;
- (u) Director of Electrical and Mechanical Services;
- (v) District Officer (Kwun Tong), Home Affairs Department;
- (w) District Officer (Sai Kung), Home Affairs Department;
- (x) Government Property Administrator;
- (y) Head of Geotechnical Engineering Office, CEDD;
- (z) Project Manager (Kowloon), CEDD; and
- (aa) Project Manager (New Territories East), CEDD.

### Consultations with District Councils and Locals

- 12.2 The proposed OZP amendments are to take forward the land use proposals of the RODP prepared under the Planning Study. The Planning Study included two stages of CE with various consultation activities including briefing sessions, public forms, roving exhibitions, site visits, joint professional institute workshop and design idea competitions. The stakeholders consulted cover Legislative Council Panel on Development, the Board, Kwun Tong District Council (KTDC), Sai Kung District Council (SKDC), relevant Area Committees and professional institutes. The views received in the two stages of CE formed a basis to prepare the RODP.
- 12.3 The KTDC and the Housing and Environmental Hygiene Committee of the SKDC were briefed on the RODP on 1.3.2013 and 14.3.2013 respectively. In general, both DCs have no in-principle objection to the proposed development at ARQ but individual members had raised concerns on the housing mix, possible traffic impacts and supporting transport facilities in relation to the proposed development. The relevant extracts of the minutes of the meetings are at **Attachments VIII and IX**.

### Public Consultation

- 12.4 The KTDC and SKDC will be consulted on the amendments during the exhibition period of the draft Kwun Tong (North) OZP No. S/K14N/13A (to be renumbered to S/K14N/14 upon exhibition) under section 5 of the Ordinance.

## **13. Decision Sought**

Members are invited to:

- (a) agree to the proposed amendments to the approved Kwun Tong (North) OZP No. S/K14N/13A and that the draft Kwun Tong (North) OZP No. S/K14N/13A at **Attachment II** (to be renumbered to S/K14N/14 upon exhibition) and its Notes at **Attachment III** are suitable for exhibition under section 5 of the Ordinance; and
- (b) agree that the revised ES at **Attachment IV** for the draft Kwun Tong (North) OZP No. S/K14N/13A is as an expression of the planning intentions and objectives of the Board for various land use zonings of the OZP, and is suitable for exhibition together with the OZP and its Notes.

## **14. Attachments**

<b>Attachment I</b>	Approved Kwun Tong (North) OZP No. S/K14N/13 (reduced to A3 size)
<b>Attachment II</b>	Draft Kwun Tong (North) OZP No. S/K14N/13A

<b>Attachment III</b>	Revised Notes of the draft Kwun Tong (North) OZP No. S/K14N/13A
<b>Attachment IV</b>	Revised ES of the draft Kwun Tong (North) OZP No. S/K14N/13A
<b>Attachment V</b>	Final Executive Summary of Traffic Impact Assessment Report Prepared under Engineering Feasibility Study (Extract)
<b>Attachment VI</b>	Executive Summary of Air Ventilation Assessment Report
<b>Attachment VII</b>	Provision of Major Open Space and Community Facilities
<b>Attachment VIII</b>	Relevant Extract of Minutes of KTDC Meeting Held on 1.3.2013
<b>Attachment IX</b>	Relevant Extract of Minutes of Housing and Environmental Hygiene Committee of SKDC Meeting Held on 14.3.2013
<b>Plan 1</b>	Location Plan
<b>Plan 2</b>	Aerial Photo (ARQ site and its surroundings)
<b>Plan 3</b>	Key Land Use Proposals of ARQ Development
<b>Plan 4</b>	Planning and Urban Design Concepts of ARQ Development
<b>Plan 5</b>	OZP Comparisons – Items A, B, C, D and E
<b>Plan 6</b>	Site Plan – Item A
<b>Plan 7</b>	Site Plan – Items B and C
<b>Plan 8</b>	Site Plan – Items D and E
<b>Plan 9</b>	Site Plan - Proposed GIC Facilities in ARQ Development
<b>Plan 10</b>	Junction Improvement Works for DAR and ARQ Development
<b>Plan 11</b>	Proposed Pedestrian Connection Facilities
<b>Plan 12</b>	Photomontage (viewing from Hong Kong Convention and Exhibition Centre)
<b>Plan 13</b>	Photomontage (viewing from Jordan Valley)

**PLANNING DEPARTMENT**  
**JUNE 2015**



圖例  
NOTATION

ZONES		地帶
RESIDENTIAL (GROUP A)	R(A)	住宅（甲類）
GOVERNMENT, INSTITUTION OR COMMUNITY	GIC	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途
GREEN BELT	GB	綠化地帶
COMMUNICATIONS		交通
MAJOR ROAD AND JUNCTION		主要道路及路口
ELEVATED ROAD		高架道路
MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME		規劃範圍界線

土地用途及面積一覽表  
SCHEDULE OF USES AND AREAS

USES	大約面積及百分比 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分比	
RESIDENTIAL (GROUP A)	24.25	14.19	住宅（甲類）
GOVERNMENT, INSTITUTION OR COMMUNITY	4.69	2.74	政府、機構或社區
OPEN SPACE	5.08	2.97	休憩用地
OTHER SPECIFIED USES	105.82	61.91	其他指定用途
GREEN BELT	14.83	8.68	綠化地帶
MAJOR ROAD ETC.	16.25	9.51	主要道路等
TOTAL PLANNING SCHEME AREA	170.92	100.00	規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分  
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN

行政長官會同行政會議於2010年7月6日 根據城市  
規劃條例第9(1)(a)條核准的圖則  
APPROVED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER  
SECTION 9(1)(a) OF THE TOWN PLANNING ORDINANCE ON  
6 JULY 2010

Ms Manda CHAN 陳詠雯女士  
CLERK TO THE EXECUTIVE COUNCIL 行政會議秘書

香港城市規劃委員會依據城市規劃條例擬備的觀塘北部（九龍規劃區第14區部分）分區計劃大綱圖  
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD  
KOWLOON PLANNING AREA No. 14 (PART) - KWUN TONG (NORTH) - OUTLINE ZONING PLAN

SCALE 1:5000 比例尺  
METRES 100 0 200 400 600 800 METRES 米

規劃署遵照城市規劃委員會指示擬備  
PREPARED BY THE PLANNING DEPARTMENT UNDER  
THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號  
PLAN No. S/K14N/13





圖例  
NOTATION

ZONES		地帶
COMMERCIAL	C	商業
RESIDENTIAL (GROUP A)	R(A)	住宅（甲類）
RESIDENTIAL (GROUP B)	R(B)	住宅（乙類）
GOVERNMENT, INSTITUTION OR COMMUNITY	G1C	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途
GREEN BELT	GB	綠化地帶
COMMUNICATIONS		交通
MAJOR ROAD AND JUNCTION		主要道路及路口
ELEVATED ROAD		高架道路
MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME		規劃範圍界線
BUILDING HEIGHT CONTROL ZONE BOUNDARY		建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	22.5	最高建築物高度 (在主水平基準上若干米)
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	8	最高建築物高度 (樓層數目)

土地用途及面積一覽表  
SCHEDULE OF USES AND AREAS

USES	大約面積及百分率 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分率	
COMMERCIAL	1.12	0.66	商業
RESIDENTIAL (GROUP A)	25.74	15.06	住宅（甲類）
RESIDENTIAL (GROUP B)	10.55	6.17	住宅（乙類）
GOVERNMENT, INSTITUTION OR COMMUNITY	9.21	5.39	政府、機構或社區
OPEN SPACE	26.53	15.52	休憩用地
OTHER SPECIFIED USES	23.06	13.49	其他指定用途
GREEN BELT	50.39	29.48	綠化地帶
MAJOR ROAD ETC.	24.32	14.23	主要道路等
TOTAL PLANNING SCHEME AREA	170.92	100.00	規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分，  
現經修訂並按照城市規劃條例第5條展示。  
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN  
AND HAVE BEEN AMENDED FOR EXHIBITION UNDER  
SECTION 5 OF THE TOWN PLANNING ORDINANCE

核准圖編號 S / K 1 4 N / 1 3 的修訂  
AMENDMENTS TO APPROVED PLAN No. S/K14N/13

AMENDMENTS EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE	按照城市規劃條例第5條 展示的修訂
AMENDMENT ITEM A	修訂項目A項
AMENDMENT ITEM B	修訂項目B項
AMENDMENT ITEM C	修訂項目C項
AMENDMENT ITEM D	修訂項目D項
AMENDMENT ITEM E	修訂項目E項

(參看附表)  
(SEE ATTACHED SCHEDULE)

按照城市規劃條例第5條展示的  
核准圖編號 S/K14N/13 的修訂  
AMENDMENTS TO APPROVED PLAN No. S/K14N/13 EXHIBITED  
UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON

SECRETARY  
TOWN PLANNING BOARD  
城市規劃委員會秘書

香港城市規劃委員會依據城市規劃條例擬備的觀塘北部（九龍規劃區第14區部分）分區計劃大綱圖  
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD  
KOWLOON PLANNING AREA No. 14 (PART) - KWUN TONG (NORTH) - OUTLINE ZONING PLAN

SCALE 1:5 000 比例尺  
METRES 100 0 200 400 600 800 METRES 米

規劃署遵照城市規劃委員會指示擬備  
PREPARED BY THE PLANNING DEPARTMENT UNDER  
THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號  
PLAN No. S/K14N/13A



KOWLOON PLANNING AREA NO. 14 (PART)

~~DRAFT APPROVED~~-KWUN TONG (NORTH) OUTLINE ZONING PLAN NO. S/K14N/13A

(Being ~~an a~~ *Draft* ~~Approved~~ Plan for the Purposes of the Town Planning Ordinance)

NOTES

(N.B. These form part of the Plan)

- (1) These Notes show the uses or developments on land falling within the boundaries of the Plan which are always permitted and which may be permitted by the Town Planning Board, with or without conditions, on application. Where permission from the Town Planning Board for a use or development is required, the application for such permission should be made in a prescribed form. The application shall be addressed to the Secretary of the Town Planning Board, from whom the prescribed application form may be obtained.
- (2) Any use or development which is always permitted or may be permitted in accordance with these Notes must also conform to any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, as may be applicable.
- (3)
  - (a) No action is required to make the existing use of any land or building conform to this Plan until there is a material change of use or the building is redeveloped.
  - (b) Any material change of use or any other development (except minor alteration and/or modification to the development of the land or building in respect of the existing use which is always permitted) or redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Town Planning Board.
  - (c) For the purposes of subparagraph (a) above, “existing use of any land or building” means -
    - (i) before the publication in the Gazette of the notice of the first statutory plan covering the land or building (hereafter referred as ‘the first plan’),
      - a use in existence before the publication of the first plan which has continued since it came into existence; or
      - a use or a change of use approved under the Buildings Ordinance which relates to an existing building; and
    - (ii) after the publication of the first plan,
      - a use permitted under a plan which was effected during the effective period of that plan and has continued since it was effected; or
      - a use or a change of use approved under the Buildings Ordinance which relates to an existing building and permitted under a plan prevailing at the time when the use or change of use was approved.
- (4) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms

of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.

- (5) Road junctions, alignments of roads and railway tracks, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.
- (6) Temporary uses (expected to be 5 years or less) of any land or building are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.
- (7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except where the uses or developments are specified in Column 2 of the Notes of individual zones:
  - (a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/public light bus stop or lay-by, cycle track, **railway track, railway station entrance, railway structure below ground level**, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;
  - (b) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and
  - (c) maintenance or repair of watercourse and grave.
- (8) In any area shown as 'Road', all uses or developments except those specified in paragraph (7) above and those specified below require permission from the Town Planning Board:

toll plaza and on-street vehicle park.
- (9) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate permission is required.
- (10) In these Notes, "existing building" means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.



KOWLOON PLANNING AREA NO. 14 (PART)

**DRAFT APPROVED** KWUN TONG (NORTH) OUTLINE ZONING PLAN No. S/K14N/13A

Schedule of Uses

	<u>Page</u>
<b><i>COMMERCIAL</i></b>	<b><i>1</i></b>
RESIDENTIAL (GROUP A)	<b><i>34</i></b>
<b><i>RESIDENTIAL (GROUP B)</i></b>	<b><i>8</i></b>
GOVERNMENT, INSTITUTION OR COMMUNITY	<b><i>104</i></b>
OPEN SPACE	<b><i>126</i></b>
OTHER SPECIFIED USES	<b><i>137</i></b>
GREEN BELT	<b><i>189</i></b>

**COMMERCIAL**

<b><i>Column 1</i></b> <b><i>Uses always permitted</i></b>	<b><i>Column 2</i></b> <b><i>Uses that may be permitted with or without conditions on application to the Town Planning Board</i></b>
<p><i>Ambulance Depot</i></p> <p><i>Commercial Bathhouse/</i></p> <p><i>    Massage Establishment</i></p> <p><i>Eating Place</i></p> <p><i>Educational Institution</i></p> <p><i>Exhibition or Convention Hall</i></p> <p><i>Government Use (not elsewhere specified)</i></p> <p><i>Hotel</i></p> <p><i>Information Technology and</i></p> <p><i>    Telecommunications Industries</i></p> <p><i>Institutional Use (not elsewhere specified)</i></p> <p><i>Library</i></p> <p><i>Market</i></p> <p><i>Off-course Betting Centre</i></p> <p><i>Office</i></p> <p><i>Place of Entertainment</i></p> <p><i>Place of Recreation, Sports or Culture</i></p> <p><i>Private Club</i></p> <p><i>Public Clinic</i></p> <p><i>Public Convenience</i></p> <p><i>Public Transport Terminus or Station</i></p> <p><i>Public Utility Installation</i></p> <p><i>Public Vehicle Park (excluding container vehicle)</i></p> <p><i>Recyclable Collection Centre</i></p> <p><i>Religious Institution</i></p> <p><i>School</i></p> <p><i>Shop and Services</i></p> <p><i>Social Welfare Facility</i></p> <p><i>Training Centre</i></p> <p><i>Utility Installation for Private Project</i></p>	<p><i>Broadcasting, Television and/or Film Studio</i></p> <p><i>Flat</i></p> <p><i>Government Refuse Collection Point</i></p> <p><i>Hospital</i></p> <p><i>Mass Transit Railway Vent Shaft and/or</i></p> <p><i>    Other Structure above Ground Level</i></p> <p><i>    other than Entrances</i></p> <p><i>Petrol Filling Station</i></p> <p><i>Residential Institution</i></p>

**Planning Intention**

*This zone is intended primarily for commercial developments, which may include uses such as shop, services, place of entertainment and eating place, functioning as regional or district commercial/shopping centre(s).*

*(Please see next page)*

**COMMERCIAL** (Cont'd)

**Remarks**

- (1) *On land designated "C(1)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 2.2, or the plot ratio of the existing building, whichever is the greater.*
- (2) *On land designated "C(2)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 500m<sup>2</sup>, or the gross floor area of the existing building, whichever is the greater.*
- (3) *No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.*
- (4) *In determining the relevant maximum plot ratio or gross floor area for the purposes of paragraphs (1) and (2) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.*
- (5) *Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/gross floor area/building height restrictions stated in paragraphs (1) to (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.*

RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Flat Government Use (not elsewhere specified) House Library Market Place of Recreation, Sports or Culture Public Clinic Public Transport Terminus or Station (excluding open-air terminus or station) Residential Institution School (in free-standing purpose-designed building only) Social Welfare Facility Utility Installation for Private Project	Commercial Bathhouse/ Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Refuse Collection Point Hospital Hotel Institutional Use (not elsewhere specified) <b><i>Mass Transit Railway Vent Shaft and/or Other            Structure above Ground Level other than            Entrances</i></b> Office Petrol Filling Station Place of Entertainment Private Club Public Convenience Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution School (not elsewhere specified) Shop and Services Training Centre

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

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In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room:

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Eating Place  
 Educational Institution  
 Institutional Use (not elsewhere specified)  
 Off-course Betting Centre  
 Office  
 Place of Entertainment  
 Private Club  
 Public Convenience  
 Recyclable Collection Centre  
 School  
 Shop and Services  
 Training Centre

Planning Intention

This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

Remarks

- (1) *On land designated “Residential (Group A)” (“R(A)”), “Residential (Group A)1” (“R(A)1”), “Residential (Group A)2” (“R(A)2”), “Residential (Group A)3” (“R(A)3”), “Residential (Group A)4” (“R(A)4”), “Residential (Group A)5” (“R(A)5”), “Residential (Group A)6” (“R(A)6”) andb>and “Residential (Group A)7” (“R(A)7”), no* ~~No~~ new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in the plot ratio for the building upon development and/or redevelopment in excess of 7.5 for a domestic building or 9.0 for a building that is partly domestic and partly non-domestic, or the plot ratio of the existing building, whichever is the greater. Except where the plot ratio is permitted to be exceeded under paragraphs (58) *and/or (11)* hereof, under no circumstances shall the plot ratio for the domestic part of any building, to which this paragraph applies, exceed 7.5.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (2) *On land designated “Residential (Group A)8” (“R(A)8”), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in the plot ratio for the building upon development and/or redevelopment in excess of 6.3 for a domestic building or 6.5 for a building that is partly domestic and partly non-domestic, or the plot ratio of the existing building, whichever is the greater. Except where the plot ratio is permitted to be exceeded under paragraphs (8) and/or (11) hereof, under no circumstances shall the plot ratio for the domestic part of any building, to which this paragraph applies, exceed 6.3.*
- (32) For a non-domestic building to be erected on ~~the site~~ *land designated “R(A)” or “R(A)1” to “R(A)7”, the maximum plot ratio shall not exceed 9.0 except where the plot ratio is permitted to be exceeded under paragraph (58) and/or (11) hereof.*
- (4) *For a non-domestic building to be erected on land designated “R(A)8”, the maximum plot ratio shall not exceed 6.5 except where the plot ratio is permitted to be exceeded under paragraphs (8) and/or (11) hereof.*
- (5) *For the purposes of paragraphs (1) to (4) above, on land designated “R(A)” or “R(A)1” to “R(A)8”, no addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the relevant maximum domestic and/or non-domestic plot ratio(s), or the domestic and/or non-domestic plot ratio(s) of the existing building, whichever is the greater, subject to, as applicable –*
- (i) *the plot ratio(s) of the existing building shall apply only if any addition, alteration and/or modification to or redevelopment of an existing building is for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building; or*
- (ii) *the maximum domestic and/or non-domestic plot ratio(s) stated in paragraphs (1) and (2) above shall apply if any addition, alteration and/or modification to or redevelopment of an existing building is not for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building.*
- (63) In determining the relevant maximum plot ratio for the purposes of paragraphs (1) ~~and to (42)~~ *above*, area of any part of the site that is occupied or intended to be occupied by free-standing purpose-designed buildings (including both developed on ground and on podium level) solely for accommodating Government, institution and community facilities including school(s) as may be required by Government shall be deducted in calculating the relevant site area.
- (74) In determining the relevant maximum plot ratio for the purposes of paragraphs (1) ~~and to (42)~~ *above*, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, ~~and~~ *and* caretaker’s office ~~and~~ *and* caretaker’s quarters, ~~or~~ *or* and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

*(Please see next page)*

**RESIDENTIAL (GROUP A) (Cont'd)**

**Remarks (Cont'd)**

- (85) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1), (2), (3) or (42) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraphs (1) and to (42) above may thereby be exceeded.
- (96) *In addition to the plot ratio restrictions specified in paragraphs (1) to (5), on **On** land designated “R(A)1”, “R(A)2”, “R(A)3”, “R(A)4”, “R(A)5”, “R(A)6” and to “R(A)7”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height specified below, **or the height of the existing building, whichever is the greater:***

Sub-area	<del>Building Height Restriction</del> <b>Maximum Building Height</b>
R(A)1	<del>a maximum building height of 250 metres above Principal Datum</del> <b>(mPD)</b>
R(A)2	<del>a maximum building height of 245mPD metres above Principal Datum</del>
R(A)3	<del>a maximum building height of 255mPD metres above Principal Datum</del>
R(A)4	<del>a maximum building height of 230mPD metres above Principal Datum</del>
R(A)5	<del>a maximum building height of 274mPD metres above Principal Datum</del> in the western part and <del>a maximum building height of 240mPD metres above Principal Datum</del> in the eastern part of the site as indicated by a pecked line on the Plan
R(A)6	<del>a maximum building height of 265mPD metres above Principal Datum</del>
R(A)7	<del>a maximum building height of 280mPD metres above Principal Datum</del> in the western part and <del>a maximum building height of 265mPD metres above Principal Datum</del> in the eastern part of the site as indicated by a pecked line on the Plan

- (10) ***On land designated “R(A)8”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.***

**RESIDENTIAL (GROUP A) (Cont'd)**

**Remarks (Cont'd)**

- (11) *Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height restrictions stated in paragraphs (1) to (4), (9) and (10) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.*



**RESIDENTIAL (GROUP B)**

<b><i>Column 1</i></b> <b><i>Uses always permitted</i></b>	<b><i>Column 2</i></b> <b><i>Uses that may be permitted with or without conditions on application to the Town Planning Board</i></b>
<b><i>Flat</i></b> <b><i>Government Use (Police Reporting Centre, Post Office only)</i></b> <b><i>House</i></b> <b><i>Library</i></b> <b><i>Residential Institution</i></b> <b><i>School (in free-standing purpose-designed building only)</i></b> <b><i>Utility Installation for Private Project</i></b>	<b><i>Eating Place</i></b> <b><i>Educational Institution</i></b> <b><i>Government Refuse Collection Point</i></b> <b><i>Government Use (not elsewhere specified)</i></b> <b><i>Hospital</i></b> <b><i>Hotel</i></b> <b><i>Institutional Use (not elsewhere specified)</i></b> <b><i>Market</i></b> <b><i>Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances</i></b> <b><i>Office</i></b> <b><i>Petrol Filling Station</i></b> <b><i>Place of Entertainment</i></b> <b><i>Place of Recreation, Sports or Culture</i></b> <b><i>Private Club</i></b> <b><i>Public Clinic</i></b> <b><i>Public Convenience</i></b> <b><i>Public Transport Terminus or Station</i></b> <b><i>Public Utility Installation</i></b> <b><i>Public Vehicle Park (excluding container vehicle)</i></b> <b><i>Recyclable Collection Centre</i></b> <b><i>Religious Institution</i></b> <b><i>School (not elsewhere specified)</i></b> <b><i>Shop and Services</i></b> <b><i>Social Welfare Facility</i></b> <b><i>Training Centre</i></b>

**Planning Intention**

***This zone is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Town Planning Board.***

***(Please see next page)***

**RESIDENTIAL (GROUP B) (Cont'd)**

**Remarks**

- (1) *No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio specified below, or the plot ratio of the existing building, whichever is the greater:*

<i>Sub-area</i>	<i>Maximum Plot Ratio</i>
<i>R(B)1</i>	<i>5.5</i>
<i>R(B)2</i>	<i>4.5</i>
<i>R(B)3</i>	<i>4.0</i>
<i>R(B)4</i>	<i>3.5</i>

- (2) *No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.*
- (3) *In determining the relevant maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners and occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.*
- (4) *Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.*

GOVERNMENT, INSTITUTION OR COMMUNITY

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot	Animal Boarding Establishment
Animal Quarantine Centre (in Government building only)	Animal Quarantine Centre (not elsewhere specified)
Broadcasting, Television and/or Film Studio	Columbarium
Eating Place (Canteen, Cooked Food Centre only)	Correctional Institution
Educational Institution	Crematorium
Exhibition or Convention Hall	Driving School
Field Study/Education/Visitor Centre	Eating Place (not elsewhere specified)
Government Refuse Collection Point	Flat
Government Use (not elsewhere specified)	Funeral Facility
Hospital	Helicopter Landing Pad
Institutional Use (not elsewhere specified)	Helicopter Fuelling Station
Library	Holiday Camp
Market	Hotel
Place of Recreation, Sports or Culture	House
Public Clinic	<b><i>Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances</i></b>
Public Convenience	Off-course Betting Centre
Public Transport Terminus or Station	Office
Public Utility Installation	Petrol Filling Station
Public Vehicle Park (excluding container vehicle)	Place of Entertainment
Recyclable Collection Centre	Private Club
Religious Institution	Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
Research, Design and Development Centre	Refuse Disposal Installation (Refuse Transfer Station only)
School	Residential Institution
Service Reservoir	Open Storage of Cement/Sand (Sand Depot only)
Social Welfare Facility	Sewage Treatment/Screening Plant
Training Centre	Shop and Services
Wholesale Trade	Utility Installation for Private Project
	Zoo

Planning Intention

This zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.

(Please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Remarks

- (1) On land designated “Government, Institution or Community (1)”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of ~~the~~<sup>a</sup> maximum building height of 132 metres above Principal Datum, or the height of the existing building, whichever is the greater.
- (2) *On land designated “Government, Institution or Community (2)”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of metres above Principal Datum or number of storeys, as stipulated on the Plan, or the height of the existing building, whichever is the greater.*
- (3) *In determining the relevant maximum number of storeys for the purposes of paragraph (2), any basement floor(s) may be disregarded.*
- (4~~2~~) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraphs (1) *and* (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

OPEN SPACE

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Aviary Barbecue Spot Field Study/Education/Visitor Centre Park and Garden Pavilion Pedestrian Area Picnic Area <b>Place of Recreation, Sports or Culture (Museum only)</b> Playground/Playing Field Promenade Public Convenience Sitting Out Area	<del>Cable Car Route and Terminal Building</del> Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp <b>Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances</b> Place of Entertainment Place of Recreation, Sports or Culture ( <b>not elsewhere specified</b> ) Private Club Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution Service Reservoir Shop and Services Tent Camping Ground Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

OTHER SPECIFIED USES

<p>Column 1 Uses always permitted</p>	<p>Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board</p>
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For "Mining and Quarrying" Only

<p>Mine and Quarry Service Reservoir</p>	<p>Ambulance Depot Eating Place Flat Government Refuse Collection Point Government Use (not elsewhere specified) Hospital House Library Market Off course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Vehicle Park (excluding container vehicle) Religious Institution Residential Institution Shop and Services (excluding motor vehicle showroom) School Social Welfare Facility Utility Installation not Ancillary to the Specified Use</p>
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Planning Intention

This zone is intended primarily for the implementation of the quarry operations and the rehabilitation works.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1	Column 2
Uses always permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board

**For “Commercial Development and Vertical Transport Facility” Only**

*Broadcasting, Television and/or Film Studio*  
*Commercial Bathhouse/Massage Establishment*  
*Eating Place*  
*Exhibition or Convention Hall*  
*Field Study/Education/Visitor Centre*  
*Government Use*  
*Hotel*  
*Information Technology and Telecommunications Industries*  
*Institutional Use (not elsewhere specified)*  
*Library*  
*Market*  
*Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances*  
*Office*  
*Place of Entertainment*  
*Place of Recreation, Sports or Culture*  
*Private Club*  
*Public Convenience*  
*Public Transport Terminus or Station*  
*Public Vehicle Park (excluding container vehicle)*  
*Public Utility Installation*  
*Recyclable Collection Centre*  
*Religious Institution*  
*Shop and Services*  
*Social Welfare Facility*  
*Training Centre*  
*Utility Installation for Private Project*  
*Vertical Transport Facility Route and Terminal Building*

**Planning Intention**

*This zone is intended primarily for commercial development with public viewing deck and provision of vertical transport facility.*

*(Please see next page)*

**OTHER SPECIFIED USES (Cont'd)**

**For “Commercial Development and Vertical Transport Facility” Only (Cont'd)**

**Remarks**

*An applicant for permission for development or use on land designated “Other Specified Uses” annotated “Commercial Development and Vertical Transport Facility” shall prepare a layout plan for the approval of the Town Planning Board and including therein the following information:*

- (i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings and structures to be erected in the area;*
- (ii) the proposed total site area and gross floor area for various uses and facilities;*
- (iii) the details and extent of the proposed commercial development, public viewing deck and vertical transport facility system, as well as any public transport and parking facilities, open space, and other buildings and structures proposed to be provided within the area;*
- (iv) the alignment, widths and levels of the vertical transport facility as well as any roads and pedestrian facilities proposed to be constructed within the area;*
- (v) the landscape and urban design proposals within the area;*
- (vi) programmes of proposed development in detail;*
- (vii) a preliminary geotechnical assessment report to examine any possible geotechnical problems that may be caused to or by the proposed development or use and the proposed mitigation measures to tackle them;*
- (viii) an environmental assessment report to examine any possible environmental problems that may be caused to or by the proposed development or use during and after construction and the proposed mitigation measures to tackle them;*
- (ix) a visual impact assessment report to examine any possible visual problems that may be caused to or by the proposed development or use and the proposed mitigation measures to tackle them;*
- (x) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development or use and the proposed mitigation measures to tackle them;*
- (xi) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development or use and the proposed mitigation measures to tackle them; and*
- (xii) such other information as may be required by the Town Planning Board.*

*(Please see next page)*



**OTHER SPECIFIED USES (Cont'd)**

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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**For “Landscaped Elevated Walkway” Only**

*Elevated Walkway  
Government Use*

*Public Utility Installation*

**Planning Intention**

*This zone is intended primarily for the provision of landscaped elevated walkway to provide a safe, convenient and pleasant setting for pedestrian.*

**For “Service Reservoir” Only**

*Service Reservoir*

*Government Use  
Public Utility Installation*

**Planning Intention**

*This zone is intended primarily for service reservoir use.*

**Remarks**

- (1) *No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storey as stipulated on the Plan, or the height of the existing building, whichever is the greater.*
- (2) *In determining the relevant maximum number of storey for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.*
- (3) *Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.*

*(Please see next page)*

**OTHER SPECIFIED USES (Cont'd)**

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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**For “Pumping Station” Only**

***Public Utility Installation (Pumping Station only)***

***Government Use  
Public Utility Installation (not elsewhere specified)***

**Planning Intention**

***This zone is intended primarily for pumping station use.***

**Remarks**

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storey as stipulated on the Plan, or the height of the existing building, whichever is the greater.***
- (2) In determining the relevant maximum number of storey for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.***
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.***

**For “Amenity Area” Only**

***Amenity Planting***

***Government Use  
~~Utility Installation not Ancillary to the Specified Use~~  
Public Utility Installation***

**Planning Intention**

***This zone is intended primarily for the provision of landscaping and planting to enhance the quality of the environment.***

GREEN BELT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use Barbecue Spot Government Use (Police Reporting Centre only) Nature Reserve Nature Trail On-Farm Domestic Structure Picnic Area Public Convenience Tent Camping Ground Wild Animals Protection Area	Animal Boarding Establishment Broadcasting, Television and/or Film Studio <del>Cable Car Route and Terminal Building</del> Columbarium (within a Religious Institution or extension of existing Columbarium only) Crematorium (within a Religious Institution or extension of existing Crematorium only) Field Study/Education/Visitor Centre Flat Golf Course Government Refuse Collection Point Government Use (not elsewhere specified) Helicopter Landing Pad Holiday Camp House <i>Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances</i> Petrol Filling Station Place of Recreation, Sports or Culture Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Religious Institution Residential Institution School Service Reservoir Social Welfare Facility Utility Installation for Private Project <i>Vertical Transport Facility Route and Terminal Building</i> Zoo

Planning Intention

The planning intention of this zone is primarily for the conservation of the existing natural environment amid the built-up areas/at the urban fringe, to safeguard it from encroachment by urban type development, and to provide additional outlets for passive recreational activities. There is a general presumption against development within this zone.

KOWLOON PLANNING AREA No. 14 (PART)

***DRAFT*** ~~APPROVED~~ KWUN TONG (NORTH)  
OUTLINE ZONING PLAN NO. S/K14N/13A

EXPLANATORY STATEMENT

KOWLOON PLANNING AREA No. 14 (PART)

**DRAFT APPROVED-KWUN TONG (NORTH)**  
**OUTLINE ZONING PLAN NO. S/K14N/13A**

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KOWLOON PLANNING AREA NO. 14 (PART)

~~APPROVED~~**DRAFT** KWUN TONG (NORTH)  
OUTLINE ZONING PLAN NO. S/K14N/13A

(Being *a Draft* ~~an Approved~~ Plan for the Purposes of the Town Planning Ordinance)

**EXPLANATORY STATEMENT**

Note : For the purposes of the Town Planning Ordinance, this statement shall not be deemed to constitute a part of the Plan.

**1. INTRODUCTION**

This explanatory statement is intended to assist an understanding of the *draft approved* Kwun Tong (North) Outline Zoning Plan (OZP) No. S/K14N/13A. It reflects the planning intentions and objectives of the Town Planning Board (the Board) for the various land use zonings of the Plan.

**2. AUTHORITY FOR THE PLAN AND PROCEDURES**

- 2.1 The north-eastern part of the Kwun Tong area mainly covering the Anderson Road Quarries was first covered by the statutory plans namely the draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/1, the draft Kwun Tong OZP No. S/K14/1 and the draft Tseng Lan Shue Development Permission Area Plan No. DPA/SK-TLS/1 which were exhibited under the Town Planning Ordinance (the Ordinance) on 22 August 1986, 11 December 1987 and 12 July 1991 respectively.
- 2.2 Under the power delegated by the then Governor, the then Secretary for Planning, Environment and Lands directed the Board on 3 February 1993, under section 3(1)(a) of the Ordinance, to prepare an OZP for the north-eastern part of Kwun Tong. On 21 May 1993, the draft Kwun Tong (North) OZP No. S/K14N/1 was exhibited for public inspection under section 5 of the Ordinance.
- 2.3 On 5 July 1994, the then Governor in Council (G in C), under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (North) OZP, which was subsequently renumbered as S/K14N/2. On 11 May 1999, the Chief Executive in Council (CE in C) referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.
- 2.4 On 10 October 2000, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (North) OZP, which was subsequently renumbered as S/K14N/4. On 12 December 2000, the CE in C referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended twice and exhibited for public inspection under section 5 and 7 of the Ordinance.
- 2.5 On 18 February 2003, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (North) OZP, which was subsequently renumbered as S/K14N/7. On 8

July 2003, the CE in C, under section 12(1)(b)(ii) of the Ordinance, referred the approved OZP to the Board for amendment. The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.

- 2.6 On 2 November 2004, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (North) OZP, which was subsequently renumbered as S/K14N/9. On 30 May 2006, the CE in C, under section 12(1)(b)(ii) of the Ordinance, referred the approved OZP to the Board for amendment. ***The OZP was subsequently amended once and exhibited for public inspection on 25 January 2008 under section 5 of the Ordinance.***

~~2.7 On 25 January 2008, the draft Kwun Tong (North) OZP No. S/K14N/10, incorporating amendments to rezone an area near the junction of Po Lam Road and Sau Mau Ping Road from “Other Specified Uses” (“OU”) annotated “Amenity Area” to “Government, Institution or Community(1)” (“G/IC(1)”), to stipulate the building height restriction for the “G/IC(1)” zone, to rezone 2 linear shaped areas at the junction of Po Lam Road and Sau Mau Ping Road from “OU” annotated “Amenity Area” to area shown as ‘Road’ and to revise the Notes of the Plan to reflect the latest revised Master Schedule of Notes to statutory plans, was exhibited for public inspection under section 5 of the Ordinance. During the two month exhibition period, no representation was received.~~

~~2.72.8 On 4 November 2008, the CE in C, under section 9(1) (a) of the Ordinance, approved the draft Kwun Tong (North) OZP, which was subsequently renumbered as S/K14N/11. On 14 November 2008, the approved Kwun Tong (North) OZP No. S/K14N/11 was exhibited under section 9(5) of the Ordinance. On 3 November 2009, the CE in C, under section 12(1)(b)(ii) of the Ordinance, referred the approved Kwun Tong (North) OZP No. S/K14N/11 to the Board for amendment. The reference back of the approved OZP was notified in the Gazette on 13 November 2009. ***The OZP was subsequently amended once and exhibited for public inspection on 27 November 2009 under section 5 of the Ordinance.***~~

~~2.9 On 27 November 2009, the draft Kwun Tong (North) OZP No. S/K14N/12, incorporating amendments mainly to adjust the zoning boundaries to reflect the latest road alignment and to rezone two areas from “Green Belt” and “OU” annotated “Amenity Area” to “Open Space”, was exhibited for public inspection under section 5 of the Ordinance. During the two month exhibition period, no representation was received.~~

~~2.82.10 On 6 July 2010, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (North) OZP, which was subsequently renumbered as S/K14N/13. On 17 September 2010, the approved Kwun Tong (North) OZP No. S/K14N/13 (the Plan) was exhibited under section 9(5) of the Ordinance. ***On 8 November 2011, the CE in C under section 12(1)(b)(ii) of the Ordinance, referred the approved Kwun Tong (North) OZP to the Board for amendment. The reference back of the approved OZP was notified in the Gazette on 18 November 2011.***~~

2.9 On [date], the draft Kwun Tong (North) OZP No. S/K14N/13A (the Plan) (to be re-numbered as S/K14N/14 upon gazetting), incorporating mainly amendments to rezone the Anderson Road Quarry (ARQ) to the northeast of Anderson Road, was exhibited for public inspection under section 5 of the Ordinance.

### 3. **OBJECT OF THE PLAN**

- 3.1 The object of the Plan is to indicate the broad land use zonings and major transport network so that development and redevelopment of land within the Planning Scheme Area (the Area) can be put under statutory planning control.
- 3.2 The Plan is to illustrate the broad principles of development. It is a small-scale plan and the transport alignments and boundaries between land use zones may be subject to minor adjustments as detailed planning proceeds.
- 3.3 Since the Plan is to show broad land use zoning, there would be cases that small strips of land not intended for building development purposes and carry no development right under the lease, such as the areas restricted for slope maintenance and access road purposes, are included in the residential zones. The general principle is that such areas should not be taken into account in plot ratio calculation. Development within residential zones should be restricted to building lots carrying development right in order *to maintain the character and amenity of the Kwun Tong (North) area* and not to overload the road network in ~~this Kwun Tong (North) area~~.

### 4. **NOTES OF THE PLAN**

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Area and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at <http://www.info.gov.hk/tpb>.

### 5. **THE PLANNING SCHEME AREA**

- 5.1 The Area is located at the north-eastern edge of East Kowloon. It is bounded by the ridgeline of Tai Sheung Tok to the north and east, Lee On Road to the west, Shun On Road and Sau Mau Ping Road to the southwest and Tseung Kwan O Road to the south. The boundary of the Area is shown by a heavy broken line on the Plan. It covers about 171 hectares of land.
- 5.2 *The Area comprises three main portions (Figure 1). The land to the south of Po Lam Road is occupied by Po Tat Estate which is a public housing development completed in 2003. Anderson Road bisects the remaining area into two major portions. The land above Anderson Road is occupied by the Anderson Road Quarry which is subject to a 17-year quarrying and rehabilitation contract up to late 2013. The land to the southwest of below Anderson Road and to the north of above Po Lam Road (i.e. the ex-quarry site) has been identified for public housing development, namely as a potential site for housing development by the Working Group on Housing Sites and the Planning and Engineering Feasibility Study for Development at Anderson Road (DAR) with supporting Government, institution and community (GIC) and open space facilities.*



~~completed in December 1998 and revised in May 2001 had recommended the area for comprehensive residential development. In January 2007, a review on the findings of this study was conducted and the feasibility of the proposed public housing development at Anderson Road was confirmed. The site formation~~ *Engineering and infrastructural* ~~works for the project the public housing development has~~ *was* ~~commenced in early January 2008 and the first population intake is expected to commence in 2015. The land below Po Lam Road has been developed into Po Tat Estate, a public housing development. The land to the northeast of Anderson Road is ARQ will cease quarrying operation with a quarrying and rehabilitation contract to be completed in 2016. Except the rock face portion, the land was mainly identified for housing development, namely ARQ Development, with supporting commercial, GIC and open space uses. Engineering and infrastructural works for the project are scheduled for commencement in 2016 and the first site is expected to be available for development in 2019/20.~~

## 6. POPULATION

According to the ~~2011~~ 2006 Population By-census-Census, the population in the Area is about ~~24,000~~ 25,000. If the planned uses on the Plan are developed, the planned population of the Area would be about ~~96,000~~ 73,000. The forecast increase in population is due to the implementation of *the DAR and ARQ Development* ~~the comprehensive housing development in the ex-quarry site below Anderson Road.~~

## 7. PLANNING AND URBAN DESIGN FRAMEWORK

7.1 *The Area occupies a visually prominent site that dominates the East Kowloon skyline, visible from northern shoreline of Hong Kong Island. The quarrying at Anderson Road since 1956 has created a visual scar of steep and bare rock faces in the heart of East Kowloon. Notwithstanding, platforms formed by quarrying activities have provided opportunities to serve as a solution space for housing development upon completion of the quarry operation.*

7.2 *The planning and urban design concepts for DAR contain the following key elements:*

- (a) *Residential Communities - two large residential clusters are introduced in the east and west to allow opportunity to place the communal facilities in the centre of the development within easy reach of most of the residents. Low-rise uses such as schools and open space also allow for distant views towards the rock face of Tai Sheung Tok. The stepping down of building blocks from the centre of the development cluster towards the perimeter provides a visually appealing silhouette for the development as a whole.*
- (b) *Landscape design - the development maintains the strategic view corridor to the summit of Tai Sheung Tok. The landscape design mainly comprises a soft landscape buffer along Sau Mau Ping Road with a view to providing visual relief and breathing space for the development and integrating it into the wider landscape of Tai Sheung Tok, as well as a breezeway/landscape*

*corridor in the form of district open space at the central location between the northern and southern portions of the development.*

- (c) *Integrated pedestrian connection - landscape features, open spaces and pedestrian routes are combined to form an integrated, accessible and coherent open space framework to serve both the existing and proposed population. Pedestrian linkages are provided to connect the existing pedestrian facilities at Sau Mau Ping to the south.*

**7.3** *The ARQ Development primarily includes four key land use proposals, namely Quarry Park, Residential Communities, Civic Core and Rock Face as shown in Figure 2. The planning and urban design concepts for the ARQ development are illustrated in Figure 3 with the following key elements:*

- (a) *Quarry Park – the Quarry Park of about 17.5 ha will be the green focus. It comprises a platform portion and a rock face portion. The platform portion has a core part at the northern end and a green promenade along the southwestern edge. A range of sports and recreational facilities will be provided in the Park. Subject to technical feasibility, a quarry museum in rock cavern(s) may be included.*
- (b) *Residential Communities – two residential communities will be developed in the north and south with supporting GIC facilities. A stepped building height profile is adopted for the communities with a view to:*
  - (i) *respecting the Tai Sheung Tok ridgeline and the Quarry Park;*
  - (ii) *preserving an existing view corridor between the Tai Sheung Tok summit and Jordan Valley;*
  - (iii) *providing unobstructed views from the lookouts/viewing decks at different levels on the rock face;*
  - (iv) *creating a human-scale environment along green pedestrian corridors;*
  - (v) *providing height variations to the building clusters; and*
  - (vi) *moderating the row of tall towers along the rock face.*

*Based on the above considerations, high-rise residential blocks are mainly found close to the rock face and stepping down towards Jordan Valley with medium-rise blocks fronting the Quarry Park. In the Northern Community, residential blocks on both sides of the green pedestrian corridor are also proposed to be medium rise so as to create a human-scale environment along the corridor. ~~both high and medium-rise residential blocks will be developed. High-rise blocks will be mainly found in the following sites or portions of sites:~~*

- ~~(i) in the Northern and Southern Communities close to the rock face; and~~
- ~~(ii) in the Northern Community between the green pedestrian corridor and the Quarry Park.~~

~~Medium-rise residential blocks will be found in the remaining sites or portion of sites, including those:~~

- ~~(i) in the Northern and Southern Communities directly fronting the Quarry Park; and~~
- ~~(ii) in the Northern Community directly fronting the green pedestrian corridor or near the view corridor between the Tai Sheung Tok summit and Jordan Valley.~~
- (c) *Civic Core – the Civic Core in the central part will be the community focus for residents living in the ARQ Development and the wider Sau Mau Ping area. The area will mainly include commercial and GIC facilities with open spaces and plazas. The low-rise setting is intended to preserve the existing view corridor between the Tai Sheung Tok summit and Jordan Valley, provide unobstructed views from the lookouts/viewing decks at different levels on the rock face, create a human-scale pedestrian environment, and allow for cost-effective constructions in a drop-cut area formed during the quarry operation.*
- (d) *Rock face – multiple lookouts/viewing decks will be provided at different levels of the rock face to serve residents and visitors alike. The one at 250 metres above Principal Datum (mPD) will be convenient to the general public while the one at 310mPD near the Tai Sheung Tok summit would provide a panoramic view for public enjoyment. A hiking trail network will also be provided to link up the lookouts/viewing decks with possible connection(s) with the Wilson Trail Stage 3 in Sai Kung.*
- (e) *Green pedestrian corridors – two north-south green pedestrian corridors will be provided. The first one runs parallel to the rock face through the Northern Community while the second one runs along the southern portion of Road G connecting the residential and GIC sites in the Southern Community.*
- (f) *Gentle transition between platforms – due to topography, platforms with different formation levels ranging from 180mPD to 202mPD will be formed. In order to enhance greenery, vegetated slopes of gentle gradient will be adopted as vertical transitions between these platforms as far as practicable.*

## 8. **BUILDING HEIGHT RESTRICTIONS IN THE AREA**

- 8.1 *Based on the urban design framework mentioned in paragraph 7.2 above, the previously approved OZP No. S/K14N/4 has incorporated appropriate building height restrictions for DAR. Based on the urban design framework mentioned in paragraph 7.3 above, appropriate building height restrictions are further incorporated for ARQ Development. All these building height restrictions are intended to provide better planning control on the development intensity and building height upon development/redevelopment, to prevent excessively tall or out-of-context buildings, and to meet public aspirations for greater certainty and transparency in the statutory planning system.*
- 8.2 *A minor relaxation clause in respect of building height restrictions is incorporated into the Notes of the Plan in order to provide incentive for developments/redevelopments with planning and design merits and to cater for*

*circumstances with specific site constraints. Each planning application for minor relaxation of building height restriction under section 16 of the Ordinance will be considered on its own merits and the relevant criteria for consideration of such application are as follows:*

- (a) amalgamating smaller sites for achieving better urban design and local area improvements;*
- (b) accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as a public passage/street widening;*
- (c) providing better streetscape/good quality street level public urban space;*
- (d) providing separation between buildings to enhance air and visual permeability;*
- (e) accommodating building design to address specific site constraints in achieving the permissible plot ratio under the Plan; and*
- (f) other factors such as need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality and would not cause adverse landscape and visual impacts.*

**8.3** *However, for any existing building with building height already exceeding the building height restrictions in terms of mPD and/or number of storeys as stated in the Notes of the Plan and/or stipulated on the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.*

## **97. LAND USE ZONINGS**

### **9.1 “Commercial” (“C”) - Total Area 1.12 ha**

**9.1.1** *The zoning is intended primarily for commercial developments, which may include shop, services, place of entertainment and eating place, functioning as regional or district commercial/shopping centre(s).*

**9.1.2** *The zone includes three sites in ARQ Development. All of them are on the platforms, including two “C(1)” sites in the Civic Core, and one “C(2)” in the Northern Community.*

**9.1.3** *In order to preserve the existing view corridor between the Tai Sheung Tok summit and Jordan Valley, provide unobstructed views from the lookouts/viewing decks and create a human-scale pedestrian environment, any development or redevelopment at the two “C(1)” sites is subject to a maximum plot ratio of 2.2 and maximum building heights of 200mPD (for the southwestern site) and 205mPD (for the northeastern site). For the “C(2)” site further north in the Northern Community, any development or*

*redevelopment is subject to a maximum gross floor area of 500m<sup>2</sup> and a maximum building height of 205mPD.*

**9.1.4** *To provide design/architectural flexibility, minor relaxation of the plot ratio/gross floor area/building height restrictions stated above may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its individual merits.*

**9.27.1** “Residential (Group A)” (“R(A)”) - Total Area 25.74 24.25-ha

**9.2.17.1.1** This zoning is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

**9.2.27.1.2** For the purpose of providing housing land to meet the need for housing in the Territory, *eight sites (seven in DAR and one in ARQ Development) are designated for* ~~seven sites in the area below Anderson Road are proposed for comprehensive-subsidised~~ housing developments, *in addition to the one for existing Po Tat Estate within the area. The site in ARQ Development is in the Southern Community.* Amongst these seven *sites in DAR* housing sites, four are located on the development platforms above Shun On and Shun Tin Estates near New Clear Water Bay Road and three are located on the development platforms above Sau Mau Ping Estate near Po Lam Road. Various ~~GIC Government, institution or community (GIC)~~ facilities and local open space are *will be* also provided within *these* the housing sites in accordance with the Hong Kong Planning Standards and Guidelines to conveniently serve the residents.

**9.2.37.1.3** ~~Po Tat Estate is within the area.~~ There is an existing free-standing primary school *in Po Tat Estate* integrated with the public housing development and is zoned “R(A)” on the OZP.

**9.2.47.1.4** To protect the ridgeline of Tai Sheung Tok which provides a natural backdrop to the East Kowloon area ~~after its rehabilitation~~, maximum building height restrictions are stipulated for *the eight “R(A)”* ~~the seven housing sites in DAR and ARQ Development. The~~ *For the seven sites in DAR, maximum building heights ranging from 230mPD to 255mPD are allowed for the four housing sites near New Clear Water Bay Road, i.e. “R(A)1” to “R(A)4”, are subject to building heights ranging from 230mPD to 255mPD* whereas the restrictions for the three housing sites near Po Lam Road, *i.e. “R(A)5” to “R(A)7”, are subject to maximum building heights range from 240mPD to 280mPD. The maximum building height for the “R(A)8” site in ARQ Development is 290mPD.*

**9.2.57.1.5** In the consideration of the overall transport, environmental and infrastructural constraints, as well as the adequacy in the provision of community facilities envisioned in the Kowloon Density Study Review, completed in early 2002, developments or redevelopments within *the seven sites in DAR* ~~this zone~~ are subject to specific control on plot ratios ~~except otherwise specified in the Notes~~, i.e. a maximum plot ratio of 7.5 for a

domestic building or a maximum plot ratio of 9.0 for a partly domestic and partly non-domestic building. *For the “R(A)8” site in ARQ Development, developments or redevelopments are subject to a maximum plot ratio of 6.3 for a domestic building or a maximum plot ratio of 6.5 for a partly domestic and partly non-domestic building.* In calculating the *plot ratio* ~~gross floor areas~~ for *all* these developments/redevelopments, the lands for free-standing purpose-designed buildings that are solely used for accommodating school or other GIC facilities, including those located on ground and on building podium, ~~are not to be taken as parts of the site~~ *shall be deducted in calculating the relevant site area.*

~~9.2.67.1.6~~ In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratios may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances ~~such as dedication of part of a site for road widening or public uses.~~

9.2.7 *To provide design/architectural flexibility, minor relaxation of the plot ratio/building height restrictions stated above may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its individual merits.*

9.3 **“Residential (Group B)” (“R(B)”) - Total Area 10.55 ha**

9.3.1 *This zoning is intended primarily for medium-density private residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board. It involves ten sites in ARQ Development, including seven sites in the Northern Community and three sites in the Southern Community.*

9.3.2 *The zoning includes the following four sub-zones:*

(a) **“R(B)1”** : Total Area 1.96 ha

*Two sites (one each in the Northern and Southern Communities) are designated “R(B)1” subject to a maximum plot ratio of 5.5. The site in the Northern Community is subject to maximum building heights of 280mPD (in eastern part) and 225mPD (in western part), while the site in the Southern Community is subject to a maximum building height of 275mPD.*

(b) **“R(B)2”** : Total Area 2.54 ha

*Three sites (two in the Northern Community and one in the Southern Community) are designated “R(B)2” subject to a maximum plot ratio restriction of 4.5. For the two sites in the Northern Community, the northern site is subject to maximum building heights of 270mPD (in eastern part) and 235mPD (in western part), while the southern site is subject to maximum building heights of 280mPD (in eastern part) and 230mPD (in western part). The site in the Southern Community is subject to maximum building height of 250mPD.*

(c) **“R(B)3”** : Total Area 4.85 ha

*Three sites (two in the Northern Community and one in the Southern Community) are designated “R(B)3” subject to a maximum plot ratio of 4.0. For the two sites in the Northern Community, the northern site is subject to maximum building heights of 270mPD (in eastern part) and 250mPD (in western part), while the southern site is subject to maximum building heights of 260mPD (in eastern part) and 240mPD (in western part). The site in the Southern Community is subject to maximum building heights of 255mPD (in eastern part) and 225mPD (in western part).*

(d) **“R(B)4” : Total Area 1.20 ha**

*Two sites in the Northern Community is designated “R(B)4” subject to a maximum plot ratio of 3.5. The site in the north is subject to a maximum building height of 240mPD, while the site in the south is subject to maximum building heights of 245mPD (in eastern part) and 225mPD (in western part).*

**9.3.3** *To provide design/architectural flexibility, minor relaxation of the plot ratio/building height restrictions stated above may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its individual merits.*

**9.47.2** “Government, Institution or Community” (“G/IC”) - Total Area **9.21** ~~4.69~~ ha

**9.4.17.2.1** This zoning is intended primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.

**9.4.27.2.2** The existing GIC facility in the Area includes the Sau Mau Ping High Level Salt Water Service Reservoir located to the north of Po Lam Road at the southern part of the Area.

**9.4.37.2.3** Major proposed GIC developments in the Area are related to the ~~proposed housing development in~~ ***DAR and ARQ Development*** ~~the ex-quarry site below Anderson Road. They~~ ***The land reserved for proposed GIC developments in DAR is designated “G/IC”. It includes a site reserved for GIC uses, one secondary school and three primary schools located adjacent to the proposed housing sites, an electricity sub-station off the proposed Road A in the northern part of the Area, and a fresh water pumping station at the junction of Sau Mau Ping Road and Shun On Road. The land reserved for proposed GIC developments in ARQ Development is designated “G/IC(2)”. It includes one indoor recreation centre, one primary school and one public transport interchange (PTI) in the Northern Community, and one secondary school, one primary school, one police station, one fire station, one refuse collection point and one site reserved for GIC uses in the Southern Community.***

**9.4.4** *Local community facilities such as kindergartens and neighbourhood centres may also be provided within the housing estates and/or commercial developments in DAR and/or ARQ Development in accordance to the Hong Kong Planning Standards and Guidelines.*

**9.4.57.2.4** The “G/IC(1)” site near the junction of Po Lam Road and Sau Mau Ping Road ***has been developed*** ~~is reserved for temple use with development and provision of two public sitting-out areas fronting Sau Mau Ping Road. Development or redevelopment in the site is restricted to a maximum building height of 132mPD in order to avoid adverse visual impact on the surrounding areas. Minor relaxation of the building height restriction may be considered~~



~~by the Board through planning application system. Each application for minor relaxation of building height restriction will be considered on its own merits.~~

**9.4.6** *Developments or redevelopments in “G/IC(1)” and “G/IC(2)” sites are subject to building height restrictions in terms of mPD or number of storeys (excluding basement floor(s)) as stipulated on the Plan. Minor relaxation of the building height restrictions may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its individual merits.*

**9.57.3** *“Open Space” (“O”) - Total Area 26.53 5.08 ha*

**9.5.17.3.4** This zoning is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

**9.5.27.3.2** There is no existing open space in the Area. In relation to ~~DAR the proposed housing development in the ex-quarry site below Anderson Road,~~ eight sites are reserved for open space uses. The two largest sites which are located on the central development platform with a covered stormwater storage tank underneath and a site along Po Lam Road are reserved for district open space ~~to serve as a civic focus for the Area~~ while the other six sites are distributed in/around the proposed housing developments to provide recreation outlets within walking distance of the residential developments. Local open spaces will also be provided within the housing sites.

**9.5.3** *In relation to ARQ Development, four sites are reserved for open space uses including:*

- (a) a site covering the central and northern portions of the Quarry Park and part of the Civic Core;*
- (b) a cross-shaped site in the North Community covering part of the north-south green pedestrian corridor and an east-west gentle slope between two platforms with level difference of about 8m;*
- (c) a site covering the southern portion of the Quarry Park; and*
- (d) a site is in the Southern Community near the rock face serving as a buffer between the public housing development on the “R(A)8” site and the secondary and primary schools on the “G/IC(2)” site. This “O” site also allows for a connection with the hiking network on the rock face.*

**9.5.4** *Museum use is always permitted in the zone to facilitate the provision of a quarry museum in the Quarry Park. Subject to further investigation and feasibility study, the museum may be located in rock cavern(s).*

**9.67.4 “Other Specified Uses” (“OU”) - Total Area 23.06 ~~105.82~~ ha**

**9.6.17.4.1** This zoning covers land allocated for specific uses including ~~“Mining and Quarrying”~~ **“Commercial Development and Vertical Transport Facility”, “Landscaped Elevated Walkway”, “Pumping Station”, “Service Reservoir” and “Amenity Area”.**

**Commercial Development and Vertical Transport Facility**

**9.6.2** *According to the Recommended Outline Development Plan prepared under the Planning Study on Future Land Use of ARQ (the Planning Study) completed by the Planning Department in early 2014, two sites on the rock face of ARQ Development are proposed for commercial development inside caverns, together with a viewing deck at about 310mPD. The Planning Study also indicates that the feasibility of a vertical transport system linking up the rock face and the development platform would be further explored. Given that commercial development within caverns and vertical transport facility are new and unique in the territory and further studies would likely be required to established their technical feasibilities, it is considered that more flexibility should be allowed for the future development, while at the same time appropriate planning control should be retained to ensure that the development would be well-integrated with the surroundings and acceptable in visual, technical and infrastructural terms. As such, a site of about 3.69 ha is designated “OU” annotated “Commercial Development and Vertical Transport Facility” with the planning intention primarily for commercial development with public viewing deck and provision of vertical transport facility.*

**9.6.3** *Based on the land use proposals recommended in the Planning Study, commercial developments mainly within caverns are planned for the zone, with the lower portion connected with the development platform in the Civic Core via a landscaped elevated walkway, and the upper portion connected with a viewing deck at about 310mPD on the rock face. Another viewing deck would also be provided at about 250mPD. ~~two groups of commercial developments mainly within caverns are planned for the zone (Figure 3). The group at lower level would be near Road G with connection to a landscaped elevated walkway linking up the development platform in the Civic Core, while the group at upper level will include a viewing deck at about 310mPD on the rock face. A lookout would also be provided at about 250mPD. All the~~ Both viewing decks and lookout should be open to the general public for their enjoyment of the spectacular views of East Kowloon and/or the Victoria Harbour. To further enhance the public accessibility to the proposed commercial development and public viewing deck at the upper level, a vertical transport facility is also proposed within the zone. This could be a funicular, an inclined lift or other type of facility with the same or similar function.*

**9.6.4** *Any development in the zone would require planning approval of the Board by way of a planning application under section 16 of the Ordinance. A layout plan should be submitted in accordance with the requirements as specified in the Notes of the Plan for the approval of the Board. Should the*

*proposed layout include any large-scale above-ground building or structure in the zone, an air ventilation assessment may also be required in the planning application in addition to other assessments specified in the Notes of the Plan.*

**Landscaped Elevated Walkway**

- 9.6.5** *Two sites in ARQ Development (one in Quarry Park and one in Civic Core) are zoned “OU” annotated “Landscaped Elevated Walkway” with planning intention primarily for provision of landscaped elevated walkways to provide a safe, convenient and pleasant setting for the visitors to the Quarry Park and Civic Core. The former will link up the central and southern portions of the Quarry Park while the latter will connect the platform in Civic Core with the commercial facilities at “OU” annotated “Commercial Development and Vertical Transport Facility” site mainly on the rock face.*

**Service Reservoir**

- 9.6.6** *A site in the northern portion of the rock face of ARQ Development is reserved for two service reservoirs. Developments within this zone are subject to a maximum building height of 2 storeys.*

**Pumping Station**

- 9.6.7** *A site in the north of ARQ Development is reserved for a fresh and salt water pumping station for fresh water supply and toilet flushing purpose. Developments within this zone are subject to a maximum building height of 3 storeys.*

- ~~7.4.2~~ ~~The “OU” annotated “Mining and Quarrying” zone above Anderson Road serves to facilitate the implementation of the quarry operations and the rehabilitation works. The quarry and rehabilitation works in the area above Anderson Road are in progress until early 2015 and will be followed by establishment works for rehabilitating/landscaping the area till mid 2016. Adequate precautionary measures have to be made to minimise the adverse environmental impacts of the quarry operations on the surrounding areas through the inclusion of stringent conditions into the quarry and rehabilitation contract and licences. Appropriate mitigation measures will also be implemented in the proposed housing development below Anderson Road to ensure the living environment in the area will be within acceptable level. A planning study on the future land uses of Anderson Road Quarry will commence in 2010 to investigate the feasibility of using the quarry site for housing and other uses to meet the needs of the district.~~

**Amenity Area**

- ~~9.6.8~~~~7.4.3~~ *The land specified for “Amenity Area” use consists of the gentle soft-cut and rock-cut slopes around the development platforms for the proposed housing development in DAR below Anderson Road. These slopes will be landscaped and planted with trees, shrubs, climbers or coloured with pigments with a view to providing a soft green buffer and reducing the adverse visual impact of the man-made slopes to enhance the quality of the environment. Passive recreational uses may be possible within the zone subject to detailed design.*

**9.77.5** “Green Belt” (“GB”) - Total Area **50.93** ~~14.83~~ ha

~~9.7.17.5.1~~ The planning intention of this zone is primarily for the conservation of the existing natural environment amid the built-up areas/at the urban fringe, to safeguard it from encroachment by urban type development, and to provide additional outlets for passive recreational activities. There is a general presumption against development within this zone. Development within this zone will be carefully controlled and development proposals will be assessed on individual merits taking into account the relevant Town Planning Board Guidelines.

~~7.5.2~~ ~~This zoning covers mainly steep hillslopes which are unsuitable for urban type development and are retained in their natural state. Passive recreational uses may however be permitted at certain locations upon application.~~

~~9.7.27.5.3~~ *A large part of the rock face at ARQ site as well as the* The slopes adjoining Po Lam Road in the south and Road A ~~near the proposed electricity sub-station in the northern part of the Area~~ are within this zone. *Most of these areas are mainly steep hillslopes which are unsuitable for urban type development and are to be retained in their natural state. Passive recreational uses may be permitted at certain locations upon application.*

**9.7.3** *A hiking trail network and lookouts/viewing decks at different levels will be provided within the “GB” zone at ARQ Development. Subject to further investigation and feasibility study, the hiking trail network may possibly be connected with the Wilson Trail Stage 3 in Sai Kung.*

**108. COMMUNICATIONS**

**10.18.1** Roads

~~10.1.18.1.1~~ The Area is linked with other districts by Anderson Road and Clear Water Bay Road in the north, and Po Lam Road, Sau Mau Ping Road and Tseung Kwan O Road in the south. Both Clear Water Bay Road and Tseung Kwan O Road are primary distributors connecting the Area with Sai Kung, Tseung Kwan O New Town and the rest of Kowloon.

~~10.1.28.1.2~~ Both Anderson Road and Po Lam Road are local roads serving the Area. Po Lam Road also serves as an external linkage between Tseung Kwan O New Town and East Kowloon. The section of Anderson Road falling within the Area is required to serve the quarry operation. *However, most of the section of Anderson Road within the ARQ site will be permanently closed and demolished.* To separate the quarry traffic from the proposed new housing development, the existing southern access to the quarry connecting to Po Lam Road and Anderson Road is to be relocated to the east.

~~10.1.38.1.3~~ In connection with ~~DAR~~ the proposed housing development, a single carriageway, Road A, running in a north-south direction will be provided to connect all the proposed development platforms with Clear Water Bay Road to the north and Po Lam Road to the south. *For ARQ Development, two access points will be provided, including one in the middle to connect with*

*DAR through Road C, and another in the south to connect with Po Lam Road. Three major roads will be provided within ARQ. Road G will run in a north-south direction to connect the PTI in the north and the access point in the south, while Road F will connect Road C from DAR. Road H will mainly serve the Northern Community. Apart from carriageways and walkways, landscaped amenity areas will suitably be provided along Roads F, G and H to serve as buffers between roads and development sites. Subject to further investigation and feasibility study, cycling tracks may also be provided along these roads to mainly serve the local residents. Flexibility has also been allowed in the road network to connect with the future development in the area above Anderson Road to provide for a more efficient long-term traffic circulation system.*

*10.1.4 To cater for the increased population from ARQ Development, several road/junction improvement measures are identified outside the Area. These measures are being under detailed study by the Civil Engineering and Development Department (CEDD).*

#### **10.28.2 Public Transport**

*10.2.1 To serve the residents of DAR and ARQ Development the proposed housing development, bus and green mini-bus services will be provided. Bus Two bus termini will also be provided in DAR the proposed housing development, while a PTI will be provided in ARQ Development. In addition, bus and green mini-bus lay-bys will be provided at the southern end of Road C to serve residents of both DAR and ARQ Development. with the possible pedestrian connections across Sau Mau Ping Road, residents of the proposed housing development in the Area could easily gain access to the public transport facilities in Sau Mau Ping Estate and along Sau Mau Ping Road.*

*10.2.2 An East Kowloon Line (EKL) of about 7.8km is proposed under the Railway Development Strategy 2014 to connect Kwun Tong Line and the future Shatin to Central Link (at Diamond Hill) and Tseung Kwan O Line (at Po Lam). The Line would run through the mid-levels of north Kwun Tong with one station at Po Tat in the Area and two stations at Sau Mau Ping and Shun Tin near the Area. The indicative implementation window for EKL is from 2019 to 2025.*

#### **10.3 Pedestrian Connection Facilities (Figure 4)**

*DAR will have four sets of footbridges with lift towers connected to Lee On Road/Shun On Road/Sau Mau Ping Road/Po Lam Road to facilitate the residents to gain access to the public transport facilities in Sau Mau Ping. In the implementation of ARQ Development, more extensive pedestrian connection facilities, including escalators and footbridges with lift towers, will be provided to enhance pedestrian routes among ARQ Development, DAR, downhill estates, MTR Kwun Tong Station and a proposed bus-bus interchange near the toll plaza of Tseung Kwan O Tunnel. Nevertheless, the proposed pedestrian connection facilities in the Area will still be subject to detailed designs in due course.*

## **119. UTILITY SERVICES**

**11.19.4** To support the proposed housing development, comprehensive upgrading/improvement works to various utility services have been proposed.

**11.29.2** The provision of new water supply systems in the Area is planned in conjunction with the proposed development at Choi Wan Road and Jordan Valley to cater for the additional water demand arising from the new housing developments. *A site for service reservoir(s) is reserved on the rock face at ARQ.*

**11.39.3** To attenuate stormwater run-off from upland areas, ~~an~~ underground stormwater storage tanks ~~will be~~ ~~is proposed to be~~ provided underneath the proposed district open space at the central part of *DAR and the Quarry Park in ARQ Development* ~~the proposed development area.~~

## **1210. IMPLEMENTATION**

**12.140.1** *The public housing development in DAR is under construction. First population intake is expected to commence in 2015. Engineering and infrastructural works for ARQ Development are scheduled for commencement in 2016. First site is expected to be available for development in 2019/20.* ~~the area below Anderson Road in connection with the proposed comprehensive housing development will be co-ordinated by the Civil Engineering and Development Department in conjunction with other works departments.~~

**12.240.2** Although existing uses non-conforming to the statutory zonings are tolerated, any material change of use and any other development/redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Board. The Board has published a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an “existing use right” should refer to the guidelines and will need to provide sufficient evidence to support his claim. The enforcement of the zonings mainly rests with the Buildings Department, the Lands Department and the various licensing authorities.

**12.340.3** The Plan provides a broad land use framework within which more detailed non-statutory plans for the Area are prepared by the Planning Department. These detailed plans are used as the basis for public works planning and site reservation within the Government. Disposal of sites is undertaken by the Lands Department. Public works projects are co-ordinated by *CEDD* ~~the Civil Engineering and Development Department~~ in conjunction with the client departments and the works departments, such as the Highways Department and the Architectural Services Department. In the course of implementation of the Plan, the Kwun Tong and Sai Kung District Councils would also be consulted as appropriate.

**12.440.4** Planning applications to the Board will be assessed on individual merits. In general, the Board, in considering the planning applications, will take into account all relevant planning considerations which may include the departmental outline development plan and guidelines published by the Board. The outline development plans are available for public inspection at the Planning Department. Guidelines published by the Board are available from the Board’s website, the Secretariat of the

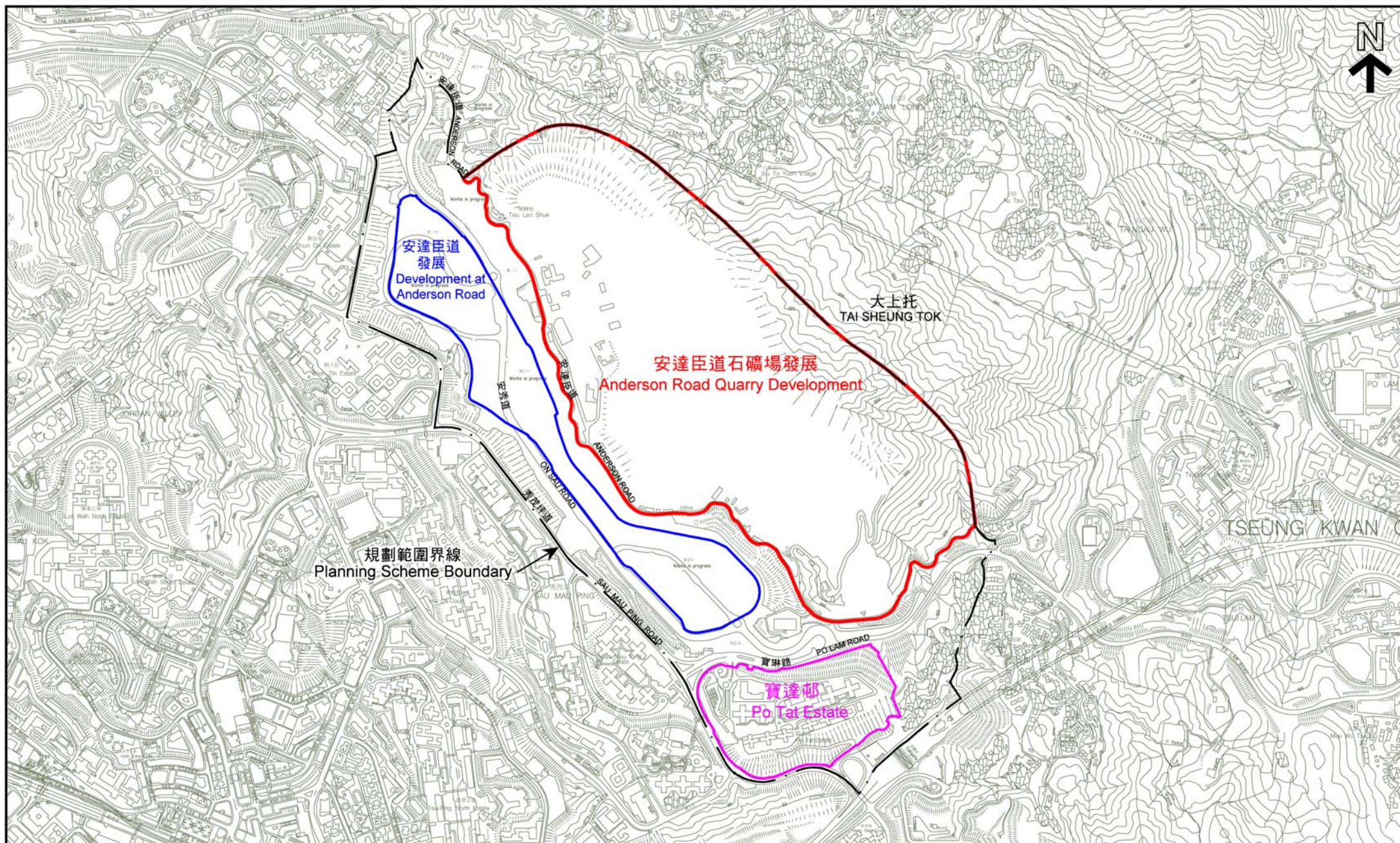
Board and the Technical Services Division of the Planning Department. Application forms and Guidance Notes for planning applications can be downloaded from the Board's website and are available from the Secretariat of the Board and the Technical Services Division and the relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.

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**TOWN PLANNING BOARD**  
**SEPTEMBER 2010/[MONTH] 2015**





主要發展範圍  
MAIN DEVELOPMENT AREAS

規劃署  
PLANNING DEPARTMENT



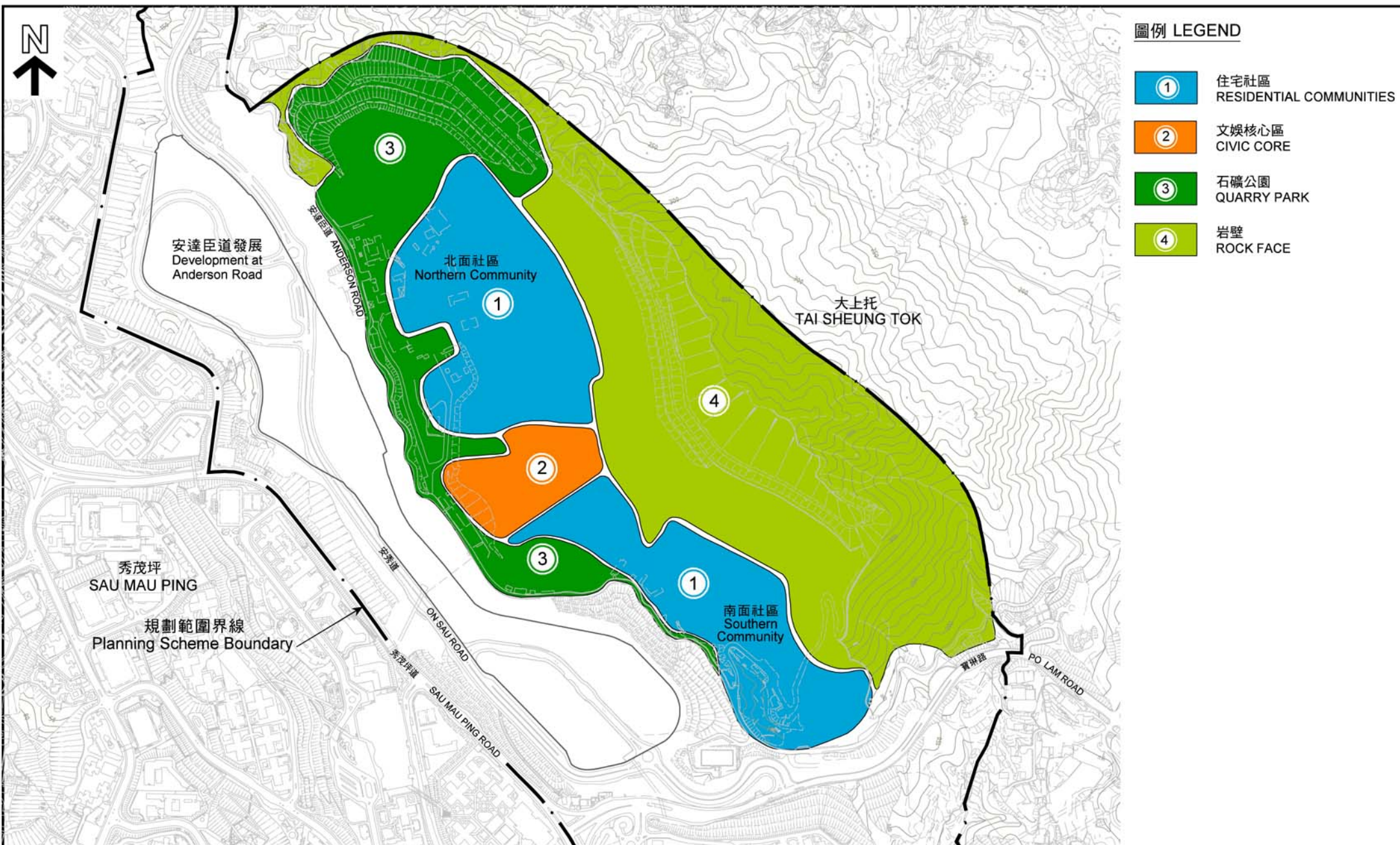
本摘要圖於2015年4月17日擬備  
EXTRACT PLAN PREPARED ON 17.4.2015

SCALE 1 : 13 000 比例尺  
METRES 200 0 200 400 600 800 METRES

參考編號  
REFERENCE No.  
M/HOLS/15/44

圖 FIGURE  
1





安達臣道石礦場發展的主要用地建議  
KEY LAND USE PROPOSALS OF ANDERSON ROAD QUARRY DEVELOPMENT

本摘要圖於2015年4月16日擬備  
EXTRACT PLAN PREPARED ON 16.4.2015

SCALE 1:9 000 比例尺  
METRES 100 0 100 200 300 400 500 METRES

規劃署  
PLANNING DEPARTMENT



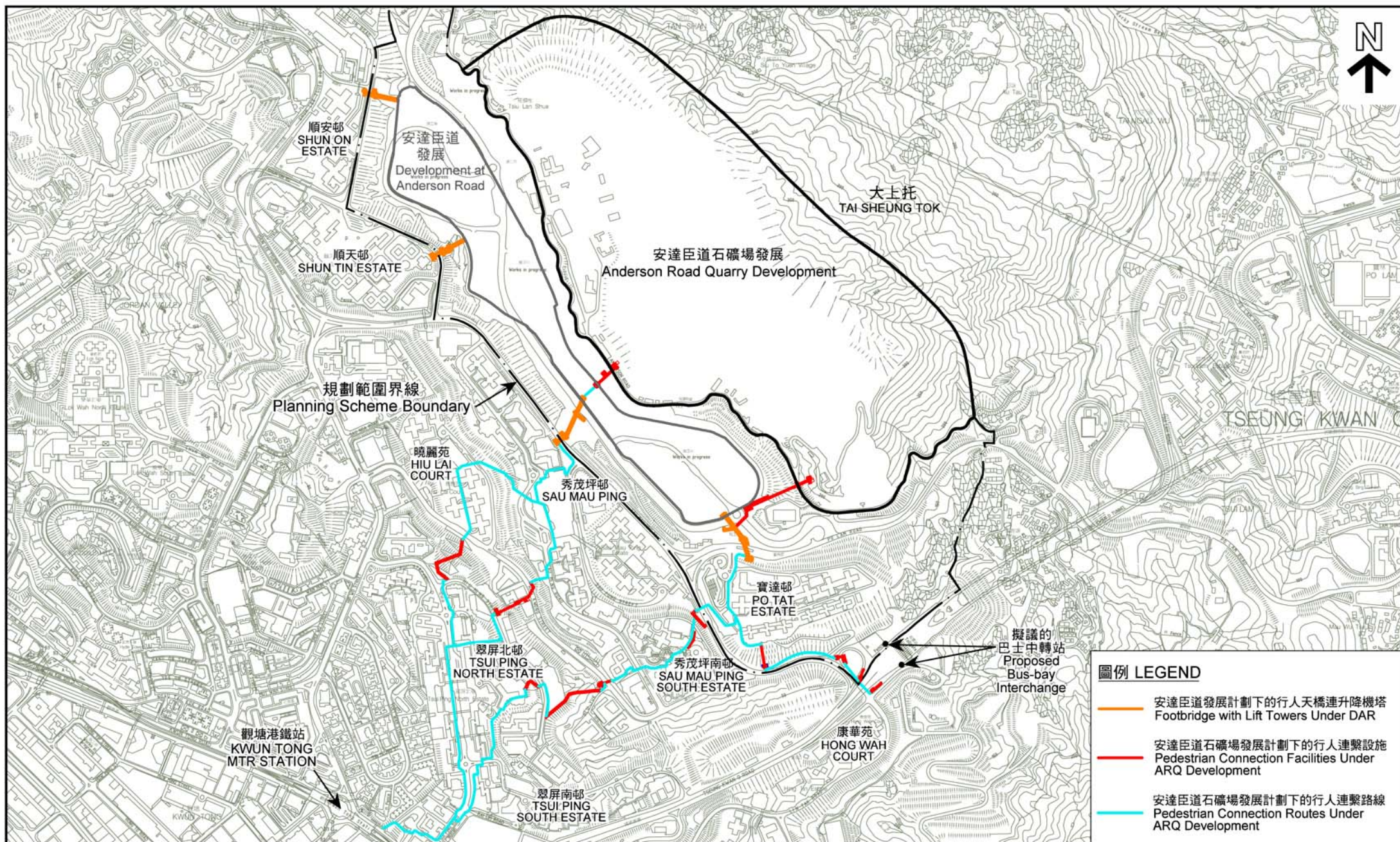
參考編號  
REFERENCE No.  
M/HOLS/15/44

圖 FIGURE  
2









擬議行人連繫設施  
PROPOSED PEDESTRIAN CONNECTION FACILITIES

規劃署  
PLANNING DEPARTMENT



本摘要圖於2015年5月19日擬備  
EXTRACT PLAN PREPARED ON 19.5.2015

SCALE 1 : 13 000 比例尺  
METRES 200 0 200 400 600 800 METRES

參考編號  
REFERENCE No.  
M/HOLS/15/44

圖 FIGURE  
4



### 3 CAPACITY ASSESSMENT: SCENARIOS TESTING FOR WITH AND WITHOUT ROUTE 6

- 3.1.1** It was identified from the TIA Study that ARQ would generate and attract not more than 1,800 pcu/hour (2-way traffic) in the peak hour. The trip distribution of ARQ onto the adjacent road network is shown in Figure 2.
- 3.1.2** The report has reviewed the traffic conditions under the testing scenarios of no Route 6 and with Route 6 in the design years. The planned Route 6 will be formed by three highway projects including Central Kowloon Route (CKR), Trunk Road T2 at Kai Tak Development (KTD) and Tseung Kwan O – Lam Tin Tunnel (TKO-LT Tunnel). TKO-LT Tunnel will provide an alternative route in addition to the existing Tseung Kwan O Tunnel. With traffic attracted to use the future TKO-LT Tunnel, it could free up some road capacities at the existing Tseung Kwan O Tunnel, Tseung Kwan O Road, Po Lam Road and Clear Water Bay Road to accommodate the increasing traffic demand induced by the adjacent planned land use and developments including traffic from the ARQ site upon its first intake in 2022/23.
- 3.1.3** The results of the testing scenarios have revealed that with Route 6 in place including the completion of TKO-LT Tunnel and the proposed road improvement measures, traffic generating to/from the development of ARQ would not significantly affect the traffic condition in the area. Some key road links and their traffic performance in volume to capacity ratio (v/c ratio) are listed below:

Location	2026 without Route 6 without ARQ	2026 with Route 6 without ARQ	2026 with Route 6 with ARQ
Clear Water Bay Road near Choi Hung interchange	V/C <sup>1</sup> = 1.00	V/C = 0.90	V/C = 0.99
Kwun Tong Road/ Hip Wo Street Junction	DFC <sup>2</sup> = 0.86	DFC = 0.76	DFC = 0.79
Tsuen Kwan O Road	V/C = 1.17	V/C = 0.79	V/C = 0.91
Sau Mau Ping Rd between Tseung Kwan O Rd and Hiu Kwong St	V/C = 0.45	V/C = 0.45	V/C = 0.55
Lin Tak Rd between Tseung Kwan O Rd and Pik Wan Rd	V/C = 0.30	V/C = 0.29	V/C = 0.32
Lin Tak Rd slip Rd to Tseung Kwan O Rd	V/C = 0.71	V/C = 0.76	V/C = 0.91

<sup>1</sup> v/c ratio is normally used to reflect traffic situation during peak hours. A v/c ratio equal to or less than 1.0 means that the road has sufficient capacity to cope with the volume of vehicular traffic under consideration. A v/c ratio below 1 is considered acceptable. A v/c ratio above 1.0 indicates the onset of mild congestion and a v/c ratio between 1.0 and 1.2 would indicate a manageable degree of congestion. Above 1.2 indicates more serious congestion with traffic speeds progressively deteriorating with further increase in traffic and such v/c ratios are considered unacceptable.

<sup>2</sup> The performance of a priority junction is normally measured by its design flow/capacity (DFC) ratio. A DFC ratio less than 1.0 (or in positive percentage) indicates that the junction is operating within design capacity. A DFC ratio greater than 1.0 (or in negative percentage) indicates that the junction is overloaded, resulting in traffic queues and longer delay time to the minor arm traffic.

## 4 ROAD IMPROVEMENT MEASURES

**4.1.1** The traffic and transport proposals of the ARQ development have taken due cognizance of the constraints on the external road network. The implication of development traffic on the external road network will be minimized through a rigorous evaluation process to select suitable locations for connection of the development access roads with external road network. Suitable traffic and transport arrangements have also been planned within the development site (i.e. Study Area 1) to promote the use of public transport facilities and thus minimize private car trip generation.

**4.1.2** In addition, the TIA study has also appraised the traffic performance of the external road network for wider areas covering Study Area 2 at Lin Tak Road, Study Area 3 at Clear Water Bay Road near Anderson Road, and Study Area 4 at New Clear Water Bay Road near Shun Lee Tsuen Road. Road improvement schemes are proposed at these 3 study areas to mitigate the traffic impact arising from the land use proposal of the ARQ development.

### 4.2 Study Area 1 – Anderson Road Quarry Development Site

#### *Key Issues:*

**4.2.1** The traffic condition on Clear Water Bay Road, in particular, at its downstream location near Choi Hung Interchange in peak hours, is currently a regional traffic issue. The traffic and transport proposals of ARQ development should therefore be designed such that they could minimize traffic generation onto this external road and junction.

#### *Recommendations:*

**4.2.2** The two vehicular access points to/from ARQ development are proposed at its central and southern portion to match with the disposition of land use proposals within ARQ, as well as to minimize traffic generation to the north via Clear Water Bay Road and further downstream to the Choi Hung Interchange.

**4.2.3** The main internal road within ARQ development is designed in a single-four lane configuration with intermediate bus bays at 300 to 400m intervals. A public transport terminus is proposed at the northern end adjacent to the Quarry Park to promote the use of public transport services covering the entire ARQ development. Another public transport layby with turnaround facilities is proposed outside ARQ development near its central development access to mainly serve the adjacent housing developments. This arrangement could facilitate further expansion of catchment of public transport services for areas in the immediate vicinity of ARQ.

#### *Traffic Benefit:*

**4.2.4** With the proposed arrangement of the two vehicular access points of ARQ development, according to the transport model, it is anticipated that approximately 30% of the ARQ development traffic will use Clear Water Bay Road as external corridor whereas the majority of development traffic, i.e. 70% will use the road network in the south including Po Lam Road, Sau Mau Ping Road and Lin Tak Road.

**4.2.5** The above distribution pattern of development traffic has taken into account the future highway network development. It is anticipated that upon the completion of Route 6 in future, there would be a general reduction of traffic demands on the external traffic corridors currently serving TKO District and Sai Kung District including Clear Water

Bay Road, TKO Tunnel, Po Lam Road, etc. Therefore, it is reflected in the TIA Study result that the development of ARQ will not seriously worsen the traffic conditions on Clear Water Bay Road or its junction at Choi Hung Interchange with Route 6 in place.

### 4.3 Study Area 2 - Junction of Lin Tak Road and Sau Mau Ping Road

#### *Key Issue:*

#### 4.3.1 Existing traffic conditions at Lin Tak Road/Sau Mau Ping Road were identified and shown below:

- Traffic queue was frequently observed at the existing right-turn lane from Sau Mau Ping Road into TKO Road slip road in handling the demand of outbound traffic from the existing developments in Sau Mau Ping;
- Idling traffic and frequent passenger kerbside activities of bus, taxi and GMB along Lin Tak Road induced delay and inconvenience to other passing traffic, and;
- Insufficient and indirect pedestrian linkages at Po Tat Estate to access public transport services along Sau Mau Ping Road and other facilities nearby.

#### *Improvement Proposal:*

#### 4.3.2 A new flyover overpassing the j/o Lin Tak Road and Sau Mau Ping Road will be provided for westbound traffic to travel from Lin Tak Road to Sau Mau Ping Road as shown in drawing **Figure 3**. With the new flyover in place, the existing signal junction could be eliminated and outbound traffic from Sau Mau Ping Road can directly travel onto the down ramp of TKO Road slip road.

#### 4.3.3 Lin Tak Road will be widened to single-2 lane with long laybys at each bound of the road to allow for kerbside activities as shown in drawing **Figure 3**. Lin Tak Road (Section adjacent to Hong Wah Court and Hing Tin Estate) will be enhanced with the following key transport facilities:

- Additional bus bay (2-bay length) will be provided in each bound of Lin Tak Road (near Hong Wah Court) to accommodate more public transport facilities, and;
- Additional long layby in each bound of Lin Tak Road (near Hing Tin Estate) to be provided to allow for kerbside loading and unloading activities without impeding the passing through traffic.

#### 4.3.4 Pedestrian linkage via escalator and footbridge will be introduced for a more direct linkage between Po Tat Estate and the public transport facilities at Lin Tak Road and Sau Mau Ping Road.

#### 4.3.5 Suitable pedestrian facilities will be provided to enhance accessibility from Po Tat Estate and areas adjacent to Hong Wah Court to use the Bus-Bus interchange at TKO Tunnel Toll Plaza proposed by Transport Department.

#### *Benefit:*

#### 4.3.6 With the proposed flyover in place, traffic congestion at the j/o Lin Tak Road and Sau Mau Ping Road could be relieved by junction re-configurations from signal control to

free flow. The overall traffic capacity of this junction would then be able to accommodate the increase in traffic demand due to ARQ development

- 4.3.7 With the proposed road widening works to provide additional laybys in both bounds of Lin Tak Road, the local traffic management issue due to standing traffic induced by loading/ unloading and passenger pick-up/drop-off activities at Lin Tak Road could be adequately addressed.

#### 4.4 Study Area 3 - Junction of Clear Water Bay Road and Anderson Road

*Key Issue:*

- 4.4.1 According to the assessment result for Clear Water Bay Road and Anderson Road junction, the performance are found to be satisfactory with reserve capacity (RC)<sup>3</sup> over 20%. However, the operational performance at this junction would be affected by insufficient stacking space in the middle of the junction for the right-turn traffic to handle more traffic heading to/from the ARQ development. It is anticipated that traffic on the right-turn lanes will tail back and cause much delay to other traffic passing through this junction.

*Improvement Proposal:*

- 4.4.2 It is proposed the eastbound traffic at Clear Water Bay Road be prohibited from making direct right-turn to Anderson Road. A new u-turn facility will be provided such that the diverted traffic would be required to route through it for access to Anderson Road. Layout of the proposed scheme is shown in drawing **Figure 4**. A section of Clear Water Bay Road to the east of this junction will be realigned to accommodate the proposed u-turn facility.

*Benefit:*

- 4.4.3 With the above arrangement to eliminate the eastbound right-turn traffic at Clear Water Bay Road, the traffic signal junction setting could be much simplified with more green time allocated to other traffic on Clear Water Bay Road. Also, the length of the westbound right-turn lane in the middle of the junction at Clear Water Bay Road can be extended to provide sufficient stacking space to cope with the future demand.
- 4.4.4 With the proposed improvement scheme, the right turn lane at the westbound carriageway of Clear Water Bay Road will be increased from 50m to more than 100m. It will provide sufficient stacking space for westbound traffic to wait in the middle of the junction to make right turn into Clear Water Bay Road. It is anticipated that with the proposed scheme in place, the junction will be able to handle additional traffic from the ARQ development.

<sup>3</sup> The performance of a traffic signalised junction is indicated by its reserve capacity (RC). A positive RC indicates that the junction is operating with spare capacity. A negative RC indicates that the junction is overloaded, resulting in traffic queues and longer delay time.



## **4.5 Study Area 4 - Merging lane at New Clear Water Bay Road near Shun Lee Tsuen Road**

### *Key Issue:*

- 4.5.1** It has been revealed from the traffic surveys and site investigation that traffic queue was occasionally found at the section of New Clear Water Bay Road near Shun Lee Tsuen Road. The observed traffic queue is found to be induced by the bottleneck location where currently two Kowloon-bound traffic lanes are required to merge into one at this section. The traffic from the ARQ development would aggravate the traffic condition at this bottleneck of the New Clear Water Bay Road.

### *Improvement Proposal:*

- 4.5.2** A portion of New Clear Water Bay Road near Shun Lee Tsuen Road is proposed to be widened from one to two Kowloon-bound lanes at this road section. Realignment of the merging lane from Shun Lee Tsuen Road is also proposed to increase its merging lane length and the distance of sight line from Shun Lee Tsuen Road to New Clear Water Bay Road as shown in Figure 5.

### *Benefit:*

- 4.5.3** With the improvement scheme in place, it is anticipated that New Clear Water Bay Road would be able to cope with the future traffic growth. The forecast year 2026 volume to capacity Ratio (V/C ratio) for New Clear Water Bay Road will be enhanced from 1.62 to about 0.81 with the improvement scheme in place.
- 4.5.4** The results of capacity assessment on road link and road junctions with and without the proposed improvement schemes are shown in Figure 6 to Figure 9.

## **5 PUBLIC TRANSPORT SERVICES**

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- 5.1.1** A public transport terminus is proposed at the northern end adjacent to the Quarry Park within the ARQ development. Another public transport layby with turnaround facilities is proposed outside the development near the central access to mainly serve the residents of the adjacent housing developments. To alleviate the traffic impact arising from ARQ development onto the surrounding roads near Kwun Tong MTR Station, suitable public transport services have been identified to serve the future residents of ARQ development to use other MTR station.
- 5.1.2** It is suggested that bus services will be provided for the future residents within ARQ development to travel to Lam Tin MTR, Po Lam MTR, and Diamond Hill MTR stations. Internal road and pedestrian access have also been established within ARQ development to ensure convenient access to the bus stops such that it could promote the use of these public transport shuttle services.

## 6 CONCLUSION

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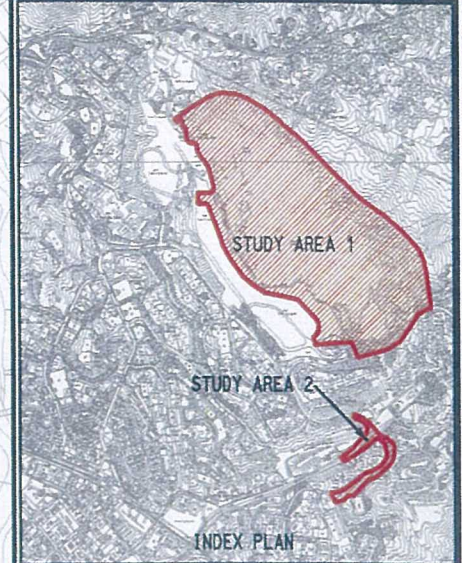
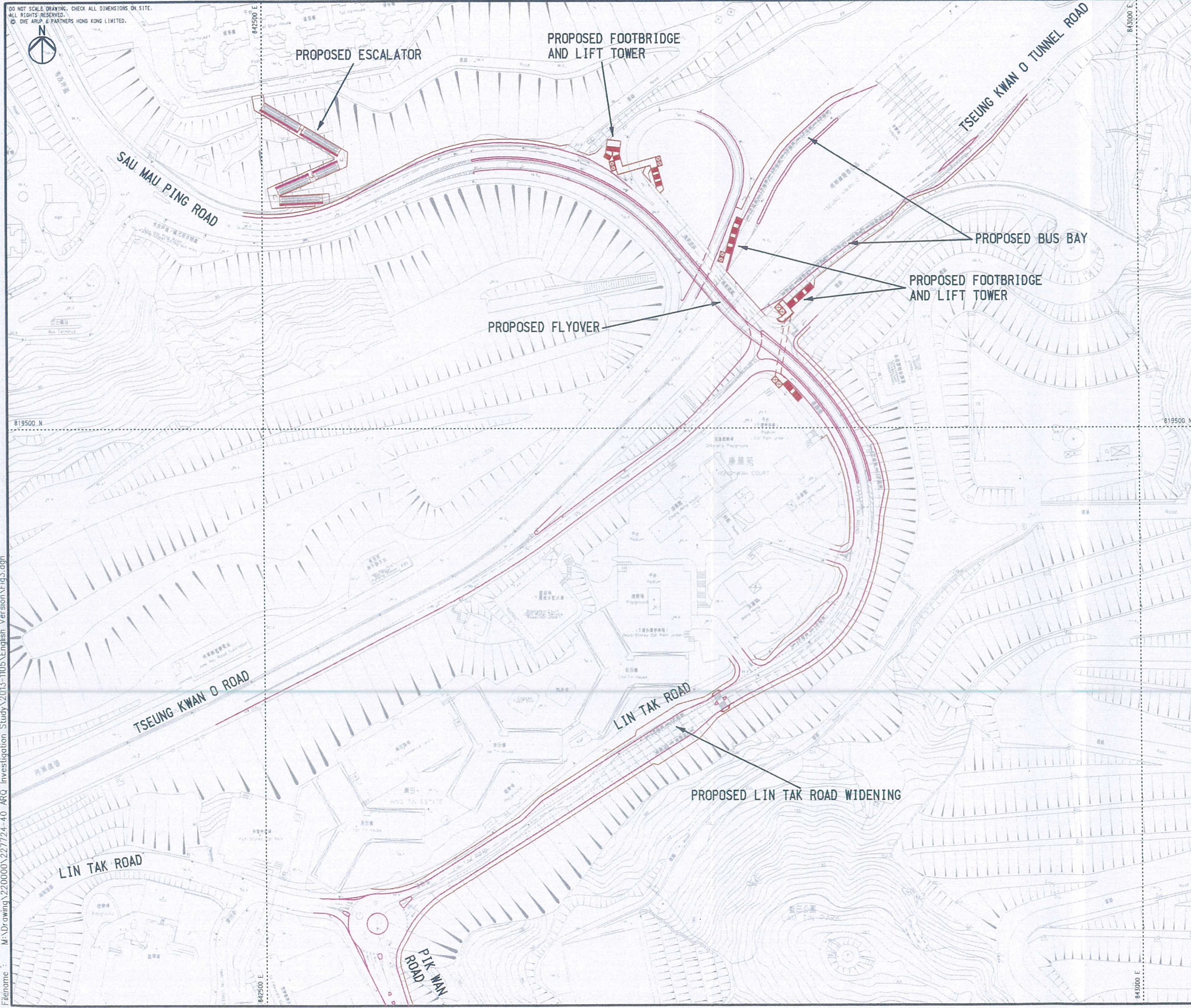
- 6.1.1** The TIA has demonstrated that the overall performance of the road network in the vicinity will be operating satisfactorily in the design year 2026 with the ARQ development and the proposed road improvement schemes in place. The proposed traffic improvement schemes for Study Area 1, 2, 3 and 4 are evaluated to be able to adequately alleviate the traffic impact of the additional traffic from ARQ development.
- 6.1.2** The report has also demonstrated the traffic conditions under the testing scenario of no Route 6 and revealed that some major trunk roads including TKO Road would be operating over capacity without Route 6. As such, Route 6 needs to be in place to support the development of ARQ upon its first intake in 2022/23.
- 6.1.3** In conclusion, the TIA has confirmed that with the proposed improvement schemes, the highway and transport systems could accommodate the traffic demand from the ARQ development. The proposed ARQ development is therefore technically feasible from the traffic and transport point of view.







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- LEGEND:
- PROPOSED LIFT
  - PROPOSED STAIRCASE

Rev	Description	By	Date
Consultant			
ARUP			
Contract No. and Title			
Agreement No. CE 18/2012(CE)			
Development of Anderson Road Quarry - Investigation			
Drawing title			
Study Area 2 - Improvement Scheme for Junction of Lin Tak Road and Sau Mau Ping Road			
Drawing no. FIGURE 3		Rev. -	
Drawn SKST	Date 11/12	Checked CL	Approved SYC
Scale 1:1000 ea1	Status PRELIMINARY		

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Civil Engineering and Development Department

Printed by : 21/01/2014  
Filename : M:\Drawing\220000\227724-40 ARQ Investigation Study\2013-1105\English Version\Fig3.dgn



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ENHANCED JUNCTION IMPROVEMENT  
SCHEME BY ARQ

PROPOSED U-TURN FACILITY

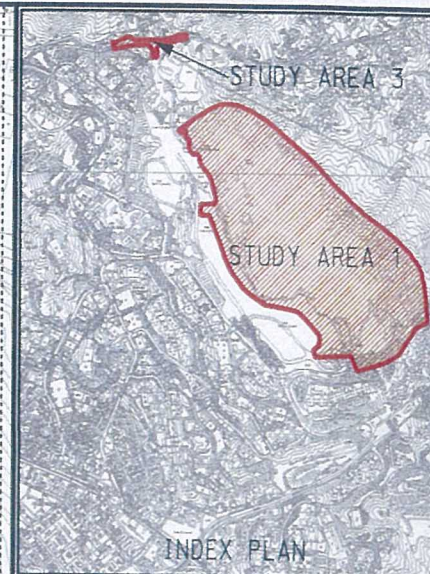
CLEAR WATER BAY ROAD

NEW CLEAR WATER BAY ROAD

ANDERSON ROAD

CLEAR WATER BAY ROAD

ROAD PLANNED BY DAR PROJECT  
UNDERCONSTRUCTION



LEGEND:

ENHANCED ROAD  
/ JUNCTION  
IMPROVEMENT SCHEME

Rev	Description	By	Date
Consultant			
ARUP			
Contract No. and Title			
Agreement No. CE 18/2012(CE)			
Development of Anderson Road Quarry - Investigation			
Drawing title			
STUDY AREA 3 - IMPROVEMENT SCHEME FOR JUNCTION OF CLEAR WATER BAY ROAD AND ANDERSON ROAD			
Drawing no.		Rev.	
FIGURE 4		-	
Drawn	Date	Checked	Approved
SKST	11/12	CL	SYC
Scale		Status	
1:1000 @A1		PRELIMINARY	

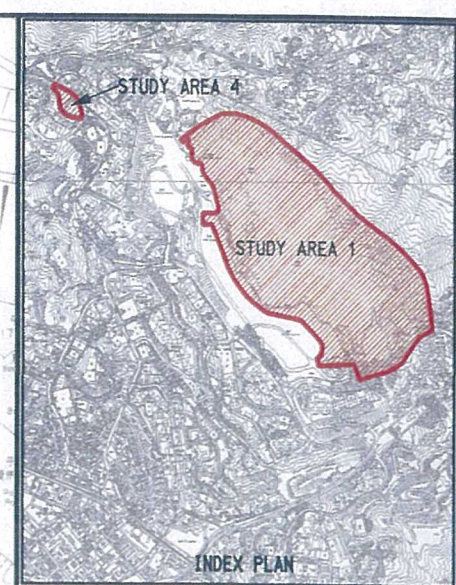
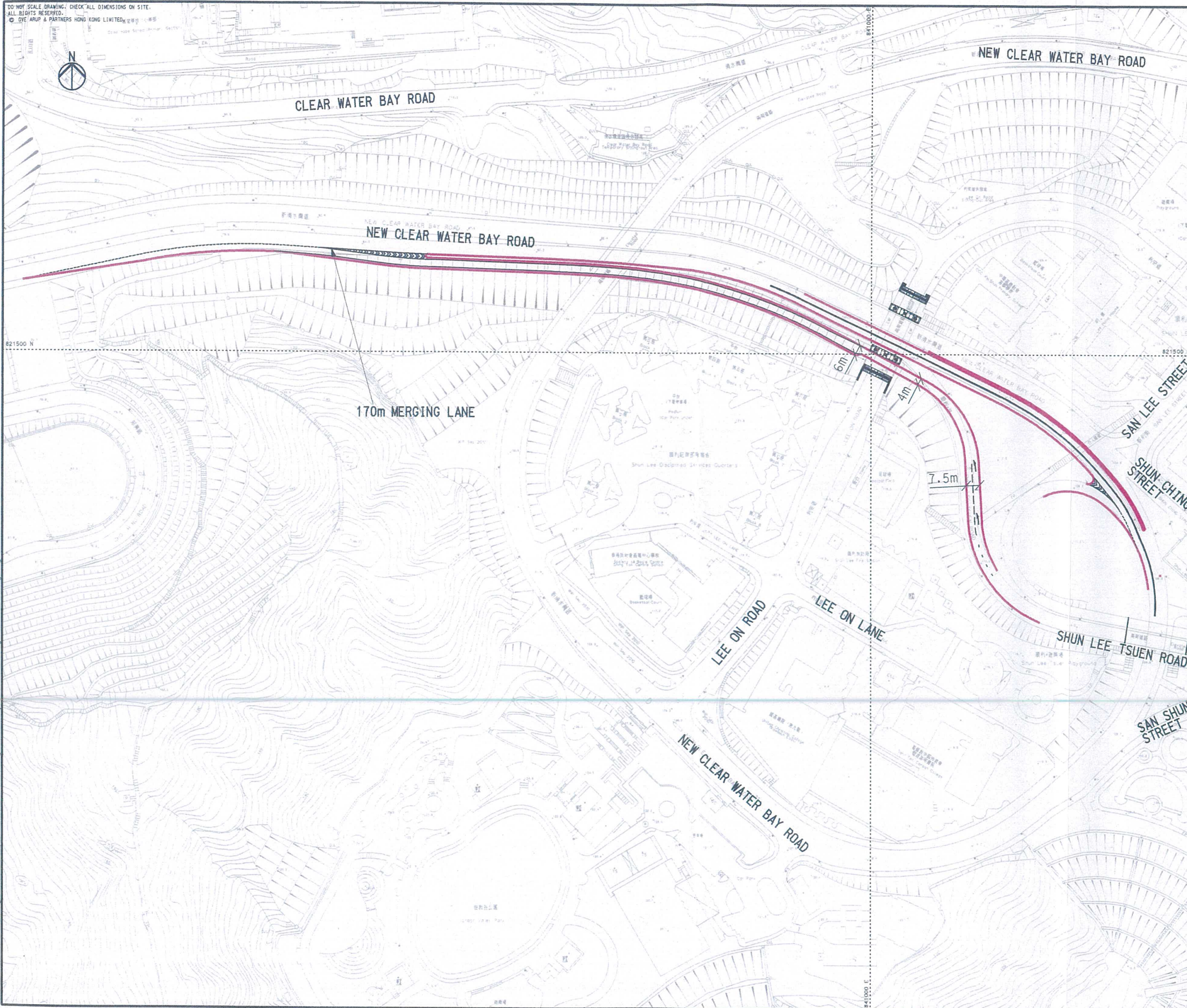
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Development Department



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LEGEND:  
■ EXISTING BRIDGE PIERS

Rev	Description	By	Date
Consultant			
ARUP			
Contract No. and Title			
Agreement No. CE 18/2012(CE)			
Development of Anderson Road Quarry - Investigation			
Drawing title			
STUDY AREA 4 - IMPROVEMENT SCHEME FOR MERGING LANE AT NEW CLEAR WATER BAY ROAD AND SHUN LEE TSUEN ROAD			
Drawing no.		Rev.	
FIGURE 5		A	
Drawn	Date	Checked	Approved
SKST	11/12	CL	SYC
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## EXECUTIVE SUMMARY

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At the request of Planning Department (PlanD), the Government of the Hong Kong Special Administrative Region, an Air Ventilation Assessment (AVA) using wind tunnel test technique was conducted by CLP Power Wind/Wave Tunnel Facility (WWTF) at the Hong Kong University of Science and Technology (HKUST) for an instructed project at the Anderson Road Quarry in Kowloon East. The study was to assess the effects of the proposed development on pedestrian level wind speeds of the Project and Assessment Areas. The proposed development at the Anderson Road Quarry was based on the Recommended Outline Development Plan (RODP) under the Agreement No. CE 4/2010 (TP) Planning Study on Future Land Use at Anderson Road Quarry – Feasibility Study. The building layout of DAR was based on the update scheme provided by PlanD.

The study was undertaken in accordance with the requirements stipulated in the Australasian Wind Engineering Society Quality Assurance Manual, AWES-QAM-1-2001 (2001), and the American Society of Civil Engineers Manual and Report on Engineering Practice No. 67 for Wind Tunnel Studies of Buildings and Structures (1999). The study was also conducted in accordance with the recommendations of Planning Department's Feasibility Study for Establishment of Air Ventilation Assessment System – Final Report (2005) and Technical Guide for Air Ventilation Assessment for Developments in Hong Kong (2006).

Wind speeds were measured at a total of 278 test points in the 1:500 scale model for the proposed development at Anderson Road Quarry, for 16 wind directions ranging from 22.5° to 360° (north) at increments of 22.5° using a multi-channel thermal anemometer system. Wind tunnel test results were combined analytically with the results of an experimental site wind available study conducted prior to this detailed study.

The annual site spatial average velocity ratios (SVR) for the three focus areas at ARQ, namely north-ARQ, mid-ARQ and south-ARQ are 0.21, 0.23 and 0.26 respectively. The corresponding values during the summer months are 0.19, 0.22 and 0.23 respectively. The spatial average velocity ratios (SAVR) for the three focus areas at ARQ are 0.19, 0.21 and 0.25 respectively on annual basis and are 0.17, 0.20 and 0.22 respectively during the summer months. The annual and summer local spatial average wind velocity ratios (LVR) for ARQ are 0.21 and 0.19 respectively.



For north-ARQ, relatively high overall wind velocity ratios were measured at test points P006, P010, P012, and P027, indicating that buildings may alter the wind flows, including flow acceleration and conveying upper level winds down to pedestrian level, at those test point locations. The pedestrian level wind speeds at test points O019, O022, O023, and O028 to O030 are likely to be reduced by the closely spaced buildings. The penetration of northerly winds within north-ARQ is likely to be moderated due to the alignment of road and the arrangement of buildings within north-ARQ. To enhance the flow penetration within the north-ARQ, it is recommended that the spacing of some buildings be increased so as to maximize the penetration of easterly winds that prevail on annual basis and also frequently occur during the summer months.

For mid-ARQ, relatively high overall wind velocity ratios were measured at test points P046, P047, P052 to P054 and directional wind velocity ratios of these test points indicate that winds approaching from 67.5° and 90° are likely accelerated by the topography near the south-eastern part of ARQ. Similar phenomenon was also found at test points P037 to P041. The pedestrian level wind speeds at test points O048, O049 and O053 are likely affected by the adjacent low-rise buildings with large footprint. To relieve the possible adverse effects of the buildings with large footprint, it is recommended that the density of greens be increased and shades be provided for pedestrian at open area in order to lower the heat during the summer months. Permeability at ground level may be introduced to the buildings with large footprint in order to enhance the flow penetrations.

For south-ARQ, high overall wind velocity ratios were measured at test point P068 to P070 inclusive and P072 to P074 inclusive. This is attributed to the speed up effects of the topography near the south-eastern of ARQ. High pedestrian wind speeds likely occur near test points P068 to P070 inclusive and P072 to P074 inclusive for winds coming from the east, which prevail on annual basis and also frequently occur during the summer months. Wind breaks, such as planting single/multiple rows of trees, may be required to reduce the high pedestrian wind speeds from the easterly winds. Relatively low overall wind velocity ratios were measured at test points O062, O063 and O065 and the directional wind velocity ratios of test points O062, O063 and O065 were relatively low for winds coming from 0° to 45° and 135° to 225°, reflecting the sheltering effects from the adjacent buildings. To facilitate the penetration of winds within the proposed development at the southern part of ARQ, it is recommended that building permeability at ground

level be provided and spacing of building be increased. Additional measures, such as shading and/or the use of green building material may also be required to improve outdoor thermal comfort during the summer months.

Based on the measured overall wind velocity ratios and the calculated median hourly mean wind speeds at all the test points, the overall annual and summer air ventilation performances within ARQ and the adjacent developments are unlikely to be problematic. However, at some locations near the southern part of the ARQ, high pedestrian wind speeds from the easterly winds are likely to occur. Wind breaks such as planting single/multiple rows of trees, may be required to reduce the high wind pedestrian level wind speeds due to easterly winds.

**Provision of Major Community Facilities in  
Kwun Tong (North) Planning Area**

<b>Type of Facilities</b>	<b><u>Hong Kong Planning Standards and Guidelines (HKPSG)</u></b>	<b><u>HKPSG Requirement Based on Planned Population (i)</u></b>	<b><u>Provision</u></b>		<b><u>Surplus / Shortfall (Against Provision)  (ii)-(i)</u></b>
			<b><u>Existing</u></b>	<b><u>Existing plus Planned (ii)</u></b>	
Local open space	10 ha per 100,000 persons	9.21ha	4.10	10.70	+1.49ha
District open space	10 ha per 100,000 persons	9.21ha	0	15.84ha*	+6.63ha
Secondary school	1 whole day classroom for 40 persons aged 12-17	87 classroom	0 classroom	60* classroom	-27 classroom
Primary school	1 whole day classroom for 25.5 persons aged 6-11	137 classroom	30 classroom	180* classroom	+43 classroom
Kindergarten/ nursery	26 classrooms for 1,000 persons aged 3 to under 6	46 classroom	10 classroom	34 classroom	-12 classroom
District police station	1 per 200,000 to 500,000 persons	0	0	0	0
Divisional police station	1 per 100,000 to 200,000 persons	0	0	1*	+1
Clinic/health centre	1 per 100,000 persons	0	0	1	+1
Post office	Accessible within 1.2 km in urban	N.A.	0	2	+2
Magistracy	1 per 660,000 persons	0	0	0	0

<u>Type of Facilities</u>	<u>Hong Kong Planning Standards and Guidelines (HKPSG)</u>	<u>HKPSG Requirement Based on Planned Population (i)</u>	<u>Provision</u>		<u>Surplus / Shortfall (Against Provision) (ii)-(i)</u>
			<u>Existing</u>	<u>Existing plus Planned (ii)</u>	
Integrated children and youth services centre	1 for 12,000 persons aged 6-24	0	0	1	+1
Integrated family services centre	1 for 100,000 to 150,000 persons	0	0	0	0
Library	1 district library for 200,000 persons	0	0	0	0
Sports centre	1 per 50,000 to 65,000 persons	1	0	1*	0
Sports ground/sport complex	1 per 200,000 to 250,000 persons	0	0	0	0
Swimming pool – standard	1 complex per 287,000 persons	0	0	0	0 (1 at Kwun Tong to serve Kwun Tong District)

Notes:

1. The population of the planning area in 2011 was about 23,700 (2011 By Census).
2. The planned population of the planning area would be about ~~67,630~~ **92,000** (usual residents and mobile residents — ~~2011 based TPEDM prepared in July 2013~~). *If transient population (e.g tourists) is included, the figure would be about 96,000.*
3. Some facilities are assessed on a wider district basis by the relevant departments, e.g. secondary and primary schools. There is no shortfall in the provision of secondary and primary schools in Kwun Tong District.
4. \* Part of provision to be provided within ARQ area.
5. District Open Space (DO): According to HKPSG (50% of the Regional Open Space be counted as DO in Metro Area.)

第四屆觀塘區議會  
第九次全會會議記錄

日期：2013年3月1日(星期五)

時間：下午2時30分至7時45分

地點：九龍觀塘觀塘道392號創紀之城6期20樓05-07室  
觀塘民政事務處會議室

主席

陳振彬先生, SBS, JP

副主席

蘇麗珍女士, MH

議員

陳國華先生, MH

陳汝堅先生

陳百里博士

陳華裕先生, MH

陳耀雄先生

張琪騰先生

張順華先生

蔡澤鴻先生

符碧珍女士

馮錦源先生

馮美雲女士

何啟明先生

徐海山先生

洪錦鉉先生

簡銘東先生

郭必錚先生, MH

黎樹濠先生, BBS, MH, JP

林峰先生

劉定安先生

林亨利先生, MH

呂東孩先生

馬軼超先生

麥富寧先生

顏汶羽先生

柯創盛先生, MH

潘進源先生, MH

潘兆文先生, MH

潘任惠珍女士, MH

蘇冠聰先生

施能熊先生

譚肇卓先生

鄧咏駿先生

謝淑珍女士

黃春平先生

黃帆風先生, MH

黃啟明先生

葉興國先生, MH

姚柏良先生

## 出席會議的政府部門/機構代表

區慶源先生, JP	觀塘民政事務專員	
余嘉敏女士	觀塘民政事務助理專員	
周楚基總警司	警務處觀塘區指揮官	
丁雄基總警司	警務處秀茂坪警區指揮官	
盧錦欣先生	土木工程拓展署總工程師	
馮淑文女士	社會福利署觀塘區助理福利專員	
霍炳林先生	食物環境衛生署觀塘區環境衛生總監	
郭錦超先生	康樂及文化事務署觀塘區康樂事務經理	
蘇鎮存先生	運輸署高級運輸主任/觀塘	
馬錦全先生	房屋署物業管理總經理(東九龍)	
陳楚鑫先生	消防處處長	)議項 I
盧志豪先生	消防處分區指揮官(九龍東)	)
林偉洪先生	消防處助理救護總長(九龍區)	)
曾昭顯先生	消防處消防區長(管理)	)
李啓榮先生	起動九龍東專員	)議項 III
應麗珠女士	起動九龍東辦事處高級項目促進經理	)
許焯權博士	研究顧問	)
劉志鵬博士	研究顧問	)
杜立基先生	研究顧問	)
黃國才博士	研究顧問	)
陳崇成先生	警務處東九龍總區高級警司(行政)	)議項 IV
王碧珊女士	警務處警司(1)(策劃及發展)	)
林子輝先生	警務處東九龍總區總督察(策劃)	)
張綺玲女士	警務處東九龍總區總督察(行政)	)
陳曼盈女士	警務處行政主任(1)(策劃及發展)	)
關偉明先生	建築署高級工程策劃經理	)
吳劍偉先生	規劃署署理總城市規劃師	)議項 V
余慈欣女士	規劃署城市規劃師	)
葉勁流先生	運輸署高級工程師	)
朱家敏女士	奧雅納工程顧問公司代表	)
陳禮仁先生	奧雅納工程顧問公司代表	)
李樹榮博士	市區重建局觀塘項目總監	)議項 VI

鄧文雄先生	市區重建局觀塘項目總經理	)
鍾建強先生	市區重建局總經理(收購及遷置)	)
蘇毅朗先生	市區重建局社區發展高級經理	)

秘書

李賢斌先生	觀塘民政事務處高級行政主任(區議會)
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列席者：

甘遠清女士	觀塘民政事務處高級聯絡主任(1)
詹鎮源先生	觀塘民政事務處高級聯絡主任(2)
蕭潔芝女士	觀塘民政事務處高級行政主任(地區管理)
余以東先生	觀塘民政事務處一級行政主任(區議會)

**議項 V—安達臣道石礦場未來土地用途規劃研究—最終建議發展大綱圖**  
**(觀塘區議會文件第 5/2013 號)**

19. 主席歡迎規劃署署理總城市規劃師吳劍偉先生和城市規劃師余慈欣女士、運輸署高級工程師葉勁流先生，以及奧雅納工程顧問公司代表朱家敏女士和陳禮仁先生參加討論。

20. 規劃署署理總城市規劃師吳劍偉先生與奧雅納工程顧問公司代表朱家敏女士介紹文件。

21. 議員提出的查詢及意見如下：

21.1 符碧珍議員就文件第 23 段(c)及(d)項所載擬議道路/路口改善措施，建議署方考慮把有關改善工程與 2015/16 年落成的安達臣道發展計劃互相配合，確保日後增多的車流得以妥為疏導。此外，亦建議署方考慮改善順利和順天區通往彩虹港鐵站的行人連繫設施。

21.2 蔡澤鴻議員查詢：(i) 有關文件第 21 段所載，署方有何方法促使駕駛者善用非飽和的道路，以及如何鼓勵市民乘用港鐵作交通工具；(ii) 補充交通評估究竟是基於現時的交通流量，還是根據預計地盤於 2015/16 年入伙後的交通流量得出的數據；(iii)若研究地點設計沒有出口讓車輛循清水灣道方向進出地盤，為何署方須改善清水灣道出口方向的交通流量；以及(iv)除改善現有道路外，署方有否制定其他疏導交通的方案。

21.3 何啟明議員向署方提問：(i)建議的道路/路口改善措施及行人連繫設施的工程完工日期預計為 2018 至 2022 年，而特首剛公布安達臣道發展計劃的開始入伙日期會提前一年至 2014 年起，兩者相距一定時日，原因何在；(ii)研究地點預計的車流量約為 1 610 架次，會產生約 8 公里的車龍，但署



方竟認為多出的流量不會對觀塘區的交通網絡構成影響，理據何在；以及(iii)就行人連接設施方面，市民須步行約 1.25 公里方可到達最近的港鐵站，此一距離約相等於從尖沙咀步行至油麻地，路途不短，質疑有關規劃安排的合理性。

- 21.4 簡銘東議員關注計劃的交通配套問題。他指出建議的道路/路口改善措施及行人連繫設施的工程完工期為 2018 至 2022 年，遲於安達臣道發展計劃 2014/15 年的入伙日期；換言之，居民須承受交通擠塞之苦達數年之久。此外，他亦憂慮山下的交通網絡未能疏導從地盤往山下行走的車流。
- 21.5 洪錦鉉議員表示，增加建屋量無疑會令人口增多，他對此建議雖無異議，但請署方考慮：(i)增加居屋所佔比例；(ii)避免石礦公園變成私人屋苑的私家花園；(iii)增加社區設施的用地；(iv)宏觀制定整個地區的交通規劃(包括道路及小巴/巴士路線)；(v)興建通往山上的鐵路支線，使之與觀塘市中心連接起來；(vi)在將軍澳藍田隧道走線上設立巴士轉乘站；以及(vii)早日建成擬議的行人連接系統。
- 21.6 柯創盛議員建議署方考慮：(i)早日安排社區日後的配套設施，令鄰近地區也能受惠，例如興建安達臣道分科診所；(ii)興建一條鐵路支線，以期長遠解決該區交通配套的問題；(iii)確切地評估各項改善工程的完工日期；(iv)積極回應議員的意見和建議；以及(v)除須為有關連德道工程環評能否通過而作出兩手準備外，也應顧及受影響居民的反應。
- 21.7 譚肇卓議員指出文件附件一《擬議交通安排及道路/路口改善措施》所載地圖過時，且未有標示其所屬選區(三彩)位置。此外，他又向署方查詢三彩地區的人流與往來清水灣道的車流有否納入評估之內，以及政府機構及社區(GIC)用地在地盤範圍內所佔面積。
- 21.8 陳汶堅議員查詢署方：(i)就連德道的擴闊工程進行的環評報告進展如何、開始、所需時間及完成日期；以及(ii)若上述擴闊工程未能通過 2015 年環評及遭居民反對時的應變方案。
- 21.9 張順華議員建議署方考慮：(i)除着力改善連德道、新清水灣道的交通外，亦須正視山下道路的暢通情況，例如鯉魚門

道、觀塘道的交通負荷；(ii) 慎防政府不同道路改善計劃(包括“紅加東減”的海隧分流方案)最終都可能把車流引至東隧，增多的交通負荷對觀塘區的影響；以及(iii)藍田及油塘港鐵站設施應付額外人流的上限。

- 21.10 林亨利議員支持署方建議的私人及資助房屋比例 80:20，並促請署方就未來該區的社區設施及交通配套作出全面的規劃。
- 21.11 張琪騰議員查詢署方：(i)是否預計居民將徒步前行至將軍澳隧道口的建議巴士轉乘站，還是考慮安排接駁小巴。步行的話，步程時間為何；(ii)有否考慮居民由研究地點往觀塘市中心道路所衍生的額外車流對區內交通造成的影響；(iii)有否考慮目前藍田及油塘港鐵站接駁小巴(即由藍田往寶達及油塘開出 24 號小巴)的乘客量已達飽和的情況；(iv)可否提供藍田及油塘港鐵站的行人流量數字；以及(v)6 號幹線的落成年份。此外，他亦呼籲署方早日完成有關行人連接系統，以配合研究地點完工居民入伙的日期。
- 21.12 陳華裕議員支持署方的計劃並請署方考慮：(i)加強新清水灣道接連其他道路的配套，使人流和車流都更為暢順；(ii)在翠屏北邨加設高速行人輸送設施接連觀塘市中心及港鐵站；以及(iii)在石礦公園範圍內設置露營設施。
- 21.13 蘇麗珍議員請署方：(i)考慮把政府機構及社區用地改為住宅用途對居民使用社區設施的影響，並指出此舉將對他們的日常生活造成不便；(ii)早日興建連接翠屏邨附近學校與翠屏邨的行人連接系統，方便居民及學生使用翠屏邨巴士總站前往各區；(iii)就文件第 26(b)段所載有關優化現時連接曉光街與秀茂坪紀念公園的樓梯項目，希望署方盡快展開工程；以及(iv)於安達臣道發展計劃在 2014/15 年入伙前盡快完成擬議的道路改善工程，以免影響上述居民的生活。
- 21.14 麥富寧議員質疑文件所載有關交通評估的交通流量數據，建議署方考慮興建一條鐵路支線連接觀塘線，徹底解決區內交通連接的問題。
- 21.15 林峰議員支持文件的多項建議並請署方考慮：(i)解決相關的交通配套方案；以及(ii)就建議的社區用地更改為住宅後

的社區設施制定替代方案，顧及居民的需要。

- 21.16 黃春平議員查詢署方：(i)把有關學校用地改為住宅用地的理據；以及(ii)可否在連接觀塘市中心行人連接系統展開設計工作時，考慮把秀茂坪區和聯合醫院也一併連接起來，方便市民往來醫院。此外，他又指出，署方目前建議的交通改善方案只是針對安達臣道石礦場及安達臣道發展計劃共七萬多居民的交通需要，且只曉得利用新清水灣道出口及連德道等多個路口，忽略了現時將軍澳道及觀塘市中心道路負荷已屆飽和的情況。他建議署方考慮興建觀塘北鐵路支線，徹底解決該處交通擠塞的問題。
- 21.17 黎樹濠議員讚揚署方在文件內採納了議員提出的改善建議；不過，卻就進出地盤交通擬議的改善措施的成效有所保留。他建議署方考慮早日提出如何解決目前觀塘區交通網絡擠塞的有效方案，讓議員有信心即使接受建議計劃，區內因人口增多而衍生的種種問題仍是有望解決的。
- 21.18 黃帆風議員贊成署方文件的建議，並請署方考慮：(i) 削低地盤水平及加高樓層去增加樓宇供應；以及(ii)慎重考慮相關的交通配套、社區和醫療設施的配套規劃。
- 21.19 潘兆文議員支持署方建議增加地盤規劃人口至 25 000 人，以配合社會對房屋的需求。他促請署方：(i)盡量確保道路建設與建屋進度互相配合；以及(ii)研究觀塘人口增多後相關道路網絡的負荷上限。
- 21.20 陳耀雄議員支持署方的修訂建議，認為建議符合市民對房屋供應的渴求；並請署方考慮：(i)有關相應的地區設施配套；以及(ii)切實地執行有關交通改善工程，不可延誤。
- 21.21 馮錦源議員就署方提交的交通評估數據，表示有所保留，促請署方考慮一個全面而可行的交通改善方案。
- 21.22 呂東孩議員理解政府有心盡快增加房屋供應以回應市民的需求，但認為“見縫插針”以及“隨便挪用政府、機構及社區用地作住宅發展”的做法，無疑會造成人口過度集中於一個社區的後果。他促請署方務必要以提高居民生活質素及可持續發展的態度，規劃各區的人口情況。

22. 署方就議員的意見及查詢回應如下：

- 22.1 房屋組合比例：署方指出毗鄰研究地點的秀茂坪區現時以資助房屋為主要發展。根據 2011 年人口普查的結果，秀茂坪區現時的私人／資助房屋比例約為 10：90。研究地點西面及南面為安達臣道發展計劃的用地，正在興建約 18 000 個公屋單位。如將該計劃加入一併計算，秀茂坪區的私人／資助房屋比例將調整至約 7：93。即使再加入研究地點的擬議房屋發展，秀茂坪區的私人／資助房屋比例仍只會調整至約 16：84，區內仍以公營房屋為大多數。基於以上的考慮，當局建議將研究地點擬議發展的私人／資助房屋比例訂為 80：20，讓秀茂坪區長遠的房屋組合有較健康的發展。這比例在是次研究已進行的兩階段社區參與亦普遍獲得接受。
- 22.2 石礦公園：康文署將會負責擬議石礦公園興建、管理及維修的工作，故此石礦公園應不會變成私人屋苑的附屬花園。就議員對石礦公園內設施的建議，該署會向康文署反映。
- 22.3 社區配套設施：署方指出除石礦公園外，在研究地點已預留兩幅分別約 0.8 及 0.2 公頃的政府、機構及社區用地，作為興建一座室內體育館及一所社區會堂，後者的樓面面積約有 510 平方米。為了規劃人口的增加，最終建議發展大綱圖把北面社區的一所擬議小學遷往南面一幅未有指定用途的政府、機構或社區用地，並將原來的小學用地改作私人住宅用途。這些修訂不會對社區設施的配套造成任何影響，因為原先預留的政府、機構或社區用地並未有任何明確用途，而各部門提出的大部分社區配套設施只屬小型設施，可設置在未來各類發展的處所／構築物之內(例如住宅樓宇的地下)，並不需要預留獨立的用地。
- 22.4 交通及運輸：
- (a) 署方明白到議員及地區人士關注安達臣道發展計劃(規劃人口約 48 000 人)可能對觀塘區的交通網絡帶來嚴峻的考驗，澄清研究進行的交通評估已把安達臣道發展計劃及研究地點的未來發展計劃(即 48 000 人加上 25 000 人)一併作出考慮，繼而就相關交通改善方案提出建議。評估中使用的交通模型是推算至 2026 年的情況，

除上述兩項發展外，亦已考慮及計算啓德新發展區及觀塘區內現有發展(包括三彩)所產生的交通。

- (b) 根據當局現有的時間表，交通評估模型假設由將軍澳藍田隧道、T2 主幹道及中九龍幹線組成的 6 號幹線會在研究地點擬議發展開始入伙前落成。屆時駕駛人士的行車路線應有所改變，使用將軍澳隧道的車輛應有所減少，所騰出將軍澳道的容量應可容納由安達臣道發展計劃及研究地點發展計劃所產生的車流。
- (c) 為鼓勵車輛使用寶琳道及近藍田一帶的道路，研究地點的主要車輛出入口會設於南部及中部，故大部分車輛都會從南面直接前往寶琳道及秀茂坪道與連德道一帶，而非繞一大段路前往西北面的新清水灣道。這安排可幫助減少對觀塘市中心及彩虹交匯處的交通負荷。在擬議的道路／路口改善工程完成後，車輛更可使用日後的 6 號幹線前往其他區域。
- (d) 建議的道路／路口改善措施預計會在研究地點未來發展入伙前峻工(即 2021/22 年)，與正進行地盤平整工程的安達臣道發展計劃的預計開始入伙日期(即 2015/16 年)有數年差距。署方現正與土木工程拓展署緊密相討加快改善工程的可能性，但根據土木工程拓展署現時的時間表，改善工程須經過技術評估、初步設計、法定環評、詳細設計、刊憲及招標多個階段才能正式展開，預計涉及法定環評部分的工作會於 2015 年年初至 2016 年年中進行，開始施工日期則會在 2018 年，需時三至四年。  
  
(會後備註：署方澄清特首公布安達臣道發展計劃會提前一年入伙只涉及計劃的部分用地，整個計劃的最早入伙期仍然維持在 2015/16 年。)
- (e) 若建議的連德道擴闊工程未能通過法定環評，當局會再考慮其他道路／路口改善措施，不會強行落實研究地點的擬議發展。
- (f) 彩虹交匯處在繁忙時間出現的交通擠塞問題屬於區域性的交通問題，研究地點的擬議發展不會嚴重惡化現時交通的

情況。為進一步改善區內整體交通擠塞問題，長遠可能需要在彩虹交匯處進行大型改善工程，但由於該工程會涉及徵收彩虹邨的土地，須待彩虹邨日後重建才有契機進行。

- (g) 擬議公共交通運輸總站將設於研究地點北端毗鄰石礦公園的入口。另外，亦會在研究地點近中部的出入口設置公共交通上落客處。土木工程拓展署會在工程可行性研究制訂一套公共交通運輸計劃，並提供來往藍田、油塘及寶琳港鐵站的接駁服務，避免車流和人流集中至觀塘市中心及港鐵站，減輕市中心在繁忙時間的交通壓力。
- (h) 在考慮第二階段所收到的公眾意見後，署方建議在將軍澳隧道九龍出口近收費廣場設置巴士轉乘站，並提供行人設施連接寶達邨、康華苑及興田邨，方便藍田及秀茂坪一帶的居民使用。
- (i) 署方之前已把議員提出興建鐵路支線的建議向有關政策局及部門，以及進行《鐵路發展策略 2000》檢討及修訂研究的顧問公司反映，但可惜該研究在第二階段公眾參與所公布的地區性優化方案中並未有包括連接秀茂坪區的方案。
- (j) 在行人連繫方面，署方已在考慮第二階段社區參與所收到的公眾意見後提出一些額外的替代及新增路線。雖然整條路線的行程不算很短，但途中會貫穿多條秀茂坪區的現有屋邨(包括秀茂坪邨及曉麗苑等)，現時的居民因此亦能受惠。土木工程拓展署會就不同路線作進一步的技術評估，並訂出路線的緩急次序，以便分階段推展有關建議。如涉及的工程毋須進行收土或法定環評，預計工程可在 2016 年展開，並在 2018/19 年完成。
- (k) 就未有建議連接順利、順天一帶與彩虹港鐵站的行人設施，署方指出工程可行性研究的顧問公司已就行人路線方案進行了超過 3,000 份的問卷調查，當中已涵蓋四順一帶，顧問公司現正分析調查結果。在待有確實建議時，土木工程拓展署會進一步諮詢觀塘區議會的意見。

23. ...經討論後，主席總結大會大體上同意：

(i) 因應市民對居住房屋的殷切需求，把研究地點的規劃人口由 23 000 人上調至 25 000 人；以及

(ii) 把研究地點的私人及資助房屋比例訂定為 80:20。

但大會對署方擬議道路/路口改善措施的工程完工日期未能配合安達臣道發展計劃的入伙日期，表示憂慮；擔心交通擠塞情況將維持一段時間，無法紓減。此外，亦對有關交通評估的流量數據和改善措施的成效有所保留。為此，大會呼籲政府加快落實有關的大型道路改善工程和優化措施，例如正規劃的 6 號幹線(T2 主幹道、將軍澳－藍田隧道)等，以便把現有車流疏導至其他地區。

24. 最後，大會決定致函運輸及房屋局，要求從速商討、研究及盡早進行觀塘區交通及交通配套規劃的全面性檢討，及制訂觀塘區未來的交通發展藍圖與整體的交通配套改善方案，以解決觀塘區日益嚴重的交通擠塞問題。此外，大會亦要求有關當局將上述檢討結果及可行的解決方案盡早諮詢區議會。

(會後備註：大會就第 24 段的建議致運輸及房屋局函件已在 2013 年 3 月 20 日發出。)

(獲通過的會議記錄)

西貢區議會  
房屋及環境衛生委員會  
二〇一三年第二次會議記錄

日期：二〇一三年三月十四日(星期四)

時間：上午九時三十分

地點：西貢區議會會議室

出席者

凌文海先生，MH (主席)  
簡兆祺先生 (副主席)  
區能發先生  
陳繼偉先生  
陳博智先生  
周賢明先生，MH  
張國強先生  
莊元荃先生  
鍾錦麟先生  
方國珊女士  
何觀順先生  
林少忠先生  
劉偉章先生，MH  
李家良先生  
梁里先生  
駱水生先生，MH  
陸平才先生  
吳雪山先生  
溫悅昌先生，MH，JP  
邱玉麟先生  
陳浩怡女士 (秘書)

出席時間

上午九時三十分  
上午九時三十分  
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上午九時三十分  
上午九時三十分  
上午九時五十分  
西貢民政事務處行政主任(區議會)1

離席時間

下午一時二十五分  
下午一時二十五分  
下午一時二十五分  
上午十一時五十五分  
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下午一時二十五分  
下午一時二十五分

列席者

范國威議員 西貢區議員  
邱戊秀先生 西貢區議員  
蕭慕蓮女士，JP 西貢民政事務處民政事務專員  
冼熙朗先生 西貢民政事務處民政事務助理專員  
胡達志先生 西貢民政事務處一級行政主任(區議會)



陳翠薇女士	西貢民政事務處聯絡主任主管(將軍澳)中
鍾國星先生	房屋署高級房屋事務經理(北區、大埔及將軍澳)
黎兆光先生	食物環境衛生署衛生總督察
蔡燕紅女士	食物環境衛生署衛生督察(防治蟲鼠)
馮嘉慧女士	康樂及文化事務署西貢區副康樂事務經理 2
黃金華先生	環境保護署高級環境保護主任(區域東)4
梁麗芳女士	西貢地政處行政助理/地政
吳劍偉先生	規劃署署理總城市規劃師
余慈欣女士	規劃署城市規劃師
楊詠珊女士	奧雅納工程顧問公司代表
郭仕聰先生	奧雅納工程顧問公司代表
黎卓豪先生	渠務署總工程師/污水工程
楊鍾祥先生	渠務署高級工程師/污水工程 1
沈正先生	渠務署工程師/污水工程 24
周穗平先生	渠務署工程師/污水工程 7
林長勳先生	漁農自然護理署一級農林督察(動物管理)(九龍)2

### (三) 新議事項

#### 安達臣道石礦場未來土地用途規劃研究—最終建議發展大綱圖 (SKDC(HEHC)文件第 21/13 號)

5. 主席歡迎規劃署署理總城市規劃師吳劍偉先生、規劃署城市規劃師余慈欣女士、奧雅納工程顧問公司代表楊詠珊女士及郭仕聰先生出席會議。

6. 吳劍偉先生表示規劃署於 2011 年 1 月展開了「安達臣道石礦場未來土地用途規劃研究—可行性研究」，主要目的是探討安達臣道石礦場(即研究地點)於 2016 年停止運作後的未來土地用途。研究包括兩階段的社區參與。第二階段的社區參與於 2012 年 6 月至 9 月期間進行，主要是就一份以 23,000 規劃人口及 80:20 私人/資助房屋比例的建議大綱草圖，以及一系列的道路/路口改善措施和行人連繫建議，諮詢公眾的意見，期間曾分別於 2012 年 7 月 17 日及 8 月 9 日向西貢區議會及西貢區三個分區委員會進行簡介，亦舉辦了公眾論壇和巡迴展覽(展覽地點包括將軍澳翠林體育館)，更就擬議石礦公園及現有岩壁進行了概念設計比賽，西貢區議會主席吳仕福先生亦是比賽的其中一位評審委員。

7. 吳劍偉先生續表示第二階段社區參與所收集到的意見為優化建議發展大綱草圖提供了重要基礎。為應付本港殷切的房屋需求，署方在完成第二階段的社區參與後進行了一輪檢討，研究是否可在不影響廣為公眾接受和支持的建議發展大綱草圖的規劃及設計原則的大前提下，進一步上調研究地點的規劃人口。顧及到研究較早階段發現的各項發展限制、不同的土地用途要求、城市設計的因素，以及補充技術評估的結果，署方認為將規劃人口由原來的 23,000 人增加至 25,000 人在技術上是可行的。此外，署方亦根據在第二階段社區參與所收到的意見，進一步優化原先的行人連繫建議，包括提出在將軍澳隧道九龍出口近收費地方設置巴士轉乘站，再以行人連繫設施連接秀茂坪寶達邨，以方便秀茂坪一帶的居民。根據署方了解，將軍澳的居民亦將受惠於該巴士轉乘站。他請顧問公司代表向各位議員詳細介紹最終建議發展大綱圖及相關研究建議。

8. 楊詠珊女士及郭仕聰先生按所播放的簡報向各位議員介紹安達臣道石礦場未來土地用途規劃研究—最終建議發展大綱圖的內容。

9. 方國珊女士表示樂於看見顧問公司及規劃署聽取市民意見，增加地積比率及引入居者有其屋計劃(下稱「居屋」)的比例。她表示此處將來會成為九龍東的超級地標，部分住宅單位更可欣賞海景及烟花，除了減少一幅政府、機構或社區用地以增加住宅用地外，應仍有空間可再考慮增加地積比率。她指出將軍澳南將再增加 400 個單位，相比現時署方只將研究地點的規劃人口增加

2,000 人，後者應有空間再提高地積比率，否則整個項目只會淪為一個超級豪宅區。另一方面，她歡迎顧問公司就著傾斜及上升的連接提出建設升降台和連接電梯的建議，以減少居民往來不同地方的時間；當中將軍澳隧道旁的巴士轉車站，更可減輕秀茂坪邨及將軍澳居民前往九龍的壓力，故此她希望此部分的工程可先行動工，以紓緩居民的壓力。最後，她對沒有運輸署代表出席是次會議表示遺憾。

10. 陳繼偉先生表示早已指出此計劃是一個中密度的超級海景豪宅區，故希望可以增加樓宇數量以作平衡。雖然顧問公司已作相應調整，但他認為 80:20 的私人/資助房屋比例仍有改善空間。為減少對山脊線的影響，他建議署方可考慮寬鬆處理地積比率的限制，例如興建地下停車場，而地面上則可興建更多住宅。另外，他向署方查詢可否考慮於將軍澳區設巴士轉乘站，再以行人天橋接駁至康盛花園或翠林邨，以解決將軍澳上路巴士載客量不足的問題。另一方面，雖然新清水灣道的交通有所改善，但研究地點未來發展及安達臣道發展計劃將會大大增加該處的車流量；雖然運輸署已作出微調，增加路牌及欄杆，但這些都不是治本的解決方法，希望署方可考慮於非繁忙時間限制重型車輛使用該段道路。至於與區議員進行實地視察，他向署方查詢會否邀請西貢區的區議員同行；此外，他表示署方過去於簡介其他工程如藍田隧道時，都會製作模型方便市民了解有關工程，希望署方亦可為此工程製作模型。最後他表示所有設施皆影響民生，建議署方預早為計劃設計無障礙設施，並向署方查詢將來市民使用石礦公園時會否有任何收費。

11. 吳雪山先生表示他曾指出有關計劃為超級豪宅區，只是官商勾結制定出來的項目活動，猶如數碼港的翻版，加上對 80:20 的私人/資助房屋比例的不滿，故他於上一次討論時曾離席抗議。他表示寶達邨的居民可欣賞海景，而大上托比寶達邨更高，如能更改 80:20 的比例，便可惠及更多基層市民。他建議政府更改地積比率及改變規劃用途以興建更多房屋。因為若地積比率不變，即使署方於規劃人口增加 3,000 人，但當中 2,500 人是豪宅居民，只有餘下的 500 人才是公共租住房屋(下稱「公屋」)的居民，故他希望署方能改善計劃，把資源用於公共房屋，以免淪為數碼港的翻版。

12. 周賢明先生表示他整體上支持增加地積比率，但署方必需同時考慮交通配套的安排。就剛才吳雪山先生所言，他回應表示位於研究地點南面的安達臣道發展計劃將會全部作公屋發展，所以研究地點及安達臣道發展計劃的整體房屋比例應為 30:70，七成是資助房屋，三成則為私人房屋，至於 80:20 只是指研究地點位置，所以可以欣賞海景的應是公屋居民而非私人房屋的居民，希望大家都能對此有一個清楚的概念。至於交通方面，他表示新清水灣道/安達臣道路口必需設有一條「長行慢線」以免阻塞從西貢出九龍的車輛，但若於該路口加設交通燈以取代優先通行路口，則可能會影響新清水灣道原

來暢通的交通，故對此建議有所保留。另外，政府部門對委員提議於將軍澳隧道設置轉乘站一直表示難以實行，故他對現時因此發展計劃而變得可行感到奇怪。無論如何，他希望有關轉乘站可早日設置，並表示往將軍澳方向的隧道入口應有足夠位置設置轉乘站，署方可加以考慮。最後，他十分歡迎署方建議於連德道及將軍澳道的路口設置一條新的架空道路，並表示過去亦曾提出相同的建議並獲回覆不可行，希望署方可確保有關建議可切實執行。

13. 范國威議員表示早前發展局局長陳茂波先生到訪立法會發展事務委員會，其發言與周賢明先生所考慮的出發點略有不同，他以此為基礎，再按 2010 年香港整體樓宇，特別是過千萬的豪宅中有很高比例的境外資金買賣而作出了調整，所以他以下的發言是針對文件第二頁第四點，有關於諮詢過程中仍有社會人士希望把 80:20 的私人/資助房屋比例再作調整的部分。他表示因為政府正努力覓地以應付香港人的住房問題，特別是包括公屋和居屋在內的資助房屋，所以他建議可把有關比例調高至 70:30，規劃人口則可在調高後的 25,000 人再輕微增加 1,800 人，而總單位數目則由約 9,400 增加 600 至接近 10,000 個。另外文件中亦有提到交通需求，因為不少私樓業主也較多使用私家車，故如能於私人/資助房屋比例中作出微調，反能紓緩文件中所關注到的交通需求。最後他建議規劃署及發展局可於此項目考慮引入「港人港地」的政策。范議員表示以上發言與他過去兩三年於區議會的發言有所不同，因為是次發言主要是建基於 2012 年香港整體樓宇買賣的情況。

14. 陳博智先生向署方查詢使用扶手電梯前往觀塘港鐵站所需的時間、其估計使用量及造價。

15. 劉偉章先生同意規劃人口由 23,000 人調高至 25,000 人的修訂，至於交通方面，現時由西貢前往新清水灣道的交通暢通無阻，故安達臣道及新清水灣道的交通連接必需規劃妥當，否則會加劇新、舊清水灣道於坪石邨連接所引起的交通擠塞問題。另外，靈實恩光學校及附近的數條鄉郊村落往將軍澳的道路於繁忙時間的車流量高達 1,600 架次，而於非繁忙時間則有 1,200 架次，因而增加了鄉村居民出入將軍澳所需的時間，故他希望署方在設計交通時可考慮道路阻塞鄉村出入口對村民的影響及鄉郊將來的發展，並可作出相關配套幫助村民。

16. 副主席表示石礦場已開發數十年，居於秀茂坪、藍田及翠林邨等的基層市民一直飽受因此而帶來的塵埃滋擾，故此他希望署方可增加公營房屋的比例，讓更多基層市民受惠。另外，他希望署方可於交通方面作出妥善規劃，因為將來的交通會行經翠林邨及附近一帶村落，對該處的居民造成影響，所以署方必需預先考慮相應的配套措施；因是次會議沒有運輸署代表出席，故他希望有關部門可作好妥當安排。

17. 邱玉麟先生表示雖然交通道路方面作出了改善，但對居民正式入住該處後的交通問題感到擔心。因為現時無論新、舊清水灣道於繁忙時間皆有交通擠塞的問題，署方建議的改善措施對該處的交通只有少許幫助，但卻不足以應付將來需要，希望有關部門可更大刀闊斧地進行改善工程。他同意劉偉章先生所指寶達邨及附近一帶村落的交通問題，並認同署方於新清水灣道增加掉頭行車線的建議，惟有關天橋只有三線行車並不足夠，故建議署方應增加至四線行車。邱先生亦認同其他委員的意見建議署方把地積比率提高，但有關交通配套必需能應付調整後的需要。至於有委員提出只增加部分地方的樓宇高度，他則不認同並認為無論私人或資助房屋皆應一視同仁地處理。

18. 陸平才先生表示與其他委員持相反意見。他表示喜愛香港的山脊，從海面上遠望山脊很美，但中環的發展已破壞了太平山的山脊景觀，類此的情況亦已在香港各處陸續出現，故此他並不認同其他委員提出增加人口及交通運輸方面作配合的建議，認為有關做法會令大上托兩旁的山脊線被遮擋，甚至不再復見。屆時安置了人口，卻令香港的大自然環境失色。另外，他認為在不破壞自然景觀的情況下，應盡量多建公屋。

19. 李家良先生表示委員不應因為此計劃某些地方的景觀較好，便批評該處將來會成為豪宅區。委員不應因為高收入人士可於豪宅享受無敵海景，便認為計劃應全用作興建公屋。因為不符合資格購買公屋和居屋的中產人士亦應有享受海景的權利，故此他贊成現時的設計，並希望有關計劃可盡快落實。李先生認同委員提議署方可考慮於房屋下興建地下停車場，從而維持樓宇原來的高度而又可興建更多單位，同時他建議可於區內推行「港人港地」、「限量限呎」的政策，讓更多人受惠。另一方面，他同意署方有關新清水灣道改道的措施，並指出現時車輛需於新清水灣道近順利邨切線而造成交通擠塞，如可把該處由單線行車擴闊至雙線行車，而安達臣道亦採取雙線行車，則連接兩處的天橋亦應雙線行車，以避免形成瓶頸路段，阻塞交通。最後他表示擔心交通改善工程的噪音可能會影響康華苑的居民。

20. 何觀順先生表示委員會於過往的會議已同意研究地點 80:20 的私人/資助房屋比例，現時規劃人口增加了 2,000 人，有關房屋比例保持不變，他亦同意繼續維持此比例。因為如周賢明先生所言，研究地點西南面的安達臣道發展計劃將全部作公屋發展，所以該區整體的私人/資助房屋比例應為 30:70，大家應從整區人口上作考慮，而非只集中於某一部分。以天水圍區為例，該處興建了大量公屋，以致就業問題嚴重。其實一個城市或地區的設計應考慮各方面因素，所以當初發展將軍澳區時，西貢區議會考慮到居民就業及交通等各方面的情況，向政府提出了公屋人口不應超過全區一半人口的意見。他表示委員不應只為草根階層表達意見，亦應顧及中產階層及其他人士，平衡各方面的意見。

21. 鍾錦麟先生表示對有關計劃包括巴士轉乘站感到高興，此安排亦回應了林少忠先生及林咏然先生早前於交通及運輸委員會(下稱「交運會」)提出有關巴士轉乘站的議案。委員已於數月前進行實地視察，並獲運輸署的工程師告知有關巴士轉乘站已包括在研究地點擬議發展的工程可行性研究之內，他希望顧問公司及規劃署可適時向交運會報告巴士轉乘站的進度，及提供詳細規劃圖則供委員參考。至於在文件內的時間表提及將於 2018/2019 年完成行人連接設施及道路，及路口改善措施工程會於 2021 年落成，他向署方查詢有關工程是否有確實的預計完工日期，以及巴士轉乘站將於何時落成啓用；另外，因為發展計劃可能會有延誤發展的風險，若巴士轉乘站通過可行性研究落實興建，可否分拆成獨立項目申請撥款，以免延誤落成使用。

22. 張國強先生表示其意見跟大部分委員一樣，故不在此重覆。他指出研究地點的私人/資助房屋比例為 80:20，而連同安達臣道發展計劃的整體房屋比例則為 30:70，行政長官於施政報告中提到覓地建屋困難，故希望署方能考慮於有關比例上再作微調。此外，他歡迎運輸署及規劃署落實巴士轉乘站計劃，並認同鍾錦麟先生的意見，希望有關計劃能提早及獨立開項，優先實行。

23. 林少忠先生表示環顧香港各隧道都設有巴士轉乘站，只有將軍澳隧道沒有，所以他在交運會提出議案，希望在將軍澳隧道九龍出口設置巴士轉乘站。他指出現時研究地點的規劃人口為 2 萬多人，而寶達邨則已有 3 萬多人居住，但所有行經寶達邨的巴士最遠只能到達將軍澳坑口一帶，故此希望署方可加快興建巴士轉乘站，方便寶達邨居民於隧道入口乘坐巴士前往將軍澳南。

24. 吳劍偉先生作出以下回應：

#### 規劃人口及發展密度

- 署方在制定最終發展大綱圖時，必須考慮到在先前已完成的兩階段社區參與，特別是有需要保持公眾支持的原來設計和規劃概念，否則便等同把之前所有的諮詢推倒重來。基於以上的考慮，建議發展大綱圖的佈局不可有太大改變的情況下，如要增加規劃人口，署方便只可增加原先擬議住宅用地的發展密度。但另一方面，署方亦同時需要遵照《香港規劃標準與準則》保持山脊線的最高 20% 為不受建築物遮擋。所以署方主要只能把某些住宅用地建築物的高度調高五米，從而上調這些用地的地積比率。此外，由於屋宇署最新的指引對擬議住宅用地的布局有一定限制，某些住宅用地的地積比率因此不能大幅提高。
- 對有議員提議興建地下停車場以增加人口密度，吳先生重申研究地點為石礦場，如石礦場承辦商把該處交還當局後，發展商要在此堅硬的

地下建停車場，便需要再進行爆石/挖掘工程，有關做法不但可能會影響將來發展的入伙日期，亦可能對已入伙的居民造成一定滋擾。

### 房屋組合

- 房屋組合方面，他表示雖然研究地點是屬於西貢區的範圍，但由於毗鄰秀茂坪區，因此對觀塘區及秀茂坪區的連繫及影響會遠較對西貢區的大。
- 根據 2011 年香港人口普查中的結果，天水圍區新市鎮的私人房屋約佔 18%，而資助房屋(包括公屋及居屋)約佔 82%；觀塘區的私人/資助房屋比例為 30:70，當安達臣道發展計劃的 48,000 人口和 18,000 單位入伙後，該比例將為 27:73，若連同研究地點的擬議發展一併計算，則該比例會調整至 30:70。雖然這個比例看似比天水圍區較平衡，但若針對較細的秀茂坪區來計算，秀茂坪區現時的私人/資助房屋比例為 10:90，若再加上安達臣道的 48,000 規劃人口，有關比例會調整至 7:93，當中 93%為資助房屋，即使加上研究地點的擬議發展，其比例亦只會變為 16:84。基於以上的考慮，署方認為有需要維持研究地點 80:20 的建議私人/資助房屋比例，讓秀茂坪區的長遠房屋組合有較健康的發展。

### 實施安排

- 對於有委員提出加入「港人港地」及「限量限呎」的條款，吳先生表示研究地點的最終建議發展大綱圖並不排除有關做法。預計最早的私人住宅用地會在 2022/23 年入伙，故現時仍有時間可考慮是否加入有關限制。
- 回應委員擔心研究地點的未來發展會否淪為豪宅區的憂慮，吳先生表示委員可參考文件中的最終建議發展大綱圖，署方已刻意將大部分住宅用地的面積都維持在一公頃之下，從而避免研究地點發展成豪宅或單一的大型屋苑。
- 就擬議的石礦公園會否收取費用，吳先生表示康樂及文化事務署(下稱「康文署」)已同意負責興建和管理該公園，根據康文署的一般運作，石礦公園應不會有任何收費。

## 擬議道路/路口改善措施及行人連繫建議

- 土木工程拓展署(下稱「拓展署」)現正就研究地點的未來發展進行工程可行性研究,當中會進一步研究將軍澳隧道九龍出口的擬議的巴士轉乘站。根據規劃研究的初步評估,巴士轉乘站將設在隧道收費站兩旁,近寶達邨的一邊應有足夠土地,問題不大,但另一邊則需進行削坡及移山工程,需要根據《環境影響評估條例》下進行環境影響評估(下稱「環評」),故此加快興建的可行性不高。預計有關工程會的完成日期會與其他擬議道路/路口改善工程的完工日期相若,即在研究地點擬議發展在 2022/23 年開始入伙之前。
- 有關新清水灣道及安達臣道路口的交通安排,署方建議於該處增設一個掉頭設施。雖然研究早前建議將該路口為一個燈控路口,但土木工程拓展署在工程可行性研究中正探討可否取消有關的燈控設計,以保持交通暢通。
- 有關擴闊連德道的道路改善工程會否產生噪音影響康華苑的居民,吳先生表示整個工程會按照法定環評的要求進行。
- 就有關行人連繫設施方面,估計使用擬議行人設施由研究地點步行至觀塘港鐵站需時約 25 至 30 分鐘,雖然乍聽起來時間不短,但途中會經過多個區內的現有屋邨(包括秀茂邨、曉麗苑及翠屏北邨等),現時的居民因此亦能受惠,而且較下坡的居民所需的步程時間一定較短。
- 拓展署會在工程可行性研究就不同的行人路線作進一步的技術評估,並訂出路線的緩急次序,以便分階段推展有關建議,並評估所需造價。

## 實體模型

- 就會否有模型可供各委員參考,吳先生表示於第二階段社區參與時已製作模型及電腦模擬動畫,向委員展示和介紹。由於最終建議發展大綱圖只把研究地點的規劃人口增加了 2,000 人,擬議建築物的高度及地積比率只稍為提高,這些改變在模型及電腦模擬動畫中的效果應不會明顯,因此署方決定不花費金錢和時間製作最終建議發展大綱圖的模型及電腦模擬動畫。如有需要,委員可以參考第二階段社區參與摘要內展示的電腦合成片。



25. 李家良先生表示希望跟進陳博智先生就使用扶手電梯所需時間及有關造價的提問。

26. 周賢明先生向主席查詢，就著整體規劃，委員對於土地運用、公私營房屋比例及地積比率皆有不同意見，委員會是否應對此有清晰立場；另外，因為人口增加而有機會可整體改善交通及各方面的配套，委員會對於影響本區的部分可否有更具體及清楚的要求。

27. 就李家良先生的跟進提問，吳劍偉先生重覆上述第 24 段就使用擬議行人連繫設施所需時間及有關造價的回應。

28. 主席表示委員會已知悉規劃署的文件，地積比率跟委員會過去向署方所建議的沒有太大改變，同時各委員繼續認同委員會過往的立場，沒有任何改變。有關改善交通方面，委員會歡迎設立巴士轉乘站的做法，並希望早日有具體的計劃詳情可供參考。至於新清水灣道及安達臣道路口的安排，署方提出會增設車輛掉頭的設施，但委員擔心增設燈控路口會影響現時清水灣道交通的暢順情況，希望署方可積極研究。

29. 陳繼偉先生向署方查詢會否考慮加建地下停車場，改善地積比率。

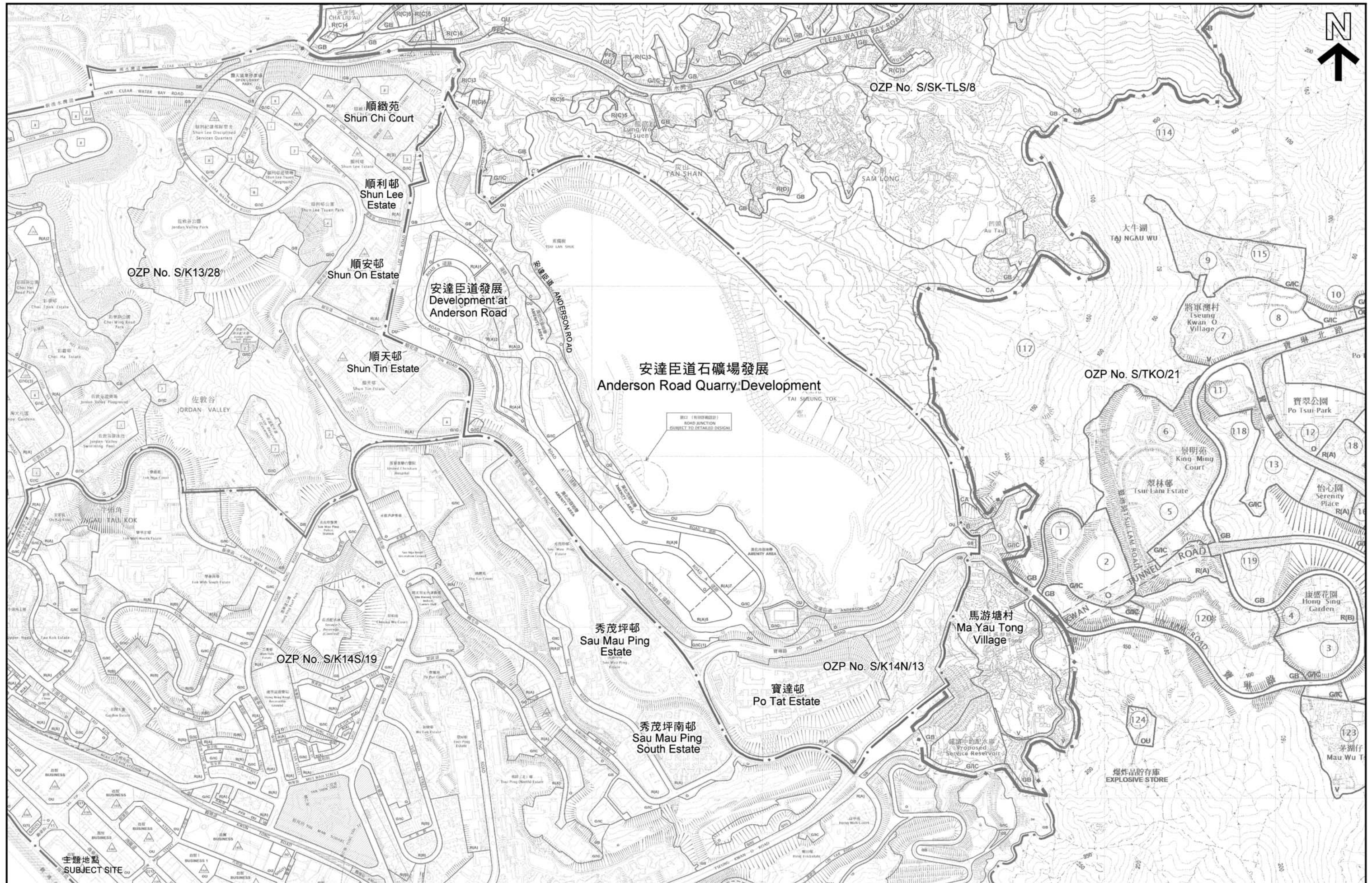
30. 主席表示規劃署已回覆因該處為石礦場，如需興建地下設施，便需要進行額外爆石工程及重新規劃，有可能對計劃造成延誤。

31. 陳繼偉先生表示可採用地質勘探及其他技術代替爆石工程，西環地鐵工程亦是採用鑽探而非便宜卻產生大量噪音的爆石工程，現時停車場的車位每個可以 100 多萬賣出，所以發展商應樂意去做，亦不會對此項目構成影響。

32. 方國珊女士同意陳繼偉先生的意見。她表示顧問公司已指出因應地勢高低，石礦公園及住宅是位於不同的水平高度，所以署方可於爆石工程後低陷的位置建停車場，故此有關發展地下設施以增加地積比的做法應該可行。

33. 吳劍偉先生表示不排除將來的發展商可使用其他爆石/挖掘技術，以減低興建地下停車場而可能產生的環境影響及附近居民的滋擾。此外，他補充在增加人口還有其他限制，根據教育局的要求，如果規劃人口超 25,000 人，便需要再增加一所學校，若需撥出一塊用地興建小學，住宅用地的數目及面積反而可能需要縮減，因而影響研究地點的規劃人口。

(討論完畢，主席請吳劍偉先生、余慈欣女士、楊詠珊女士和郭仕聰先生先行離席。)



本摘要圖於2015年5月19日擬備，所根據的資料為：  
於2014年4月11日展示的分區計劃大綱圖編號 S/K13/28，  
於2010年7月6日核准的分區計劃大綱圖編號 S/K14N/13，  
於2014年7月18日展示的分區計劃大綱圖編號 S/K14S/19，  
於2006年3月14日核准的分區計劃大綱圖編號 S/SK-TLS/8，  
以及於2015年2月27日展示的分區計劃大綱圖編號 S/TKO/21  
EXTRACT PLAN PREPARED ON 19.5.2015 BASED ON OUTLINE ZONING  
PLAN Nos. S/K13/28 EXHIBITED ON 11.4.2014, S/K14N/13 APPROVED  
ON 6.7.2010, S/K14S/19 EXHIBITED ON 18.7.2014, S/SK-TLS/8  
APPROVED ON 14.3.2006, AND S/TKO/21 EXHIBITED ON 27.2.2015

位置圖 LOCATION PLAN

安達臣道石礦場地點及周邊

ANDERSON ROAD QUARRY SITE AND ITS SURROUNDINGS

SCALE 1 : 10 000 比例尺

米 METRES

200 0 200 400 600 800 1 000

米 METRES

規 劃 署

PLANNING DEPARTMENT

參考編號

REFERENCE No.

M/HOLS/15/68

圖 PLAN

1






 主題地點  
 SUBJECT SITE

本圖於2015年5月19日擬備，所根據的資料為地政總署  
 於2014年1月29日拍得的航攝照片編號CW106756和CW106757  
 PLAN PREPARED ON 19.5.2015 BASED ON AERIAL PHOTOS  
 No. CW106756 & CW106757 TAKEN ON 29.1.2014 BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

安達臣道石礦場地點及周邊  
 ANDERSON ROAD QUARRY SITE AND ITS SURROUNDINGS

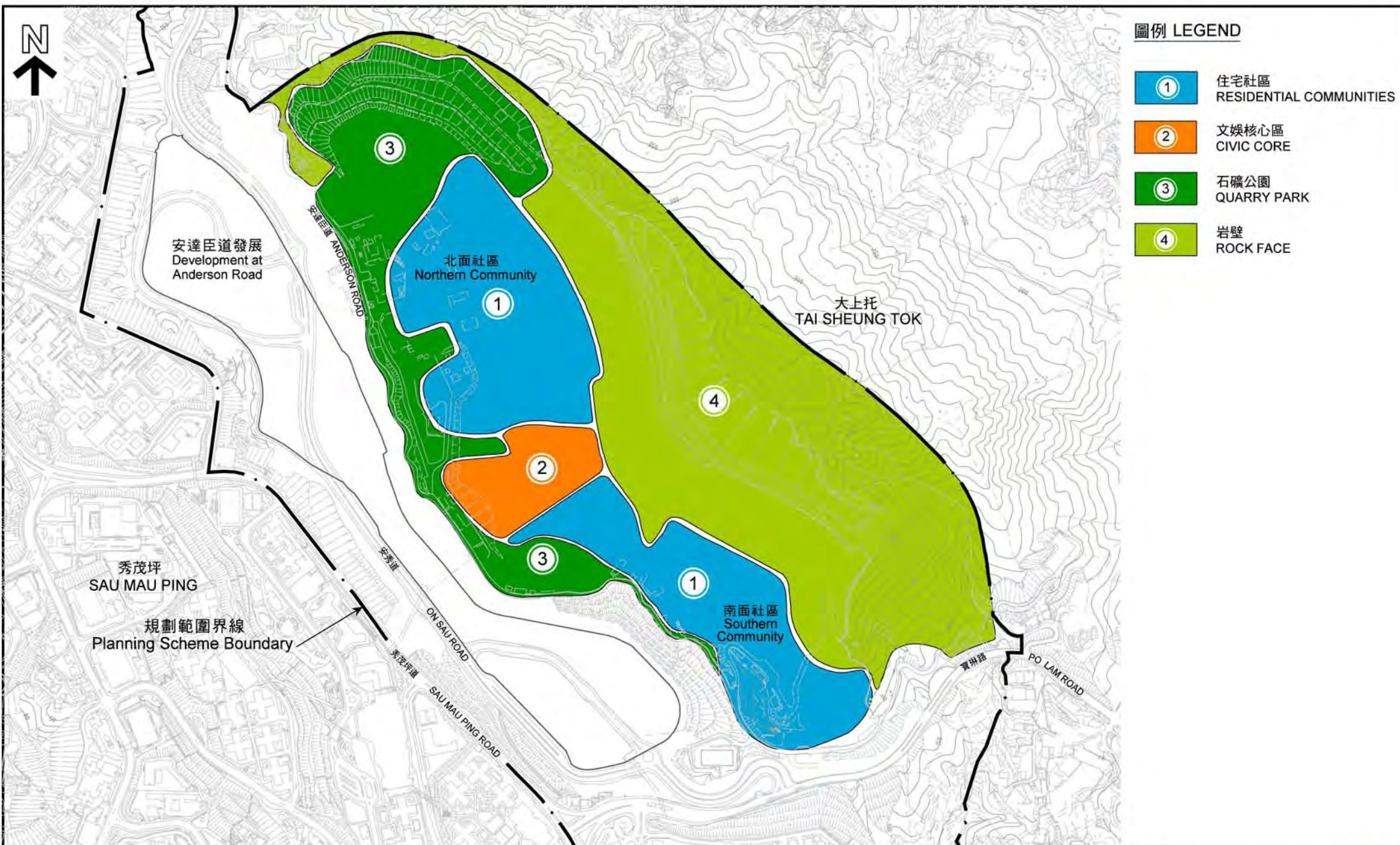
規 劃 署  
 PLANNING DEPARTMENT



參考編號  
 REFERENCE No.  
 M/HOLS/15/68

圖 PLAN  
 2





安達臣道石礦場發展的主要用地建議  
KEY LAND USE PROPOSALS OF ANDERSON ROAD QUARRY DEVELOPMENT

本摘要圖於2015年5月19日擬備  
EXTRACT PLAN PREPARED ON 19.5.2015

SCALE 1:9 000 比例尺  
METRES 100 0 100 200 300 400 500 METRES

規劃署  
PLANNING DEPARTMENT



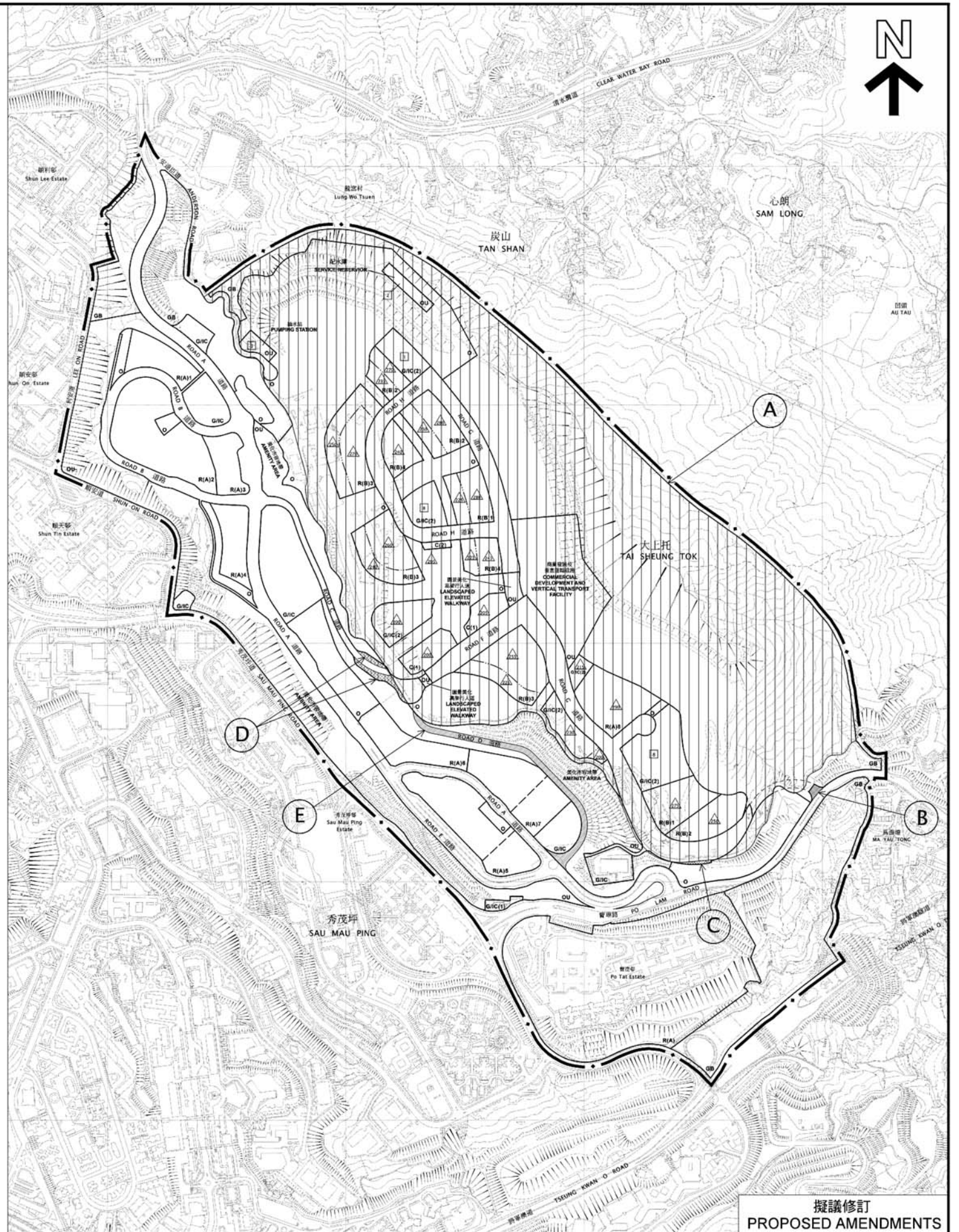
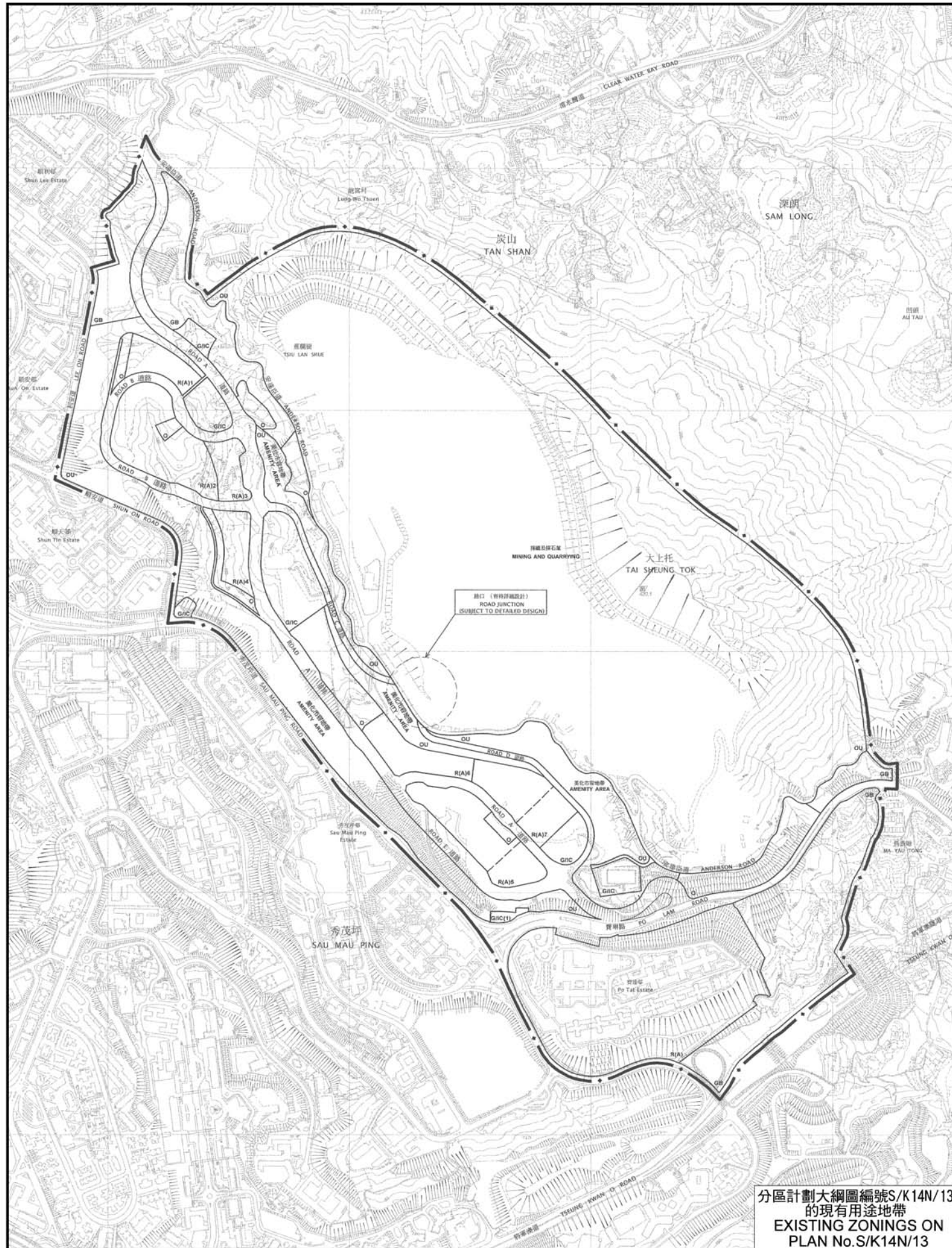
參考編號  
REFERENCE No.  
M/HOLS/15/68

圖 PLAN  
3









本摘要圖於2015年5月19日擬備，所根據的資料為  
分區計劃大綱圖編號S/K14N/13及S/K14N/13A  
EXTRACT PLAN PREPARED ON 19.5.2015 BASED ON  
OUTLINE ZONING PLANS No. S/K14N/13 & S/K14N/13A

分區計劃大綱圖的比較-項目A、B、C、D及E  
OUTLINE ZONING PLAN COMPARISONS - ITEMS A, B, C, D AND E  
在觀塘北部分區計劃大綱核准圖編號S/K14N/13作出的擬議修訂  
PROPOSED AMENDMENTS TO THE APPROVED KWUN TONG (NORTH) OUTLINE ZONING PLAN No. S/K14N/13

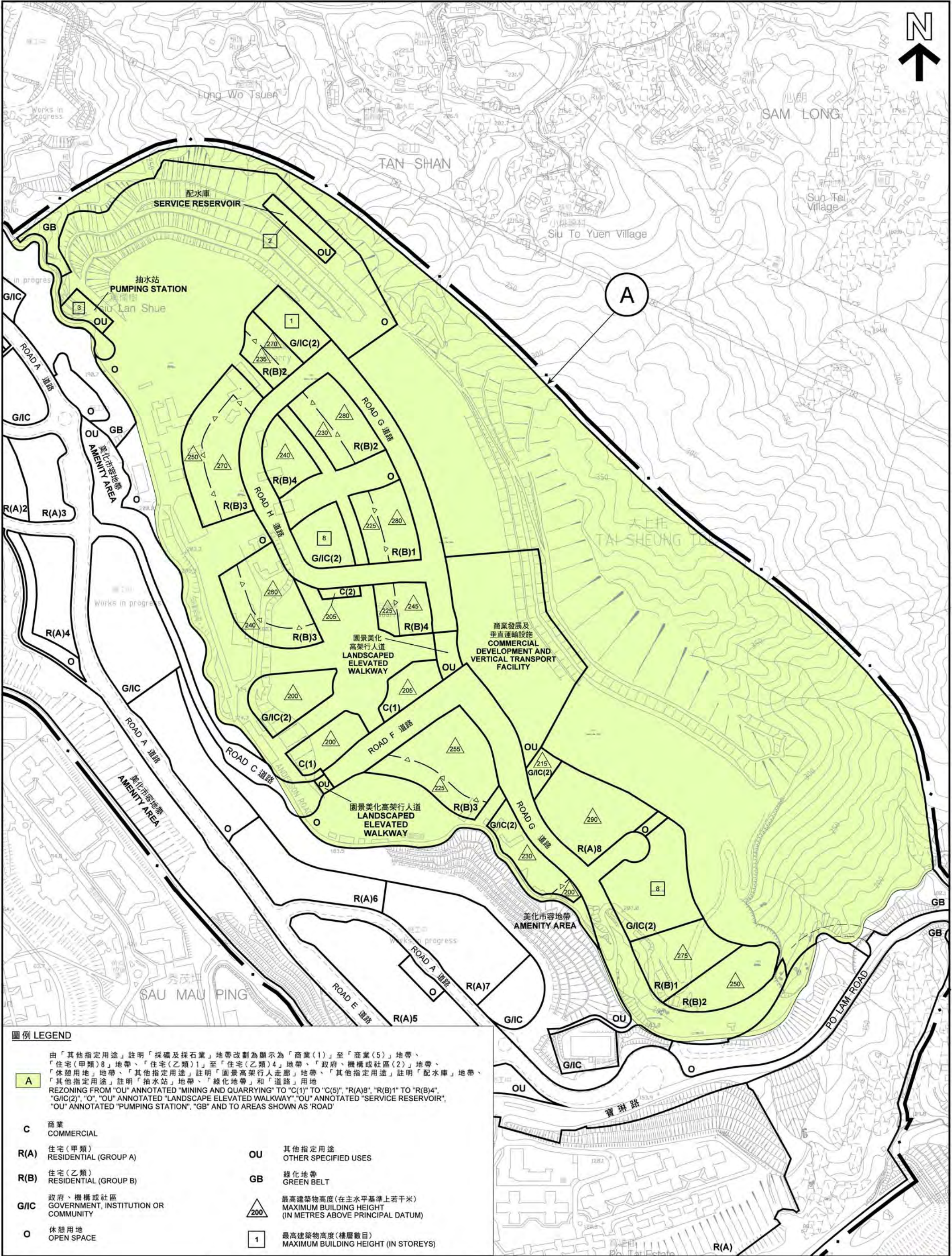
SCALE 1 : 10 000 比例尺  
METRES 200 0 200 400 600 800 1 000 METRES

規 劃 署  
PLANNING DEPARTMENT

參考編號  
REFERENCE No.  
M/HOLS/15/68

圖 PLAN  
5

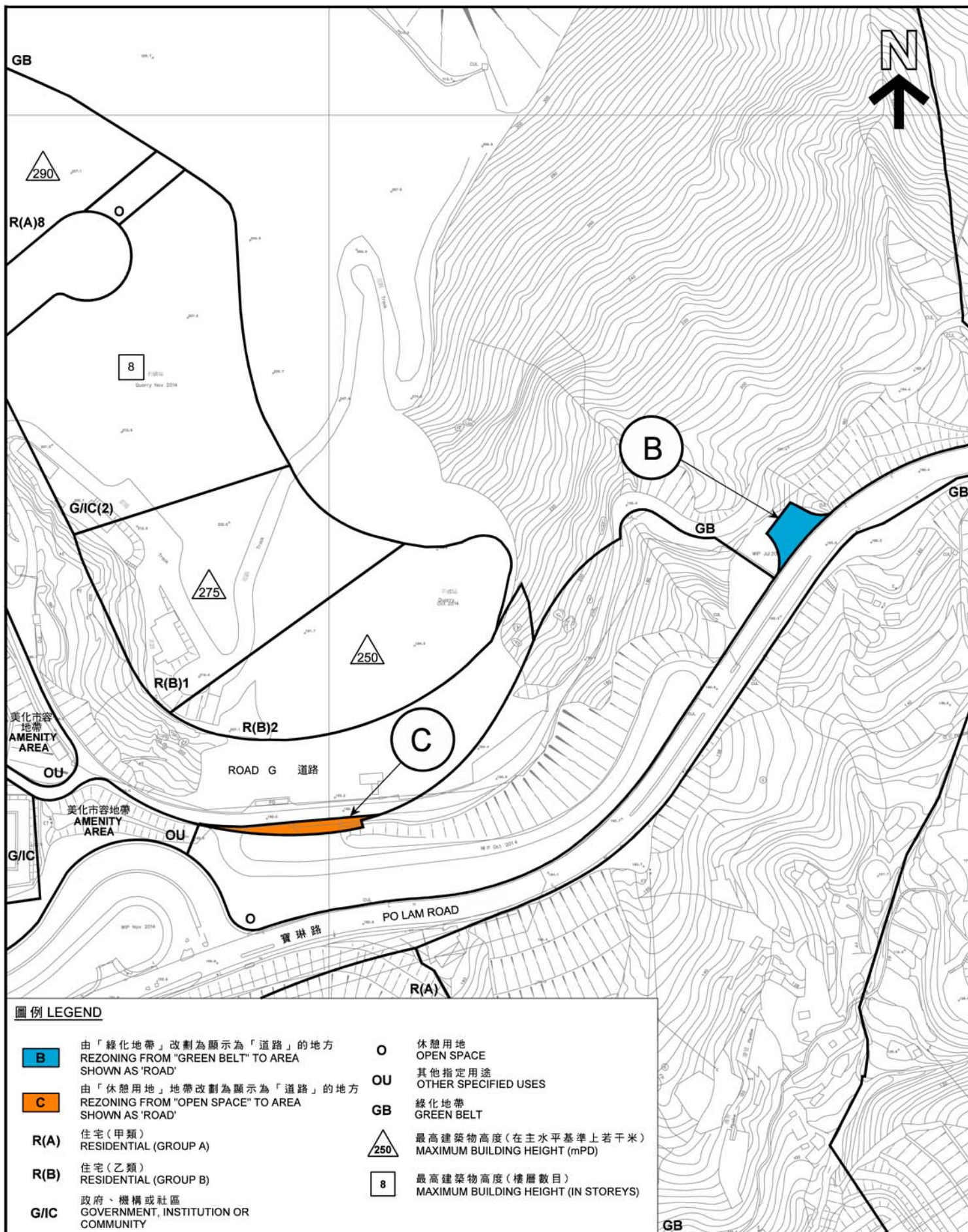




圖例 LEGEND

- A** 由「其他指定用途」註明「採礦及採石業」地帶改劃為顯示為「商業(1)」至「商業(5)」地帶、「住宅(甲類)8」地帶、「住宅(乙類)1」至「住宅(乙類)4」地帶、「政府、機構或社區(2)」地帶、「休憩用地」地帶、「其他指定用途」註明「園景高架行人走廊」地帶、「其他指定用途」註明「配水庫」地帶、「其他指定用途」註明「抽水站」地帶、「綠化地帶」和「道路」用地  
REZONING FROM "OU" ANNOTATED "MINING AND QUARRYING" TO "C(1)" TO "C(5)", "R(A)8", "R(B)1" TO "R(B)4", "G/I/C(2)", "O", "OU" ANNOTATED "LANDSCAPE ELEVATED WALKWAY", "OU" ANNOTATED "SERVICE RESERVOIR", "OU" ANNOTATED "PUMPING STATION", "GB" AND TO AREAS SHOWN AS "ROAD"
- C** 商業  
COMMERCIAL
- R(A)** 住宅(甲類)  
RESIDENTIAL (GROUP A)
- R(B)** 住宅(乙類)  
RESIDENTIAL (GROUP B)
- G/I/C** 政府、機構或社區  
GOVERNMENT, INSTITUTION OR COMMUNITY
- O** 休憩用地  
OPEN SPACE
- OU** 其他指定用途  
OTHER SPECIFIED USES
- GB** 綠化地帶  
GREEN BELT
- 200** 最高建築物高度(在主水平基準上若干米)  
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)
- 1** 最高建築物高度(樓層數目)  
MAXIMUM BUILDING HEIGHT (IN STOREYS)





平面圖 - 項目 B 及 C  
SITE PLAN - ITEMS B AND C

在觀塘北部分區計劃大綱核准圖編號S/K14N/13作出的擬議修訂  
PROPOSED AMENDMENTS TO THE APPROVED  
KWUN TONG (NORTH) OUTLINE ZONING PLAN No. S/K14N/13  
SCALE 1 : 2 500 比例尺

米 50 0 50 100 米  
METRES

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.

M/HOLS/15/68

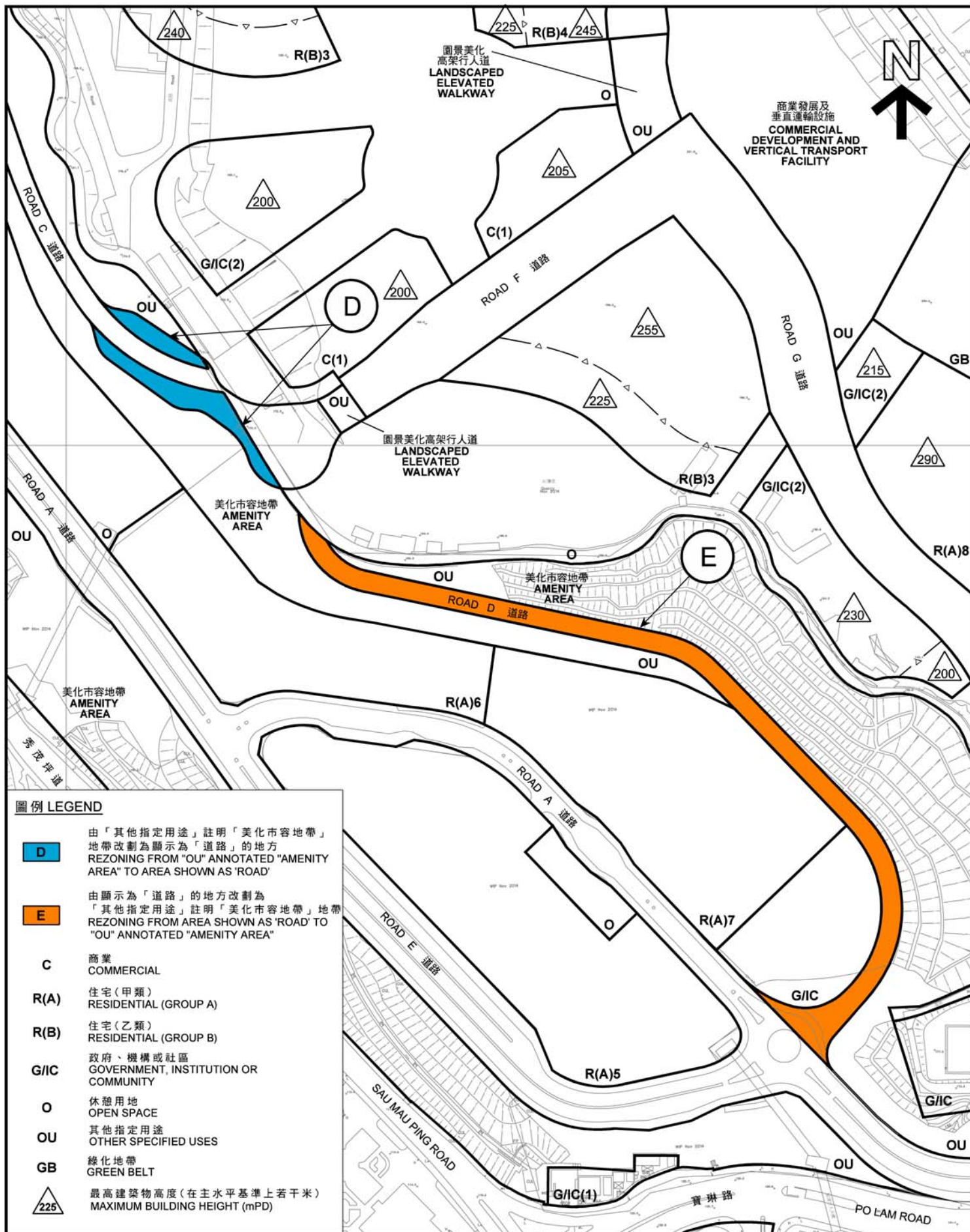
圖 PLAN

7

本摘要圖於2015年5月19日擬備，所根據的資料為  
測量圖編號11-NE-14C、14D、19A和19B

EXTRACT PLAN PREPARED ON 19.5.2015  
BASED ON SURVEY SHEETS No. 11-NE-14C,  
14D, 19A AND 19B





平面圖 - 項目 D 及 E  
SITE PLAN - ITEMS D AND E

在觀塘北部分區計劃大綱核准圖編號S/K14N/13作出的擬議修訂  
PROPOSED AMENDMENTS TO THE APPROVED  
KWUN TONG (NORTH) OUTLINE ZONING PLAN No. S/K14N/13  
SCALE 1 : 3 000 比例尺

本摘要圖於2015年5月19日擬備，所根據的資料為  
測量圖編號11-NE-13D、14C、18B和19A

EXTRACT PLAN PREPARED ON 19.5.2015  
BASED ON SURVEY SHEETS No. 11-NE-13D,  
14C, 18B AND 19A

米 50 0 50 100 米  
METRES

規劃署  
PLANNING  
DEPARTMENT



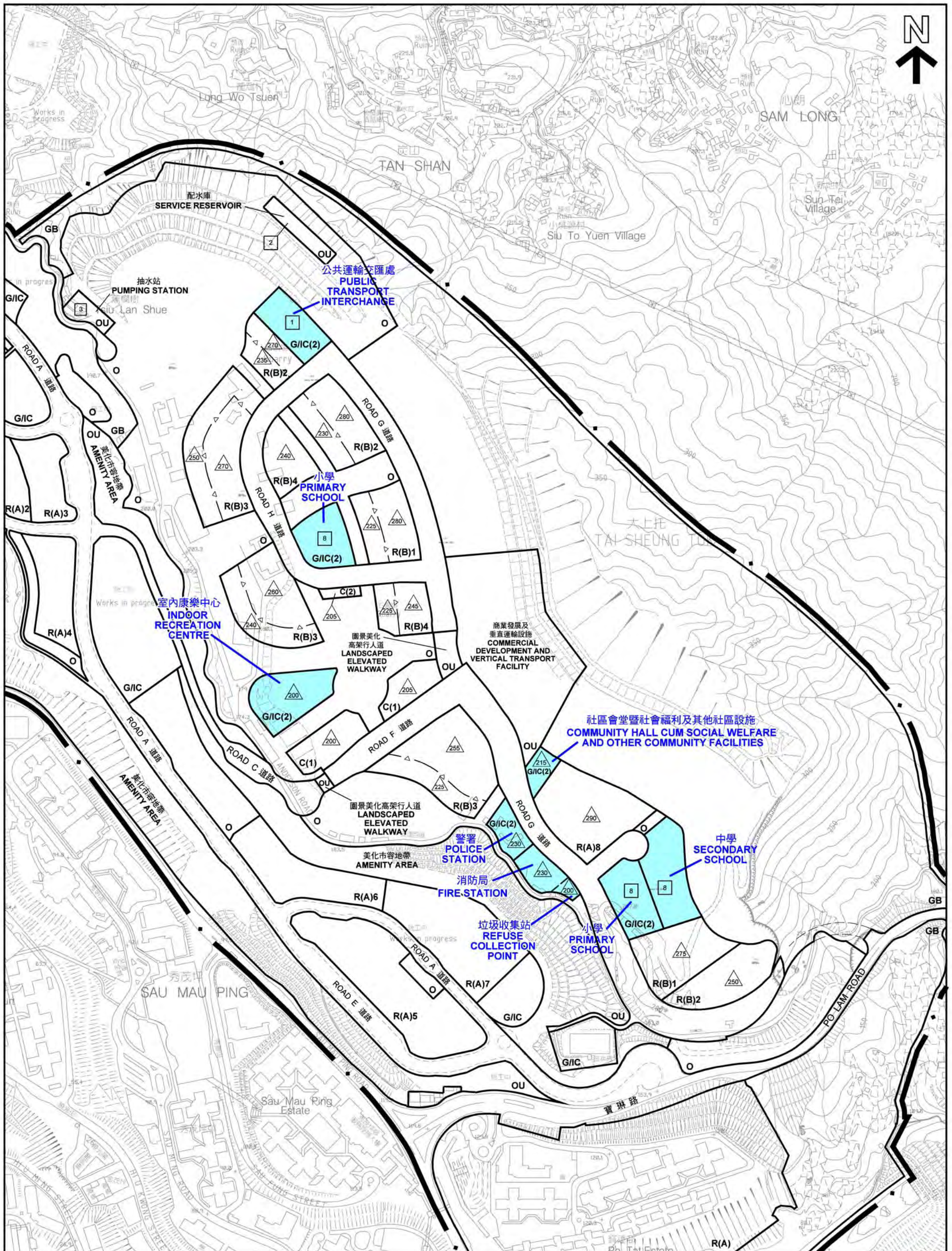
參考編號  
REFERENCE No.

M/HOLS/15/68

圖 PLAN

8





本摘要圖於2015年5月19日擬備  
EXTRACT PLAN PREPARED ON 19.5.2015

擬議發展安達臣道石礦場的政府、機構或社區設施  
PROPOSED GOVERNMENT INSTITUTION OR COMMUNITY FACILITY  
IN ANDERSON ROAD QUARRY DEVELOPMENT

米 100 0 100 200 300 400 米  
METRES SCALE 1:5 000 比例尺

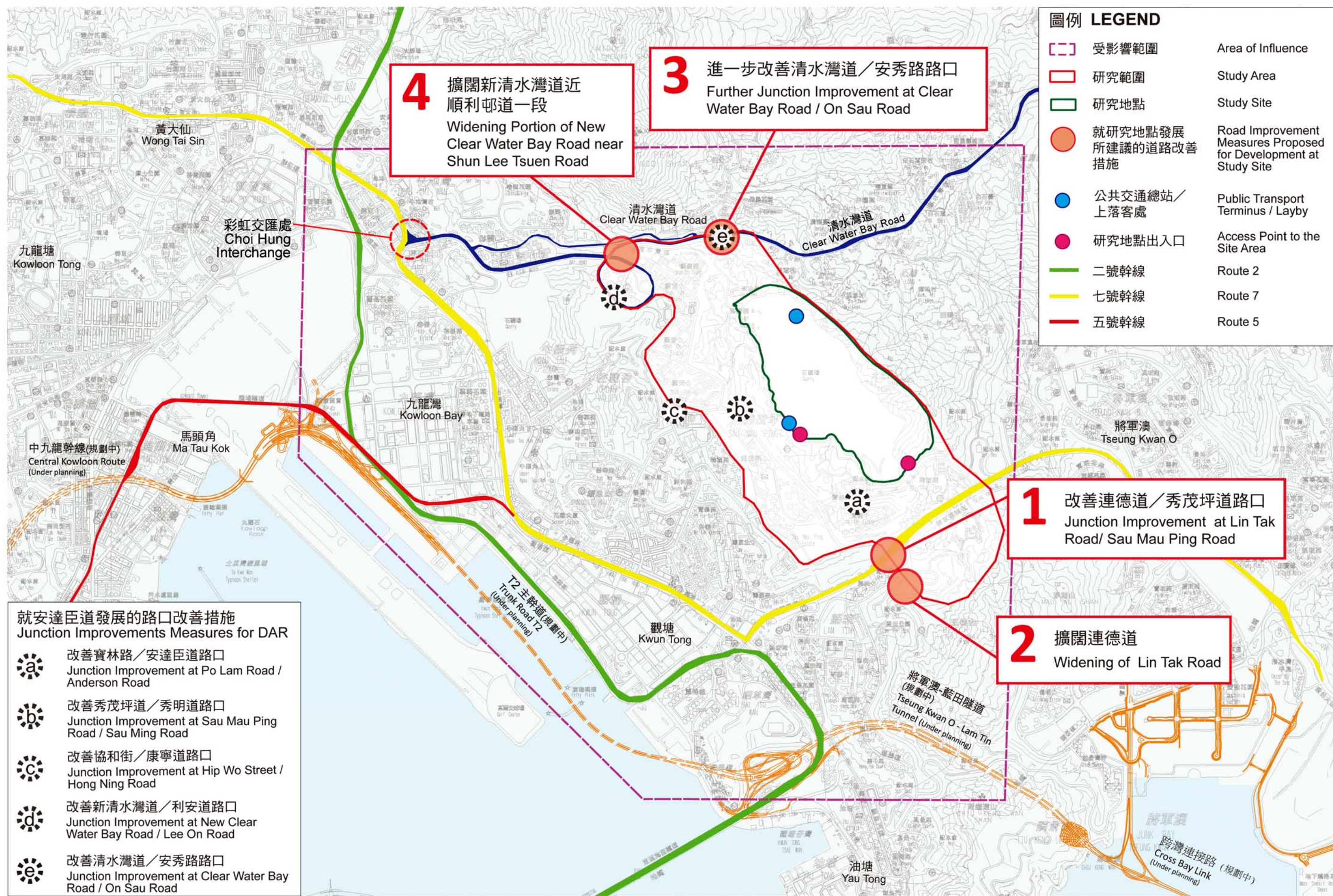
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/HOLS/15/68

圖 PLAN  
9





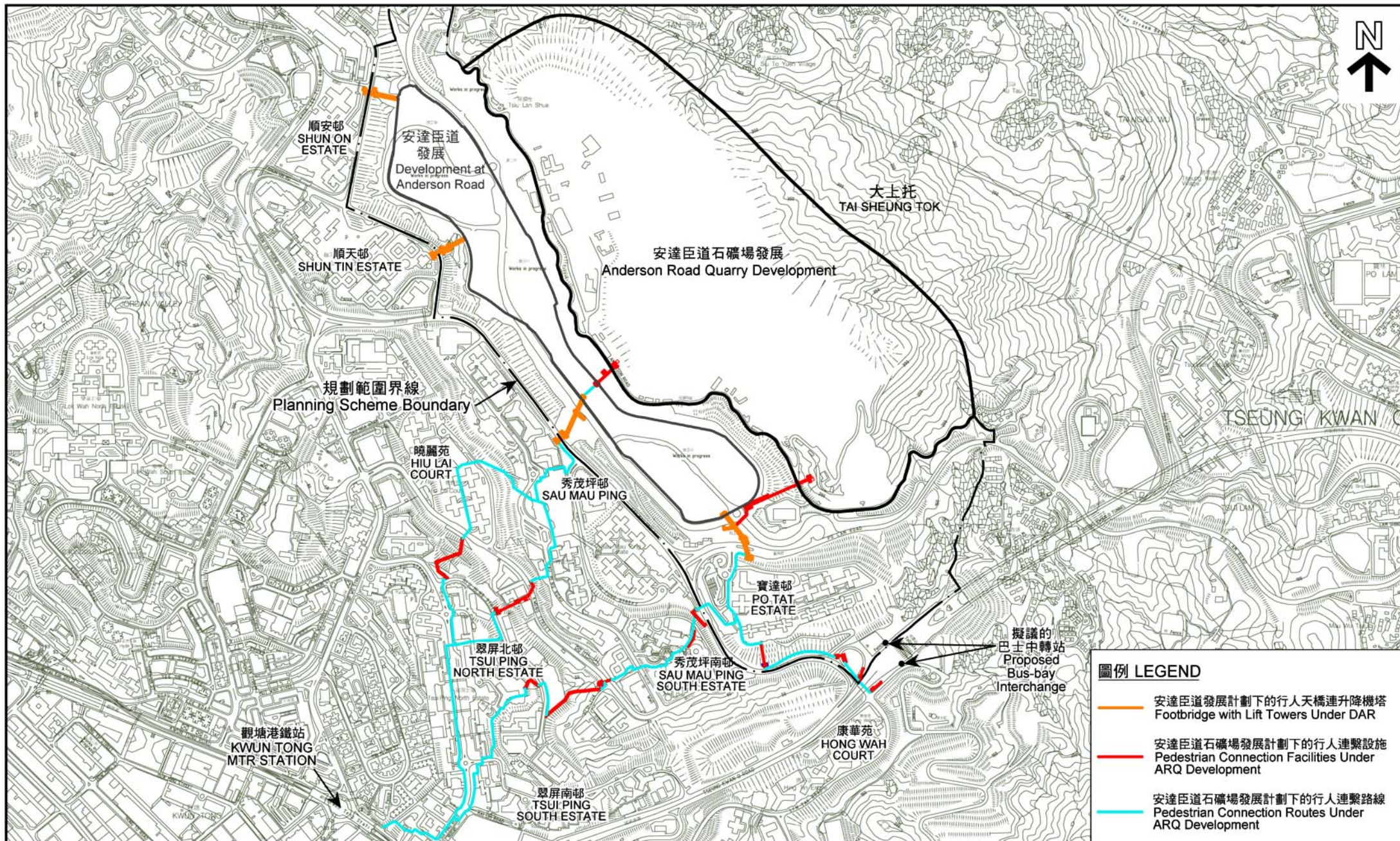
圖例 LEGEND

	受影響範圍	Area of Influence
	研究範圍	Study Area
	研究地點	Study Site
	就研究地點發展所建議的道路改善措施	Road Improvement Measures Proposed for Development at Study Site
	公共交通總站/上落客處	Public Transport Terminus / Layby
	研究地點出入口	Access Point to the Site Area
	二號幹線	Route 2
	七號幹線	Route 7
	五號幹線	Route 5

就安達臣道發展的路口改善措施  
Junction Improvements Measures for DAR

	改善寶林路／安達臣道路口 Junction Improvement at Po Lam Road / Anderson Road
	改善秀茂坪道／秀明道路口 Junction Improvement at Sau Mau Ping Road / Sau Ming Road
	改善協和街／康寧道路口 Junction Improvement at Hip Wo Street / Hong Ning Road
	改善新清水灣道／利安道路口 Junction Improvement at New Clear Water Bay Road / Lee On Road
	改善清水灣道／安秀路路口 Junction Improvement at Clear Water Bay Road / On Sau Road





擬議行人連繫設施  
PROPOSED PEDESTRIAN CONNECTION FACILITIES

規劃署  
PLANNING DEPARTMENT



本摘要圖於2015年5月19日擬備  
EXTRACT PLAN PREPARED ON 19.5.2015

SCALE 1 : 13 000 比例尺  
METRES 200 0 200 400 600 800 METRES

參考編號  
REFERENCE No.  
M/HOLS/15/68

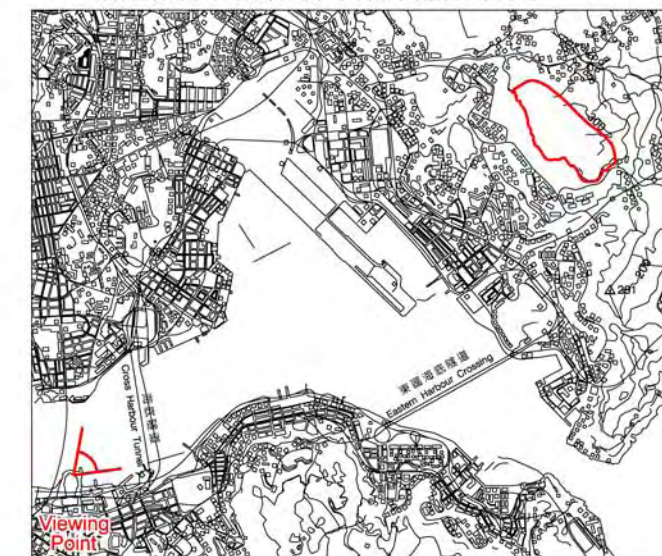
圖 PLAN  
11



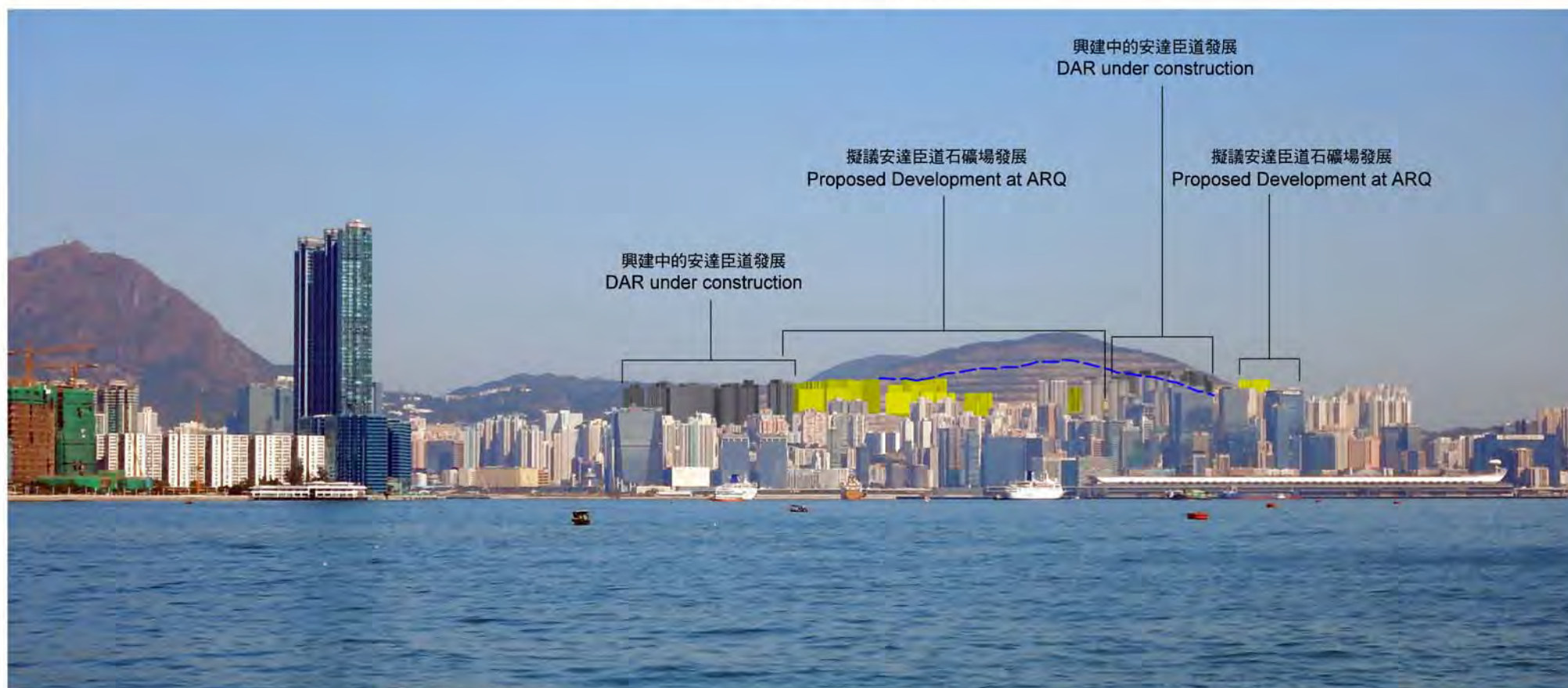


現時情況 EXISTING CONDITION

合成照片的觀景點  
VIEWING POINT OF PHOTOMONTAGE



Scale 1 : 100 000 比例



擬議發展 PROPOSED DEVELOPMENT

----- 大上托山脊線對下「20%不受建築物遮擋地帶」的界線  
Boundary of "20% building free zone" of Tai Sheung Tok ridgeline







現時情況 EXISTING CONDITION



擬議發展 PROPOSED DEVELOPMENT

合成照片 PHOTOMONTAGE  
從佐敦谷眺望的景觀  
VIEWING FROM JORDAN VALLEY

本圖於2015年5月19日製備，所根據的資料為攝於2015年1月14日的實地照片  
PLAN PREPARED ON 29.4.2015 BASED ON SITE PHOTO TAKEN ON 14.1.2015

規 劃 署  
PLANNING DEPARTMENT

參考編號  
REFERENCE No.  
M/HOLS/15/68

圖 PLAN  
13

