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）
VILLAGE TYPE DEVELOPMENT	V	鄉村式發展
INDUSTRIAL	I	工業
GOVERNMENT, INSTITUTION OR COMMUNITY	G/IC	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
SITE OF SPECIAL SCIENTIFIC INTEREST	SSSI	具特殊科學價值地點

COMMUNICATIONS		交通
RAILWAY AND STATION	RAILWAY STATION	鐵路及車站
RAILWAY AND STATION (UNDERGROUND)	RAILWAY STATION	鐵路及車站（地下）
RAILWAY AND STATION (ELEVATED)	RAILWAY STATION	鐵路及車站（高架）
MAJOR ROAD AND JUNCTION		主要道路及路口
ELEVATED ROAD		高架道路

MISCELLANEOUS		其他
PLANNING AREA NUMBER	(1)	規劃區編號
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	120	最高建築物高度（在主水平基準上若干米）
PETROL FILLING STATION	P F S	加油站

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 & % 公頃 HECTARES	% 百分率	用途
COMMERCIAL	2.50	0.23	商業
RESIDENTIAL (GROUP A)	103.17	9.67	住宅（甲類）
RESIDENTIAL (GROUP B)	2.89	0.27	住宅（乙類）
VILLAGE TYPE DEVELOPMENT	17.25	1.62	鄉村式發展
INDUSTRIAL	147.87	13.86	工業
GOVERNMENT, INSTITUTION OR COMMUNITY	43.59	4.09	政府、機構或社區
OPEN SPACE	43.47	4.07	休憩用地
OTHER SPECIFIED USES	179.97	16.87	其他指定用途
GREEN BELT	422.78	39.63	綠化地帶
SITE OF SPECIAL SCIENTIFIC INTEREST	1.05	0.10	具特殊科學價值地點
MAJOR ROAD ETC.	102.22	9.59	主要道路等
TOTAL PLANNING SCHEME AREA	1066.76	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/TY/26 的修訂
AMENDMENTS TO APPROVED PLAN No. S/TY/26

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 A1		修訂項目 A 1 項
AMENDMENT ITEM A2		修訂項目 A 2 項
AMENDMENT ITEM B1		修訂項目 B 1 項
AMENDMENT ITEM B2		修訂項目 B 2 項
AMENDMENT ITEM C		修訂項目 C 項

（參看附表）
(SEE ATTACHED SCHEDULE)

2015年8月7日 按照城市規劃條例第5條展示的核准圖編號 S/TY/26 的修訂
AMENDMENTS TO APPROVED PLAN No. S/TY/26 EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON 7 AUGUST 2015

Raymond LEE 李啟榮
SECRETARY 城市規劃委員會秘書
TOWN PLANNING BOARD

香港城市規劃委員會依據城市規劃條例擬備的青衣分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
TSING YI - OUTLINE ZONING PLAN

SCALE 1:7,500 比例尺
米 METRES 200 0 200 400 600 800 1 000 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/TY/27

SCHEDULE OF AMENDMENTS TO THE APPROVED TSING YI OUTLINE ZONING PLAN NO. S/TY/26 MADE BY THE TOWN PLANNING BOARD UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)

I. Amendments to Matters shown on the Plan

Item A1 – Rezoning of a site between Tsing Yi Road and Tsing Hung Road from "Open Space" ("O") to "Residential (Group A)4" ("R(A)4") with stipulation of building height restriction.

Item A2 – Rezoning of two pieces of land abutting Tsing Yi Road and Tsing Sha Highway from area shown as 'Road' to "R(A)4" with stipulation of building height restriction.

Item B1 – Rezoning of a piece of land at the southern tip of Tsing Yi Road from "Government, Institution or Community" ("G/IC") to an area shown as 'Road'.

Item B2 – Rezoning of a piece of land to the immediate south of the site under Item A1 from "O" to an area shown as 'Road'.

Item C – Rezoning of a site in the southern part of Technological and Higher Education Institute of Hong Kong from an area shown as 'Road' to "G/IC".

II. Amendments to the Notes of the Plan

(a) Incorporation of 'Art Studio (excluding those involving direct provision of services or goods)' as a Column 1 use under the Schedule II of the "Other Specified Use" annotated "Business" ("OU(B)") zone.

(b) Replacement of 'Place of Recreation, Sports, or Culture' use under Column 2 under the Schedule II of the "OU(B)" zone by 'Place of Recreation, Sports, or Culture (not elsewhere specified)'.

Town Planning Board

7 August 2015

城市規劃委員會根據城市規劃條例(第131章)對青衣分區計劃大綱核准圖編號S/TY/26所作修訂項目附表

I. 就圖則所顯示的事項作出的修訂項目

A1項 － 把位於青衣路及青鴻路之間的一塊用地由「休憩用地」改劃為「住宅(甲類)4」地帶，並訂定建築物高度限制。

A2項 － 把毗連青衣路及青沙公路顯示為「道路」的兩塊用地改劃為「住宅(甲類)4」地帶，並訂定建築物高度限制。

B1項 － 把青衣路南端的一塊「政府、機構或社區」地帶改劃為顯示作「道路」的地方。

B2項 － 把毗連修訂項目A1南面的一塊「休憩用地」地帶改劃為顯示作「道路」的地方。

C項 － 把香港高等科技教育學院南面一塊顯示為「道路」的用地改劃為「政府、機構或社區」地帶。

II. 就圖則《註釋》作出的修訂項目

(a) 在「其他指定用途」註明「商貿」地帶的附表II的第一欄用途加入「藝術工作室(直接提供服務或貨品者除外)」。

(b) 在「其他指定用途」註明「商貿」地帶的附表II的第二欄用途中的「康體文娛場所」改為「康體文娛場所(未另有列明者)」。

2015年8月7日 城市規劃委員會

青衣分區計劃大綱草圖編號 S/TY/27 － 申述人名單
List of Representers in respect of the Draft Tsing Yi Outline Zoning Plan. No. S/TY/27

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R1	Chris Lee
R2	Rachelle Ng
R3	Chu Man Yu
R4	Mrs Lam
R5	Wong Long Fung
R6	Chan Tak Hung
R7	Hoi Ki
R8	Ma Yuk Ying
R9	To Yee Lok, Enoch
R10	Ka Sing
R11	繆煒崇
R12	Step Wai
R13	馮女
R14	Mak Wai Ling, Dana
R15	Ng Wing Tsz
R16	林玉葉
R17	村上純一
R18	Cheung Tsz Ying
R19	Tang Kwun Leong
R20	馮家偉
R21	Choi Bing Sum
R22	Chow Kai Pong
R23	Yeung Chi Fan
R24	Yeung Chi Wun
R25	Kwok Kit
R26	Wong Sau Ching
R27	Chan Ting Ting
R28	何偉文
R29	葉秀玲
R30	Kan Hon Kwan
R31	高子文
R32	鄧浩驊
R33	蕭心柑
R34	李淑玲
R35	Chung Wing Kei
R36	Jonas Chan
R37	Chan Cheuk Kit, Jackie
R38	麥德康
R39	Leung Sui Ki
R40	梁潔萍
R41	Fu Lai Cheung
R42	Lam Kwok Kay Kansas
R43	呂玉琼
R44	Wong Hin Shing
R45	Chu Yiu Wai
R46	Lau Hui Wan

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R47	Lo Sha Sha
R48	謝釆凌
R49	温運金
R50	鄺展威
R51	Kan Lai Sheung
R52	So Kam Man
R53	方鳳詩
R54	Cheng Lai Har Vanessa
R55	郭加元
R56	杜炳乾
R57	Mabel Chan
R58	Chan Pik Kan
R59	Wai Man Ning
R60	蔡文修
R61	劉紫薇
R62	Leung Yuk Hing
R63	Wong Lai Kit
R64	Koo Hau Tai
R65	Lo Sze Ping
R66	Ng Tsz Hong
R67	Leung Shui Pui
R68	鄧惠卿
R69	Nien Ching Ping
R70	陳志榮
R71	官健怡
R72	Cheng Chak Leung
R73	陳彩蓮
R74	Leung Chung Ho
R75	Chung Ho Wing
R76	Wong Ngan Ling Tiffany
R77	Ko Ka Man
R78	Ng Sun Man
R79	盧帶好
R80	Chan Nam Wah
R81	Wong Hei Long
R82	Wong Hei Man
R83	Ho Shu Kwong
R84	Chan Wing Yee
R85	Wong Yin Ping
R86	歐陽燕玲
R87	毛澤友
R88	黃麗群
R89	陳柏喬
R90	Chow Chiu Wah
R91	何月嬋
R92	Chan Chun Wai

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R93	何嘉欣
R94	Leung Kam Fai
R95	Yip Ngai Yan
R96	Shum Wai Wai
R97	黎仲明
R98	梁頌欣
R99	Nip Pui Ki
R100	Tsui Wai Man
R101	Mak Pui Gar
R102	Wan Hoi Yan
R103	Ng Wan Yee
R104	Ip Nga Woon
R105	曾蓮美
R106	簡淑玲
R107	Agris Cheng
R108	Kwan Cheuk Yin
R109	Yung Chi Yin
R110	Chu Wing Tong
R111	Lau Chun Kit
R112	Lee Kwok Wai
R113	Tsun Ka Yan, Abby
R114	張玉霞
R115	Yeung Ming Kiu
R116	Poon Siu Yin
R117	Chan Chi Keung
R118	Au Pak Ho
R119	Chow Ka Ki
R120	Cheung Kwei Lan
R121	Tsang Dip Yee
R122	陳雅清
R123	Lam King Fai
R124	Chan Yuk Ping
R125	Tang Tat Ming
R126	Wong Chung Fai
R127	Cheng Ping Man
R128	Cheung Yeuk
R129	周文熙
R130	To Shun Chu
R131	Ip Lai Kuen
R132	Teresa Hiu
R133	Au Ka Yue
R134	Tso Ka Lee
R135	梁麗屏
R136	林宏行
R137	Lee Wing Tung
R138	Tse Suk Fong
R139	黃紫雋

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R140	Ngan Fong Fong
R141	Chu Chiu Ying
R142	張孝嘉
R143	龐秀琼,鄧偉文
R144	Cheung Wing Yiu Laura
R145	Lai Pui Yi
R146	Janny
R147	Chee Wing Suet Zoe
R148	吳嘉樂
R149	Lee Lai Sang
R150	Lor Hang Ling
R151	方君爵
R152	黃智漢
R153	Kwong Yiu Shing
R154	Lee Lin Ching
R155	Lai Fung Yee Ellen
R156	Lo Chin Hang Pete
R157	何智賢
R158	Chu Kam Yuk
R159	Sit Yun Tin
R160	Sai Kai Leung
R161	Lee Fei Chui
R162	Cheung Tat Ming
R163	鄧安怡
R164	梁露施
R165	Ho Chai Wang
R166	Ng Ka Ho
R167	Lai Ching Hei
R168	Ng Tan Fung Tanny
R169	梁志光
R170	Wong Kar Fai
R171	藍澄灣業主委員會 Owners' Committee of Rambler Crest
R172	湯煥明
R173	霍建峰
R174	容麗紅
R175	黃勵波
R176	應義鎧
R177	聶雪梅
R178	王朗怡
R179	梁美玲
R180	Sin Lok Hang
R181	Orh Chung Yan
R182	Pang Oi Yi
R183	黃詩如

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R184	Lau Ka Wai
R185	伍慧嫻
R186	Li Hiu Yu
R187	Wong Lok Kan
R188	To Kai Wai
R189	趙朗婷
R190	Yeung Shu Ting
R191	Lee Lok Yee
R192	Kwong Dennis Shiu Hin
R193	Wong Tsun Ho
R194	溫麗梅
R195	Lo Oi Kwai
R196	Fong Lam Kam
R197	Liu Hon Chung
R198	Chan Lai Ming
R199	Sze Po Kan
R200	Lam Bo Yee
R201	Lau Wai Leung
R202	Lin Ching Man
R203	Tung Chi Yin, Nigel
R204	Au Choi Ying
R205	Fong Hoi Kin
R206	Au Sui Cheong
R207	張樂影
R208	錢國芳
R209	Ng Wai Chi
R210	Fong Yan Ling
R211	Cham Yuen Ling
R212	黃秀琴
R213	王妙琴
R214	Leung Fung Ching
R215	Leung Yuen Ki
R216	Katrina Leung
R217	Wu Miu Yee
R218	Chow Chi Ming
R219	Au Hu Chuan Hao
R220	Tse Wing Cheong
R221	黃文華
R222	Adrian Ng
R223	Mrs Lee
R224	Ka Ho
R225	Ka Wei
R226	Law Hok Wai
R227	Mr Ng
R228	To Ngai
R229	Ng Wing Yee
R230	Sze Tak Lok

城市規劃委員會文件第 10085 號附件 II 附錄 A
Attachment A of Appendix II of TPB Paper No.10085

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R231	Chu Choung Him
R232	Lam Shuk Yi
R233	Lai Kam Ching
R234	Christina Tong
R235	陳國生
R236	Chow Chiu Hing
R237	潘慧明
R238	施寶盈
R239	Chan Wai Hon
R240	李琼美
R241	阮國媚
R242	劉樂彤
R243	鄭巧盈
R244	姓名不詳 Name Illegible
R245	Leung Po Yee Jusinda
R246	黃妙群
R247	Ngo To Yee
R248	Yip Wing Yan
R249	林虹櫻
R250	林彥彤
R251	Li Wing Yiu
R252	Tang Ka Wai
R253	Ann Lau
R254	李秀琼
R255	郭妱雲
R256	Zhou Chu, Virgil
R257	Ng Wing Han
R258	戴思賢
R259	黃振強
R260	Fung King Chung, Jerome
R261	Chung Wing Yan
R262	Joshua Chan
R263	Leung Ka Hei
R264	梁陳佩卿
R265	鄭淑雯
R266	Leung Chu Sang
R267	何雄風
R268	Kwong Chun Wai
R269	Leung Kai Chung
R270	Tse Wo Hin Jimmy
R271	Yeung Hai Wai
R272	So Ka Ho
R273	Tai Sheung Fung
R274	Leung Yiu Cho
R275	Chu Kit Lin
R276	Lee Ho Yin
R277	Chau Tung Ngai
R278	謝偉光

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R279	Leung Ping Kwan
R280	蔡文迪
R281	Chan Lai Lai
R282	Phyllis Cheng
R283	羅在心
R284	Lam Kit Yee
R285	楊吉蓮
R286	Fan Pei Min
R287	Ho Allen Siu Kin
R288	Wong King Kwong
R289	楊芷芬
R290	Tang Siu Lan
R291	To Yee Lok Enoch
R292	李兆豪
R293	Chan Mei Kuk
R294	陳瑞欽
R295	Chow Lai Shan
R296	Li Sin Yee
R297	容福
R298	Choi Fung Ping, Iris
R299	張永賢
R300	Tai Hung Chun
R301	Lee Carol
R302	簡漢彬
R303	區志明
R304	Yung Tsz Chai
R305	蔡智偉
R306	Wong Yuen Ming
R307	Chung Wai Fong
R308	Ng Lai Sheung, Carrie
R309	Lee Ka Sin
R310	Wong Wai Yin
R311	Wong Wai In
R312	Chu Kwok Hung
R313	鄧柔柔
R314	Chan Lai Wa
R315	Lui Siu Hung, Terence
R316	Chan Wing Yan
R317	Kwong Yuen Ching, Cora
R318	Siu Mo Yu, Dela
R319	Tang Wai Man
R320	張承豐
R321	黃志堅
R322	Lo Kwan Mui
R323	Chan Tsz Him
R324	Liu Ya Chao
R325	Fok Siu Lun
R326	Lau Yin Ming Candy
R327	陳惠儀
R328	Leung Yuk Ning

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R329	林梓秦
R330	倫佩麗
R331	Wong Yuk
R332	Fong Wing Wang
R333	Tong Kwan Ho
R334	Choi Ka Yee
R335	盧婉婷
R336	伍志華
R337	Leung Sau Fong
R338	Connie Wong
R339	Wong Sai Ho
R340	Cheung Kit Bing
R341	鄭榮輝
R342	翁祖太
R343	Chan Sau Ming
R344	Lau Hiu Man
R345	劉永強
R346	馬玉珠
R347	王保良
R348	Siu Lai Man
R349	許榮軒
R350	許漢延
R351	謝文亮
R352	戴達明
R353	Cho Ka Pan
R354	袁君雄
R355	Leung Lung Wai
R356	Lam Ka Yee, Becky
R357	梁賽琼
R358	區偉鴻
R359	馮葉珍
R360	Kwan Sum
R361	Leung Ka Wing
R362	Cheung Chun Wai
R363	何嘉怡
R364	Tam Ching Hang
R365	戴詠詩
R366	關明輝
R367	黃
R368	Mok Siu Tung
R369	林圳競
R370	劉惠賢
R371	Wong Hau Yu
R372	Fok Po Shan
R373	Tam Kar Kin Samuel
R374	Candy Chui
R375	Wong Wing Yin
R376	To Yuen Yee
R377	Ng Lai Wan

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R378	余麗娟
R379	蔡良輝
R380	何月好
R381	Mok Tsz Kin
R382	To Kit Ling
R383	楊栢寧
R384	楊國明
R385	黃國強
R386	Yau Lok Keung
R387	Tai Chi Keung
R388	Cheng Pui Ha
R389	Leung Pak Ho
R390	Sri Kunjarwati
R391	黃樂天
R392	Leung Wing Yui
R393	羅佩霞
R394	潘志成 (葵青區議員) Poon Chi Shing (Kwai Tsing District Council (K&TDC) Member)
R395	Terry Wan
R396	Christeve Cheng
R397	姚予梅
R398	Ang Bee Sian
R399	蔡麗敏
R400	鍾容好
R401	Tung Cheng Ling Yi
R402	Lee Ho Yiu
R403	Chan Siu Lee
R404	鍾永全
R405	So Ka Ching
R406	Lai Pik Kuen
R407	陳道賢
R408	陳卓沛
R409	Hon Kai Lee
R410	陳仲曦
R411	傅美燕
R412	Yip Tak Hung
R413	Au Yeung Siu Leung
R414	黃裕美
R415	Law Suet Yee
R416	Kan Suk Man
R417	Tse Ka Kei
R418	Chan Tak Wing
R419	李采虹
R420	林采瑩
R421	韓笑
R422	Wong Hing Wah
R423	Li Kwong Fat

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R424	Yue Ho Man
R425	陳偉喬
R426	譚嘉諾
R427	Wong Hin Chor
R428	姚景浩
R429	Mak Cho Cheong
R430	Chow Ka Keung
R431	周鏡新
R432	Tse Pui Ling
R433	Ma Kam Wing
R434	Kwong Hiu Man
R435	劉存厚
R436	李慧冰
R437	Lai Sze Nga
R438	Wong Fung Kit
R439	Tam Bo Wing
R440	Chan Chi Wai
R441	Ng Ching Han
R442	陳潔梅
R443	黃冠怡
R444	Leung Kai Yiu
R445	孫曉嵐
R446	林亞眼
R447	徐日虾
R448	Lam Chung Yin
R449	Wong Kai Shu
R450	談偉芬
R451	Yau Pun Tung
R452	游淑芬
R453	張愛依
R454	郭嘉玲
R455	葉翠芝
R456	Li Tsz Kin
R457	Law Ching Wa
R458	Mak Hung Ki
R459	Leung Cho Hung
R460	To Yuen Ling
R461	Chan Wai Yip
R462	Hon Mei Kuen
R463	Ng Wai Sze
R464	趙月梅
R465	容凌駒
R466	何素秋
R467	Lui Ka Chun
R468	Fong Yuen Ching
R469	Cheng Wing Shan
R470	Lee Carol
R471	阮國萍
R472	何慧中
R473	Yu Lai Kuen

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R474	Tong Chi Chung, Louis
R475	梁翠嫦
R476	Chan Chau Hung
R477	Lee Wai Wah
R478	Kiang Man Yan
R479	Lau Cheong Yin
R480	Lam Kai Chi
R481	Chow Chui Shan
R482	Lam Ho Lun
R483	Lam Chan Ka Ki
R484	Liu Wai Kwan
R485	Cheung Chun Tim
R486	劉鳳蓮
R487	歐陽慧雯
R488	Lee Wai Man
R489	章繼紅
R490	梁雄
R491	Chan Wai Han
R492	Lam Sau Chun
R493	Yung Wai Haang
R494	Mok Chi Kwong
R495	Mok Yuk King
R496	李振華
R497	Leung Lai Kit
R498	符
R499	Chan Shek Fai
R500	黃韻瑜
R501	Lam Kam Sang
R502	Chow Hui Ching
R503	莊健文
R504	Lai Pui Yee
R505	Mandy
R506	楊昭強
R507	Chu Ka Leung
R508	Luk Yuet Ngor
R509	Ng Man Fai
R510	Cheung Chun Wah
R511	詹柏濂
R512	吳卓羲
R513	Tang Kim Kiu
R514	Sin Man Chee
R515	Ho Pui Sheung
R516	Ngai Ying Chuen
R517	Siu Cho Lam
R518	Shiu Hin On
R519	李群英
R520	黎炳清
R521	Chiu Long Chi
R522	Ng Lai Fong
R523	Lai Chuk Mui
R524	Fung Wing Mei Eugenia

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R525	Chiu Ying Yuen
R526	張勇
R527	Fok Lai Ngor Louisa
R528	Chung Tai Ying
R529	陳少君
R530	Leung Chung Sze, Sabina
R531	高邦舜
R532	Cheung Yin Yin
R533	Carrie Kwong
R534	林永佳
R535	Del Valle, Nova Arboleda
R536	徐國強
R537	郭愉婷
R538	肖日風
R539	黃嘉齊
R540	朱耀祖
R541	Ng Yik Ling Winnie
R542	Ho Siu Hing
R543	黃韻瑜, 黃荻茵
R544	Wong Lai Kwan
R545	鍾華勝
R546	Lau Man Yee Rosana
R547	Tang Chui Woon
R548	Kwong Yiu Wing
R549	薛婉貞
R550	Chu Man Kit
R551	Chee Kee Tat
R552	卓麗華
R553	Lau Kit Ling
R554	Lau Kit Yan
R555	譚錫奇
R556	Leung Kwai Ching
R557	梁志強
R558	Lee Ka Ki
R559	Wong Hoi Wai
R560	何玉君
R561	張玉珍
R562	Tam Ching Yan
R563	繆樂軒
R564	Shum Mei Yee
R565	Tai Chi Pang
R566	Tai Kam Chu
R567	Lo So Ching
R568	高朗舜
R569	Leung Cheuk Wah
R570	蔡正康
R571	Sin Wai Yip
R572	Li Tuen Yung

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R573	Chen Wan Heung
R574	周慧屏
R575	張美媚
R576	Hung Siu Lai
R577	Chan Woon Ying
R578	Sin Chi Leung
R579	趙科
R580	馬玉英
R581	Chan Sze Wah
R582	Wong Ying Ying
R583	Chan So Kam
R584	So Sheung Chun
R585	Tam Yuk Lun
R586	黃耀強
R587	Cheung Kit Fong
R588	Leung Tat Ming
R589	周文翰
R590	鄭嘉成
R591	何殷琪
R592	Luk Siu Kuen
R593	楊金峰
R594	Lau Yue Gay
R595	Chan Pui Wai
R596	Wong Ka Kit
R597	Wong Chai Hong
R598	Liu Kwok Choy
R599	陳閨玲
R600	Cheng Siu
R601	Tsang Oi Chun
R602	Chow Sau Yip
R603	Tam Wing Kei Vikky
R604	Chan Hui Yeung
R605	譚少文
R606	Chai Kwai
R607	Fung Yim Fun
R608	Leung Pak Kan
R609	Li Kam Yuen
R610	Wong Chung Yin
R611	Hui On Lam
R612	Lee Chi Shing
R613	Mok Siu Nam
R614	Lau Chi Keung
R615	Chan Hoi Yi
R616	Cheung Yick Sum
R617	Chan Kwai Fong
R618	Li Ho Keung
R619	王朗豐
R620	王愛儀
R621	陳韶清
R622	Tang Lai Ching
R623	郭彤恩

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R624	林福全
R625	Choi Yat Hing
R626	Yip Miu Sheung
R627	Pak Kum Wun
R628	孫國強
R629	Cheung Kin Shum
R630	林瑞賢
R631	Yuen Pui Yan
R632	Leung Ching Ping, Carry
R633	Lam Kai Chung
R634	Danny Tong
R635	Tam Kar Leung Simon
R636	Law Wing Ki
R637	潘妙娟
R638	Hung Kwok Kit, Frankie
R639	Fong Lai Ching
R640	林立志 (葵青區議員) Lam Lap Chi (K&TDC Member)
R641	周志常
R642	黃友德
R643	Lai Mei Ling Eunice
R644	Lam Wai Yee
R645	顧巧娣
R646	Yip Wing Sum
R647	李婉菱
R648	Ho Wai Mun
R649	吳耀英
R650	Tse Pui Ling
R651	陳美寶
R652	Lai Vincci
R653	黃慶良
R654	Lam Kwok Kay
R655	許永傑
R656	周頌羲
R657	馮瑞贊
R658	陳思雅
R659	何穎妍
R660	梁嘉輝
R661	陳如柏
R662	施國榮
R663	黃世傑
R664	Lam Kit Wan
R665	余樹勤
R666	Yeung Sau Mui
R667	陳國軒
R668	陳俊文
R669	Chow Kai Pong

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R670	Ho Chiu Fung
R671	Chang Wan
R672	馬雄志
R673	Fong Shuk Han
R674	陳澔進
R675	Cheung Mei Ki
R676	Lee Wai Man
R677	陳偉恆
R678	Chan Chin Fung
R679	余曼娜
R680	Lau Siu Ming
R681	曹東生
R682	Chan Cheuk Kin
R683	Wong Suk Ching
R684	Tong Wai Keung
R685	Chan Tsz Yan
R686	麥婉萍
R687	Chong Wing Kai
R688	王愛珍
R689	Leung Wai Kei
R690	姚文賢
R691	章林祥
R692	Szeto Chi Tat
R693	Lam Yim Yat
R694	盧婕妤
R695	Leung Yuen Yee
R696	Samuel Chow
R697	Sin Wai Hon
R698	Chan Sau Kwan
R699	鍾麗寶
R700	Kiang Chun Wah
R701	吳佩妮
R702	游嘉寶
R703	戴小謹
R704	梁世廉
R705	Wong Chi On
R706	Lee Chi Kin Eric
R707	Chau Yeuk Ling
R708	Chan Wing Hung
R709	陳昀
R710	Chan Kam Pang Joseph
R711	Leung Kam Chi
R712	李健瑋
R713	黃玲娟
R714	葉荏碩
R715	Lam Kwok Wah
R716	Chan Sau Kuen
R717	鄧安麗
R718	張朝基
R719	譚栢偉

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R720	Tsoi Kin Cheong
R721	陳漢光
R722	王巧云
R723	Choi Hiu Shan
R724	鄭麗燕
R725	Chan Yuen To
R726	Kwong Ka Yiu
R727	黃裕勝
R728	何承峯
R729	陳卓泓
R730	陳炳堅
R731	Lau Lai Hing
R732	謝彩華
R733	黃韶暉
R734	Frankie Yung
R735	So Chi Kuen
R736	陳卓傑
R737	Ann Lau
R738	Ko Lok Ling
R739	Mrs Ha
R740	Kan Lai Sheung
R741	Soon Tak Kong, Paul
R742	Emilia Tam
R743	Pang Man Yee
R744	Mr Kee
R745	黃淑儀
R746	Tang On Kei
R747	Mandy Lau
R748	Judy Ma
R749	Wong Long Yee
R750	Wong Po Leung
R751	Leo Chow
R752	Ada Ko
R753	Ko Sum
R754	Lok Ling
R755	Ivy Peng
R756	Alan Lim
R757	Chow Cheuk Hin
R758	Joanne Choi
R759	Tracy
R760	Andy
R761	Tong Hang Sheung
R762	Chui Robert
R763	Poon Lai Kwan
R764	Cheung Hau Ka
R765	Chan Ho
R766	Kan Wing Leung
R767	Kan Yuk Ping
R768	Kan Yuk Yan
R769	Pong Yuk Kam
R770	Cheung Kai Hei

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R771	Kan Yu On
R772	Mr Lam
R773	Ip Cheong Sang
R774	Wong Tsz Yui
R775	Wong Hin Shing
R776	Cheng Suk Man
R777	Lam Yuk Yip
R778	Wong Wing Sum
R779	Lam Yuen Ching, Philomena
R780	Connie Tang
R781	招德輝
R782	Ms Tso
R783	Erskine Lau
R784	梁家麗
R785	Ho Oi Lam
R786	Miss Chan
R787	Lee Pak Wing
R788	Fong Justice
R789	Leung Kam Chi
R790	Carmen Mak
R791	Carol Yam
R792	Shum Miu Chu Even
R793	Lam King Fai
R794	Sophianne Teng
R795	Dave Choi
R796	Wu Kwok Wai
R797	Lawrence Ko
R798	Zhang Xi
R799	Leung Sui Ki
R800	長青邨物業服務辦事處 Cheung Ching Estate Property Services Management Office
R801	Li Kin Ming
R802	Lee Hoi Chun
R803	Chow Siu Chin
R804	Matthew
R805	黃淑儀
R806	曾偉良
R807	曾偉良
R808	姓名不詳 Name Illegible
R809	Tim Tsang
R810	Mathew
R811	魏雄華
R812	甘國棟
R813	Wendy Wong
R814	李寶翰
R815	張家豪
R816	盧翠顏

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R817	長青
R818	Ivy Tse
R819	施影霞
R820	姓名不詳 Name Illegible
R821	姓名不詳 Name Illegible
R822	柯麗娜
R823	余卓言
R824	Shing Lai
R825	楊芷芬, 陳炳堅
R826	Esther Tse
R827	姓名不詳 Name Illegible
R828	曹嘉喜
R829	Cho Ka Pan
R830	So King Fai
R831	Ho Pui Sheung
R832	Teresa Cheung
R833	曾慶玉
R834	村上皓言
R835	鄭國強
R836	鄭嘉瑤
R837	黃振強
R838	萬新雄
R839	林明儀
R840	譚太
R841	Chan Kit Ying
R842	劉永強
R843	史紀紅
R844	Chow Sze Man
R845	Ng Yuen Ping
R846	鄧連耀
R847	Carol Lee
R848	姓名不詳 Name Illegible
R849	梁政銘
R850	姓名不詳 Name Illegible
R851	何
R852	姓名不詳 Name Illegible
R853	姓名不詳 Name Illegible
R854	姓名不詳 Name Illegible
R855	姓名不詳 Name Illegible
R856	姓名不詳

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
	Name Illegible
R857	Tammy Ng
R858	Hui Wai Yin
R859	李志紅
R860	姓名不詳 Name Illegible
R861	姓名不詳 Name Illegible
R862	Wong Yau Leung
R863	潘
R864	林香麗
R865	Kwong Yuen Ching Cora
R866	Lam Oi Sze
R867	So Chi Kuen
R868	Leung
R869	Wong Yin Ping
R870	Anson Liu
R871	姓名不詳 Name Illegible
R872	Maggie
R873	Cheung Kwei Lan
R874	李浩強
R875	Isaac
R876	余曼娜
R877	Lam Chau Wah
R878	Chau Lai Chu
R879	Lau Wing Sum
R880	Annie
R881	姓名不詳 Name Illegible
R882	Donald
R883	姓名不詳 Name Illegible
R884	姓名不詳 Name Illegible
R885	姓名不詳 Name Illegible
R886	郭修忠
R887	姓名不詳 Name Illegible
R888	姓名不詳 Name Illegible
R889	姓名不詳 Name Illegible
R890	姓名不詳 Name Illegible
R891	姓名不詳 Name Illegible
R892	雯
R893	姓名不詳 Name Illegible

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R894	姓名不詳 Name Illegible
R895	Tsoi Leung Fai
R896	姓名不詳 Name Illegible
R897	姓名不詳 Name Illegible
R898	So Fung
R899	姓名不詳 Name Illegible
R900	姓名不詳 Name Illegible
R901	青年新政 Youngspiration
R902	Mandy Chow
R903	Kitman
R904	Wong Oi Ling
R905	Wong Wai Yin
R906	Lau Mei Wa
R907	吳先生
R908	KC Lai
R909	Chan Wai Yip
R910	Cherry Chow
R911	Polly Hon
R912	蘇嘉豪
R913	Lui Mei Sum
R914	Tsui Tsz Yee
R915	Tsui Tsz Yiu
R916	Tsui Chi Hung
R917	Leong Pou Heng
R918	Lui Shun Wan
R919	Ng Ka Ho
R920	Tsang Wing Wai
R921	李志強 (葵青區議員) Lee Chi Keung (K&TDC Member)
R922	Miss Wong
R923	Wai Yin Lau
R924	張偉明
R925	Sung Wang Lok
R926	Sung Ka On
R927	Wong Ka Bo
R928	Sung Wang Ngai
R929	Ng Tsz Hong
R930	Mr Lam
R931	Michelle Koo
R932	David Li
R933	李恩明
R934	羅煒俊
R935	陳慧萍

Rep No. (TPB/R/S/ TY/27-)	Name of 'Representer'
R936	Li Kwong Fat
R937	Luk Siu Kuen
R938	Lo Cho Sam
R939	Ng Kwok Wa
R940	Lau Yuk Hang Alberto
R941	Lau Wai Yin
R942	Lee Wing Hin
R943	Au Mei Yee
R944	Yiu Chun Long
R945	Anna Lai
R946	CK So
R947	Tam Kar Kin, Samuel
R948	Tso Ka Lee
R949	Mrs Wong
R950	Mrs Lam
R951	Yuen Kwan Hung
R952	Wong Ying Ying
R953	Ho Kam Lun
R954	Ho Ka Keung
R955	Chau Wai Ping
R956	Chun Yung Ho
R957	Yip Ada Ying Hei
R958	鄺錦煥
R959	Tony Chau
R960	Au Yeung Man
R961	Tam Diana

《青衣分區計劃大綱草圖編號 S/TY/27》的申述要點
Major Points of Representation in respect of the Draft Tsing Yi OZP No. S/TY/27

表示支持的申述
Supportive Representations

R1

申述編號 Rep. No (TPB/R/S/TY/27-)	申述要點 / 建議 (參見附件 C) Representation Points/Proposals (Refer to Attachment C)
R1	S1 S2 S3 S4

城市規劃委員會文件第 10085 號附件 II 附錄 B
Attachment B of Appendix II of TPB Paper No.10085

表示反對的申述

Adverse Representations

R2 to R961

申述編號 Rep No. (TPB/R/S/TY/27-)	申述要點 / 建議 (參見附件 C) Representation Points/Proposals (Refer to Attachment C)
R2	A E F I M
R3	P2
R4	A E F H J K
R5	A E F I J M Q P2
R6	E F H I J M P2
R7	F I J
R8	A E F G I J L M O P2
R9	A C E G H J
R10	D F M
R11	F J K L M P
R12	E F M O
R13	E F H J
R14	E F H I J M
R15	A B E F G J M O
R16	A E F J L M
R17	E F G J O P2
R18	A E G J
R19	E F G M P2
R20	A E F L M
R21	C E H I J K L M O
R22	A J O
R23	E G J L M O
R24	E G J L M O
R25	A E F P
R26	A C E H J O
R27	E G J L M O
R28	E F J O
R29	A E F J L
R30	A F J L
R31	A E I J L
R32	A C E F H J
R33	A C E H I K L O
R34	E M O
R35	A I J K L O
R36	A E F L O
R37	A E G L O
R38	A E F L O
R39	A F J L
R40	A E G I J K
R41	E G J K L M P2
R42	E G J L M O
R43	E J K L O
R44	A E F K L O
R45	A E G I J K L M
R46	A E I J K L
R47	A E F G J O P2
R48	C E G H I K L O
R49	A E F I J K L
R50	A E J K L
R51	E F G J O
R52	E F J
R53	A E F G I K L
R54	E F H J
R55	A E I J L
R56	E F G J K L O
R57	E F J L
R58	A C E F H M O
R59	F I J K L O
R60	A E F O
R61	F J L M O
R62	F I J K L M O
R63	E F K L O
R64	A E G J K L O
R65	A E F K L O
R66	E I J K L
R67	E I J K L
R68	E F I J K L
R69	A E K L O
R70	I J K L O
R71	E G J L M O
R72	I J K L M
R73	E I J K L
R74	A E I K L O
R75	A E F G P2
R76	A E F M
R77	B F G K L M O
R78	E G I J K L O
R79	F J M O
R80	A F I J K L
R81	A E I J K L O
R82	A I K L M O
R83	E I K L O
R84	A F J K L O
R85	A E F G J O P2
R86	A F J M O
R87	E I J K L
R88	A E G J M O
R89	A E F J
R90	F J L M
R91	A E F O
R92	A E I J K L
R93	C E H I J K L M O
R94	F I J K L M O
R95	A E F J M
R96	A E F K L O
R97	A E F G O
R98	E G O P2
R99	E F M O
R100	E F J O
R101	E F J K L
R102	A E F L O
R103	A E F G M O
R104	F G J M O
R105	E M O
R106	A E G J O P2
R107	A E G H J O P2
R108	E F G K L M O P2
R109	E H I K L M
R110	A E F I J K L
R111	E F K L O
R112	A E J K L O
R113	C E G H J O
R114	A E F K L M O
R115	F J M O
R116	E J K L M O
R117	A E G H J
R118	A E I K L O
R119	E G J K L
R120	A E G I K L M P2
R121	A E I K L M O
R122	F I K L O
R123	J K L M
R124	A E F G K L M P2
R125	E F O
R126	A E G J O
R127	A E F O
R128	A E F G J
R129	C E G H J
R130	A E J M
R131	A E J L O
R132	E G J K L M P2
R133	E F L O
R134	E J L O
R135	E F G J K L O
R136	E J K L P2
R137	A E K L O
R138	E H J L
R139	E F I J K L O
R140	E F G O
R141	A E F G L M P2
R142	A E G H I K L
R143	E F O
R144	A F H J L M
R145	A F J M O
R146	A E G J K L
R147	A E G I K L
R148	E I K L M O
R149	E F J M O
R150	A E O P
R151	F L O
R152	B E J L O
R153	E F G J
R154	A C E H K L O
R155	E G K L M O
R156	A G I J K L O
R157	A E F M O
R158	A F I K L O
R159	E I J K L M O
R160	A E I J K L
R161	E F O
R162	E F M
R163	A B E G J O
R164	F G J O
R165	A B E F G H K L M O P2
R166	A D E F G H J K L M O P2
R167	F L M O
R168	A F K L O
R169	A F J M O
R170	A E F H J
R171	A B C D E F G H I J K L M O P P1 P2
R172	E F M O P1
R173	E F M O P1
R174	E F K P P1
R175	E J K L P1
R176	A E F K L M O P1
R177	E J K L M P1
R178	E G I J K L M P1 P2
R179	E F L M O P1
R180	A C E H J O
R181	A E F M P1
R182	A E F J P1
R183	C E F G H K L M O P1
R184	E F I K L M O P1
R185	A E F I J K L M P1
R186	E F J K L P1
R187	E F M O P1
R188	A E F J K P1
R189	A J K L O P1
R190	A E G J K L P1 P2
R191	A E F K L M P1
R192	E F K L M O P1
R193	F I J K L P1
R194	A E J O P1
R195	A F K L M P1
R196	C E F H I J K L M P1
R197	A E F L P1
R198	A E F I K L M P1
R199	A E F J M O P1
R200	C E F H K L M O P1
R201	C E F G H J O P1
R202	E F G M O P1
R203	A E F J M P1
R204	E F O P1
R205	A E F M O P1
R206	E F G I K L P1
R207	E F G H J M O P1
R208	E F J K L M O P1
R209	E L M O P1
R210	A E J M P1
R211	E F G J K L M P1
R212	A E F I K L M O P1
R213	A E F K L O P1
R214	F I J K L M O

申述編號 Rep No. (TPB/R/S/ TY/27-)	申述要點 / 建議 (參見附件 C) Representation Points/Proposals (Refer to Attachment C)
R215	E F J K L M O P1
R216	E I J K L P1
R217	E J L O P1
R218	E F G K L M P1
R219	A F G J M O P1
R220	A E F J L O P1
R221	E J M O P1
R222	E F J M P1
R223	B F J P1 P2
R224	D F P1
R225	A C E F G H J L O P1
R226	A C E G H J L O P1
R227	A C E F G H J K L M O P1 P2
R228	E F G J L M P1 P2
R229	E G I J K L P1
R230	A E F G J M P1
R231	A C E F H K L P1
R232	E F J L M P1
R233	A E F J M O P1
R234	A E F O P1
R235	A E F J P1
R236	A E F G J K L M P1
R237	A E F J O P1
R238	E F M O P1
R239	A E J P1
R240	E F G J L M P1 P2
R241	A E F G O P1
R242	A E I J K L P1
R243	A E F J K L M O P1
R244	A F J K L M O P1
R245	E G J M O P1
R246	E F M O P1
R247	E F G M P1
R248	E H J L M O P1
R249	E F J M P1
R250	F J M O P1
R251	A E J M P1
R252	A E J K L M P1
R253	E F G J L O P1
R254	A E F P1
R255	A E F J K L P1
R256	E O P P1
R257	E F J M P P1
R258	E F G L P1 P2
R259	J O P1
R260	A E G J K L O P1 P2
R261	E F L O P1
R262	E F L O P1
R263	A E F K L M O P1

申述編號 Rep No. (TPB/R/S/ TY/27-)	申述要點 / 建議 (參見附件 C) Representation Points/Proposals (Refer to Attachment C)
R264	A E F K L O P1
R265	E F I J K L M P1
R266	A E F J K L M P1
R267	E J M O P1
R268	E G J M P1 P2
R269	E G M O P1
R270	A E F O P1
R271	F I J K L P1
R272	E F H I J K L O P1 P2
R273	A E F M P1
R274	A E G J O P1
R275	A E J P1
R276	A E F P1
R277	E F G O P1
R278	A J K L M O P1
R279	A E J K L P1
R280	A E F P1
R281	A E F K L M O P1
R282	A E G H J K L P1
R283	A E F K L M O P1
R284	E F J L P1
R285	E G J L P1
R286	E M O P1
R287	A E O P1
R288	A E F K L O P1
R289	A E F K L M O P1
R290	A J K L M O P1
R291	E F O P1
R292	A E F K L M P1
R293	A E F K L M O P1
R294	E J O P1
R295	E F O P1
R296	A E J M P1
R297	A E J M O P1
R298	E F J M O P1
R299	A E G I J K L P1 P2
R300	C E H I J K L O P1
R301	E F G O P1 P2
R302	E F G L O P1 P2
R303	A E F K L M O P1
R304	A E F J K L O P1
R305	A E K L O P1
R306	C E F H J P1
R307	A E F K L M P1
R308	A E F G I J K L P1
R309	A E J O P1
R310	A I J K L M O P1
R311	A E J K L M P1
R312	A E F L O P1
R313	G I J K L O P1

申述編號 Rep No. (TPB/R/S/ TY/27-)	申述要點 / 建議 (參見附件 C) Representation Points/Proposals (Refer to Attachment C)
R314	E F O P1
R315	A E I J K L P1
R316	A E I J K L O P1
R317	E F G O P1
R318	E G P1 P2
R319	E G J M P1
R320	E F J O P1
R321	E F J O P1
R322	A E O P1
R323	A E J K L P1 P2
R324	A E F J K L M P1 P2
R325	B E G J M O P1
R326	A J K L O P1
R327	A E F G P1
R328	A C E H M O P1
R329	A E F O P1
R330	A E F G P1
R331	E G J O P1
R332	A E J O P1
R333	E F G M P1 P2
R334	E F G M O P1
R335	C E G H J O P1
R336	E G J M P1
R337	A J M O P1
R338	E F M O P1
R339	A F K L M O P1
R340	E F G J M P1 P2
R341	A E G M P1
R342	A E K L M O P1
R343	A E J K L M P1
R344	E G J M O P1
R345	A F J K L M O P1
R346	A J M O P1
R347	A J M O P1
R348	A E K L M O P1
R349	A E K L M O P1
R350	A E K L M O P1
R351	A J M O P1
R352	A J M O P1
R353	A E K L M O P1
R354	A J M O P1
R355	A E J K L M O P1
R356	A E J K L M O P1
R357	A F J M O P1
R358	A E G M P1
R359	A J L M O P1
R360	A E F K L M O P1
R361	E F J L M P1
R362	A E G L M P1 P2
R363	A E J K L M O P1

申述編號 Rep No. (TPB/R/S/ TY/27-)	申述要點 / 建議 (參見附件 C) Representation Points/Proposals (Refer to Attachment C)
R364	A E G K L M O P1 P2
R365	A F L M O P1
R366	F J M O P1
R367	A E K L M O P1
R368	F L M O P1
R369	E F M O P1
R370	A E M O P1
R371	A E F G M P1
R372	A F J M P1
R373	E F G M O P1 P2
R374	A E F J M P1
R375	A E G J K L M O P1
R376	A E F K L M P1
R377	E F L M P1
R378	A F J K L M P1
R379	A E G M P1
R380	A E F J M P1
R381	F M O P1
R382	A E M O P1
R383	C E H M O P1
R384	E J M O P1
R385	E G H L M O P1
R386	A E F G M O P1 P2
R387	A C E F H L M P1
R388	A E G L M O P1
R389	A F I K L M P1
R390	A E F G H I K L M P1
R391	E F J L M O P1
R392	E G I K L M O P1
R393	E F L M O P1
R394	A B C E F G H J L M O P1 P2
R395	A E F I K P1
R396	A B E F J M O P1
R397	A B E F K L P1
R398	A B E L P1
R399	A B E K L M O P1
R400	A B E F K L M O P1
R401	B E F G O P1
R402	A B E G K L P1
R403	A B E G H J O P1
R404	A B E F G K L P1
R405	A B E O P1
R406	A B E G I J K L M O P1
R407	B E F G J M O P1
R408	A B E O P1
R409	B E O P1
R410	B E F L O P1
R411	B E G J P1
R412	A B E F I J K L P1

申述編號 Rep No. (TPB/R/S/ TY/27-)	申述要點 / 建議 (參見附件 C) Representation Points/Proposals (Refer to Attachment C)
R413	A B E F J M P1
R414	A B E F M O P1
R415	A B E M O P1
R416	A B E F J K L M O P1
R417	A B E F G H J M P1
R418	A B E M P1
R419	A B E J M P1
R420	A B E F M O P1
R421	A B E F J M O P1
R422	B F J P1
R423	A B E J P1
R424	B E J L P P1
R425	B C E G H J O P1
R426	A B E G J O P1 P2
R427	A B F J O P1
R428	A B C E H J O P1
R429	A B J L M P1
R430	B E O P1
R431	A B J K L M P1
R432	B E F G P1 P2
R433	B E F G J P1
R434	B E M O P1
R435	B E G J M O P1
R436	B E F J M O P1
R437	A B E G H P1
R438	A B E P1
R439	B E F G H M O P1
R440	A B E F J O P1
R441	B E F I J K L M P1
R442	A B E F J P1
R443	A B E F J P1
R444	B E F G H O P1
R445	A B E F J P1
R446	A B E F J K L M P1
R447	A B E F J P1
R448	A B E J O P1
R449	A B E F J L M P1
R450	B E F L P1
R451	A B E G O P1
R452	A B E O P1
R453	A B E O P1
R454	A B C E F H O P1
R455	A B E F J P1
R456	A B E F G K L M O P1
R457	B E F M P1
R458	A B E O P1
R459	B E I K L O P1
R460	B E J L P1
R461	A B E F G H J K L M O P1 P2

申述編號 Rep No. (TPB/R/S/ TY/27-)	申述要點 / 建議 (參見附件 C) Representation Points/Proposals (Refer to Attachment C)
R462	A B E F J M O P1
R463	A B F J K L P1
R464	B E G P1 P2
R465	A B E F J M O P1
R466	B E G M O P1
R467	B C E H M O P1
R468	B E F M P1
R469	A B M O P1
R470	B E F J M P1
R471	B E G H M P
R472	B E G M O P1
R473	B E J M O P1
R474	B E F G M O P1
R475	A B F M O P1
R476	A B E G M O P1
R477	B E F O P1
R478	B E F P1
R479	A B E G K L P1 P2
R480	B E F L P1
R481	A B E F K M P1
R482	B C F J K L
R483	B F J N
R484	A B E G I K L
R485	A B E F L M O
R486	B E G I K L O P2
R487	A B E F M P1
R488	B E F M
R489	A B E F O
R490	A B E I J K L
R491	A B E K L O
R492	B E J O
R493	B E F G J P2
R494	A B E G H J L
R495	B E L M O P1
R496	B E I J K L M O P1
R497	B C E F G H O
R498	B E G J M O
R499	B C E F G H O
R500	B E F O
R501	B E J L M O
R502	B E J M O
R503	B E O
R504	B E G I K L O
R505	A B E M O
R506	B E G M
R507	A B E G P
R508	A B E M O P1
R509	B E M O P1
R510	A B E L O P1
R511	A B E G M P1 P2
R512	B E F G J L P1
R513	A B O P1
R514	A B E L M P1
R515	A B E G H M O P1
R516	B E L O P1
R517	B F J L M P1
R518	A B F J L P1
R519	B E F J L P1
R520	A B J O P1
R521	B J L O P1
R522	A B L M P1
R523	B E J L O P1
R524	A B C H L M O P1
R525	A B E L M P1
R526	A B E F G H L P1
R527	A B F G L O P1
R528	B E F J P1
R529	A B E F G J L P1 P2
R530	B E J O P1
R531	B E F L O P1
R532	B C E G H J P1 P2
R533	B F M P1
R534	B E F L O P1
R535	A B E J L O P1
R536	B E F L O P1
R537	B E F L O P1
R538	B E F L O P1
R539	B E F L M O P1
R540	B E L P1
R541	A B E L M P1
R542	A B E O P1
R543	A B F J L O P1
R544	A B E I J K L P1
R545	A B E O P1
R546	A B F M O P1
R547	B F O P1
R548	B E F L O P1
R549	B E F L P1
R550	B E M O P1
R551-554	A B E G M P1 P2
R555	B E F L P1
R556	A B E F J L P1
R557	A B E G M P1 P2
R558	B E F M O P1
R559	A B E O P1
R560	B E F J P1
R561	B E G P1 P2
R562	B J O P1
R563	B J L M P1
R564	A B E G O P1
R565	B E F G I K L O P1 P2
R566	B E G H J M P1
R567	B E G J L O P1 P2
R568	A B E J L P1
R569	A B C E F G H J L P1
R570	B F G J L O P1
R571	B E O P1
R572	A B E F G L P1
R573	B E J L O P1
R574	B E J L O P1
R575	B E J O P1
R576	A B E J L P1
R577	B E J L O P1
R578	B E F J L P1
R579	B E G J O P1
R580	A B E J L P1
R581	B F I J K L O P1
R582	A B F M P1
R583	A B E G P1
R584	B E J P1
R585	B E F L M P1
R586	A B E J L P1
R587	A B F J L O P1
R588	B J M O P1
R589	B E G J P1
R590	A B E G H L M P1
R591	A B F L M P1
R592	B E J L O P1
R593	B F L O P1
R594	A B L O P1
R595	A B E L O P1
R596	A B E L P1
R597	B E G M O P1
R598	A B E G H L P1 P2
R599	A B C H O P1
R600	B E J O P1
R601	A B E F L O P1
R602	A B F O P1
R603	A B E G H J P1 P2
R604	B E I K L M O P1
R605	A B E F L P1
R606	B E J L M P1
R607	A B E J L P1
R608	B C E G H O P1
R609	B C E F H L O P1
R610	B E I K L P1
R611	A B E G J L O P1
R612	B E O P1
R613	A B F O P1
R614	B F J M P1
R615	A B E L O P1
R616	A B C E I J P1
R617	B E G J L O P1
R618	A B O P1
R619	A B E J L P1
R620	A B E J L P1
R621	B E J L O P1
R622	A B C E F H L O P1
R623	A B E J L P1
R624	A B E F J L P1
R625	A B E J P1
R626	B F G J L M O P1
R627	B F L M O P1
R628	A B E F J L P1
R629	A B J O P1
R630	B E J M P1
R631	B E F L P1
R632	B E F J L M P1
R633	A B E G P1 P2
R634	A B E F J L P1
R635	A B E F L P1
R636	B E M O P1
R637	B E F J L P1
R638	B E F P1
R639	B E J M P1
R640	F N
R641	A E F G M P P1
R642	A E F L M P P1
R643	E F J L M P P1
R644	E F L M P P1
R645	E F G L M O P P1
R646	E G H O P P1
R647	E J L M P P1
R648	A E O P P1
R649	C E F H I K L M P P1
R650	A E F J L M O P P1
R651	E F G M P P1 P2
R652	A F G J O P P1
R653	E J M P
R654	A E F P
R655	A I J K L O P
R656	A E G H I K L P
R657	A E F P
R658	A E F G L P
R659	A I J K L P
R660	C E F H J L P
R661	A B E G H L P P1
R662	A B E F L P P1
R663	B E F L P P1
R664	A B E F L P P1
R665	B E F G H M P P1
R666	A B E F M P P1
R667	A B E F L P
R668	A B E F O P
R669	A B E F H O P
R670	A B F M P
R671	A B E O P
R672	B E J O P
R673	A B E P
R674	A B E F L P
R675	B E O P
R676	A B E G J P
R677	A E G L N P P1 P2
R678	A E N O P P1
R679	A F L N P P1
R680	E F G I J K L N P P1
R681	A E J N O P P1
R682	E F J N P P1
R683	A E M N O P P1
R684	A E F L N O P P1
R685	A I J K L N O P P1
R686	A E G L N P P1 P2
R687	E F J L N P P1
R688	A F J L M N P P1
R689	F I K L M N P P1
R690	E F I J K L N P
R691	C E F G H J L N P
R692	A E G L N O P
R693	F J L N O P
R694	A F I K L N P
R695	E G H I K L N O P
R696	A L N O P
R697	A E G N O P P2
R698	A E F L N P
R699	A E L N O P
R700	A F J L N P
R701	E F J N O P
R702	E F L N P
R703	E G J L N O P
R704	E N O P
R705	B E J N P P1
R706	B F J L N O P P1
R707	C H J N P P1
R708	A B C E F H L N P
R709	A B E J N P
R710	B E I J K L N O P
R711	B C E H N O P
R712	A B J K L N P
R713	A B J M N P
R714	B C E G H L N P

申述編號 Rep No. (TPB/R/S/ TY/27-)	申述要點 / 建議 (參見附件 C) Representation Points/Proposals (Refer to Attachment C)
R715	A B E F L N P
R716	B E G H J N P
R717	B E L N O P
R718	A B I J K L N P
R719	A B F N O P
R720	A B E K L N P
R721	B E F G N P P2
R722	A B E F G N P
R723	A B J K L N O P
R724	B F J L N O P
R725	B E J L N P
R726	B C E H N O P
R727	B E G J N P
R728	A E F K L N P
R729	B E N O P
R730	B E N O P
R731	B E J N P
R732	A E I J L P1
R733	A E I J L P1
R734	C F H M N P1
R735	E F G I J K M O P1
R736	O
R737	B C E F H I J O P
R738	B D E F M O
R739	F J P
R740	B E G I L
R741	B E F J M O P
R742	E F H S P2
R743	A E F J M
R744	A B E F G O P
R745	A B D E F M N P
R746	A B E G H I K L O
R747	B J L O
R748	A E F G I J K M N Q R P2
R749	A E F I J L M
R750	A E F G J L M
R751	A B C D E F G H J K L M O P1
R752	D F G J M
R753	B E F I M P2
R754	B E F G J M P2
R755	B E F G J M P2
R756	B E F G J M P2
R757	A B D E F G H J K L M O P1
R758	A B D E F G H J K M O P1 P2
R759	F
R760	F G H O

申述編號 Rep No. (TPB/R/S/ TY/27-)	申述要點 / 建議 (參見附件 C) Representation Points/Proposals (Refer to Attachment C)
R761	E
R762	F M
R763	A C E F G J L O P1
R764	B E F I
R765	B E G H K L
R766	F M
R767	A E M
R768	E F
R769	E F H O
R770	E F J M
R771	E J
R772	D E I
R773	F P2
R774	A
R775	F
R776	A
R777	A E F J L Q P1
R778	E
R779	J
R780	A E F
R781	E F H
R782	E F I J M
R783	E H J
R784	F G H
R785	E F
R786	F
R787	F
R788	F M
R789	E F
R790	D E F G K
R791	E F J M O
R792	E F
R793	A E F J L Q P1
R794	A E F J
R795	A B E F G J O P1
R796	E P2
R797	D
R798	A B
R799	B E G M
R800	F
R801	F M N
R802	B E M N P1 P2
R803	B P2
R804-R833	D E F M N P
R834	D E F J M N P P1 P2
R835-R838	D E F M N P
R839	B D E F L M N O P
R840-R901	D E F M N P
R902	A E H J
R903	E F H I P2

申述編號 Rep No. (TPB/R/S/ TY/27-)	申述要點 / 建議 (參見附件 C) Representation Points/Proposals (Refer to Attachment C)
R904	E F J K L P1
R905	E H
R906	E F H J P1
R907	O
R908	E F J L P1
R909	A B E F G H J M O P1
R910	A B E F G H J L M P1
R911	E F J M P1
R912	E H J L P1
R913	J
R914-R918	E F I J
R919	A C E F G H J L O P1
R920	B
R921	B E F
R922	B F G H O
R923	B F J L
R924	B E F
R925	F
R926	C E H J
R927	E
R928	F P1
R929	A E F J K O
R930	A D E F I J
R931	E F
R932	E F H I
R933	E F H J
R934	E F J
R935	B E F H J
R936	E F Q
R937	A E F H I J
R938	A E F H I J
R939	E
R940	E F H I
R941	B E K L
R942	F G H
R943	B G K M
R944	H
R945	B E J M P1
R946	E F I J K M P1
R947	A B E F G I K M Q
R948	A B E F G I K Q
R949	I J O
R950	E F L T P1 P2
R951	E F H
R952	E I J L
R953	E J
R954	A E F G H K O
R955	A E F J
R956	B E F L M P1 P2
R957	E J

申述編號 Rep No. (TPB/R/S/ TY/27-)	申述要點 / 建議 (參見附件 C) Representation Points/Proposals (Refer to Attachment C)
R958	E F J M
R959	E F I J M
R960	F H I J S
R961	F H M P2

Representation Points and Responses in respect of the Draft Tsing Yi OZP No. S/TY/27

Representation Points	**Responses**
Supportive Representation	
S1. The proposed public rental housing (PRH) development at the Site could be used as re-housing site for the residents of Cheung Ching Estate which should be re-developed to provide more public housing. Cheung Ching Estate should be redeveloped in 2 phases and the floor area of the public rental housing, parking, wet market and commercial use should be efficiently increased.	While redevelopment may increase public housing supply over the long term, the Hong Kong Housing Authority (HA) does not have redevelopment plan for Cheung Ching Estate at this moment.
S2. In view of the demand of car parking at Cheung Ching Estate resulted from the private residential developments nearby, the provision of parking spaces, commercial use and wet market in the proposed public housing development at the Site should be increased.	The number of parking spaces within the Site will be provided in accordance with the requirements of the Hong Kong Planning Standards and Guidelines (HKPSG) as agreed by the Transport Department (TD).
S3. Mini-bus routes should be increased, frequency and routes of bus service should be increased.	In order to meet changes of demand for public transport services in relation to population increase due to the proposed PRH development at Tsing Hung Road, TD will closely monitor the public transport services in the area before and after population in-take, and will include necessary bus service enhancement measures in annual bus route planning for public consultation in due course. If required, TD will strengthen the existing Green Minibus Bus (GMB) services.
S4. Elevated road connecting Tsing Hung Road/Rambler Crest and Tsing Yi Bridge/Kwai Tsing Bridge to and from Kowloon should be built, and Tsing Yi Road should be widened.	Tsing Hung Road and Rambler Crest are already connected to Tsing Yi South Bridge via Tsing Yi Road with a bypassing lane (underpass). There is no planning for constructing a separate flyover.
Adverse Representations	
Land Use	
A. The "O" zone between Tsing Yi Road and Tsing Hung Road should not be rezoned for residential use as it is the open space reserved for residents nearby and was compensated to serve the residents of Mayfair Gardens and Cheung Tsing Estate due to the construction of CT9. There is inadequate open space in Tsing	The Site of the proposed PRH development at Tsing Hung Road is previously zoned "O" on the OZP. The Director of Leisure and Cultural Services (DLCS) advises that they have no development programme for the subject "O" site. The Site is identified as having potential to be rezoned for residential use, taking into

Representation Points	**Responses**
Yi according to the Hong Kong Planning Standards and Guidelines (HKPSG).	account that the Site is vacant and that Tsing Yi has surplus existing and planned provision of open space. Based on the requirement of HKPSG, there is a surplus of existing/planned district and local open space of 1.45ha and 26.47ha respectively in Tsing Yi district (**Appendix XI**), including 1.18ha of local open space to be provided within the Site. There are Tsing Hung Road Playground, Mei King Playground, Ching Hong Road Playground and other local open spaces serving the vicinity (**Plans H1** and **H-2**). In view of the pressing housing needs and the suitability of the Site for residential use, the Site is proposed for public housing.
Site Suitability	
B. The Site is not suitable for a massive scale housing development or any other developments. The proposed PRH development would be affected by the pollutions from CT9 and the sewage treatment works nearby. The Government should find other suitable sites such as the Northern, Southern and Southwestern of Tsing Yi, the temporary car park sites in Tsing Yi, etc.	Given the Site is surrounded by residential, commercial and educational developments (**Plan H-2**), the proposed PRH development is considered compatible with the surrounding developments. Although the Site is in close proximity to CT9 and port back up land, residential development at the Site is considered technically feasible and environmentally acceptable with the adoption of appropriate mitigation measures (see responses to E to I below). In order to meet housing needs, other sites will also be considered for housing purpose, if they are found suitable and technically feasible. Regarding the proposal of using the land occupied by temporary uses such as car park and logistics uses nearby, according to the 'Proposals for Enhancing the Use of Port Back-Up Land in Kwai Tsing' by the Transport and Housing Bureau (THB) consulted K&TDC on 20.7.2015, the area to the south of the Site has been identified for multi-storey car park and multi-storey complex as the short and medium measures for enhancing the port operation, subject to study. Northern Tsing Yi comprises mainly slopes and is located near industrial uses. It requires comprehensive feasibility study to resolve many technical issues before it can be considered for

Representation Points	**Responses**
	residential development, which cannot be commence in the near future and cannot contribute to meet short to medium term housing needs. Tsing Yi South is mainly used for port back-up uses, and not suitable for housing development.
Layout	
C. The building gaps between the proposed housing blocks are narrow.	For the layout design, relevant regulations and guidelines such as 'Sustainable Building Design Guidelines' in relation to the key building design elements including building separation, building setback and site coverage of greenery will be observed. The AVA (Figures 2.15 and 2.20 of **Appendix IX**) illustrates that wider building separation ranging from 15m to 60m and set-back distance of the domestic blocks of the Site from the residential blocks nearby ranging from 60m to 140m could be provided to improve the air ventilation.
Technical Assessments	
D. The Government should re-assess the impacts of the proposed public housing development including traffic, environmental and ecological impacts, provide sufficient information or data and propose mitigation measures.	Technical assessments have been conducted to ascertain the proposed PRH development under the proposed zoning amendments and confirmed that there would be no insurmountable technical problems. As the design of the proposed PRH progressing and taking into account concerns of the locals, representers and commenters, refined technical assessments have been conducted to ascertain the technical feasibility of the proposed PRH development (**Appendices VI** to **X**). The refined technical assessments re-confirmed that there would be no insurmountable environmental, traffic, visual, air ventilation and landscape impacts on the surrounding developments. The concerns on various impacts are detailed in responses to E to I below.
Environment	
E. The proposed PRH development would impose adverse environmental impacts on noise and air quality due to construction works, cause loss of trees in the original "O" zone, and affect the ecology of the natural stream, the habitat of birds, temperature, hygiene and natural light of the surroundings, and impose glare impact.	According to the BEA (**Appendix VII**), the proposed PRH development with suitable mitigation measures will not have adverse environmental impacts. The Director of Environmental Protection (DEP) also advises that the proposed PRH development is not anticipated to have insurmountable

Representation Points	**Responses**
	environmental problem. HD is now conducting an Environmental Assessment Study (EAS) comprising air quality and noise impact assessments with a view to identifying the necessary mitigation measures. Supplementary information on the preliminary findings on noise impact is appended in the BEA. According to the preliminary findings, the proposed PRH development would be subject to potential road traffic noise impacts from Tsing Yi Road, Tsing Hung Road and Tsing Sha Highway. Under the unmitigated scenario, the noise compliance rate is about 85%. Most of the affected flats that exceed the noise limit of 70 dB(A) have a predicted maximum noise level of 71-72 dB(A) and a few have a predicted maximum noise level of 73 dB(A). Appropriate noise mitigation measures (Figure 2.2 of **Appendix VII**) such as noise barriers, architectural fins, acoustic windows/balconies and setback of building blocks would be explored and implemented to mitigate the noise impact. As a preliminary estimation, the mitigated noise compliance rate is at least 90% which will be further enhanced during the detailed design stage. For fixed plant noise, the proposed PRH development would be subject to potential impacts from CT9 and TYPTW. Noise measurement results indicated that the noise from the existing fixed noise sources could comply with the relevant noise limits under the Noise Control Ordinance (NCO). However, in view of the possible deviation of the noise impact, it is preliminarily anticipated that the noise level at some flats more exposed to the CT9 operation may marginally exceed the noise limit during the night time period. Appropriate noise mitigation measures such as acoustic windows/balconies will be explored during the detailed design stage to ensure full compliance with the NCO requirement. Regarding air quality, separation distances from the building blocks to the road kerbs will comply with the buffer distances recommended in the

Representation Points	**Responses**
	HKPSG and no adverse air quality impact on the building blocks due to vehicular emission is anticipated. For industrial emission, TYPTW and a PFS at Tsing Yi Road are the two major sources. TYPTW may have an odour concern due to the presence of hydrogen sulphide in the sanitary sewer system. Given that appropriate odour treatment measures (e.g. deodorizers) have been fully adopted by its operator, no adverse odour impact will be anticipated. The main air quality issue for the PFS is the emission of petrol vapour from the storage tanks. Under the Air Pollution Control (Petrol Filling Stations) (Vapour Recovery) Regulation, the PFS is required to install the Phase II vapour recovery system. As such, no adverse air quality impact is anticipated due to the operation of the PFS. Regarding the noise and air pollution impacts during the construction stage caused by the proposed PRH development, the duration of construction will be optimised and the contractors have to comply relevant pollution control ordinances such as NCO and apply for relevant permits such as Construction Noise Permit where necessary for the execution of construction works. On the ecological aspect, according to the preliminary tree survey report (**Appendix X**), the existing trees within the site are mainly common species with low amenity value. According to the preliminary survey of the Agriculture, Fisheries and Conservation Department (AFCD), there is no record of species of conservation importance at the Site. The Chief Engineer/Mainland South of DSD (CE/MS, DSD) advises that the water channel which bisects the Site is a nullah. Regarding the impact on natural light imposed by the proposed PRH development to the surroundings, relevant regulations and guidelines such as 'Sustainable Building Design Guidelines' and Building (Planning) Regulations regulating the building design including the

Representation Points	**Responses**
	aspect on natural lighting should be complied with. The proposed PRH development will not cause special impacts on temperature and glare. Regarding the impact on hygiene resulted from the increased amount of refuse and sewage generated from the proposed PRH development, a central refuse collection chamber with refuse handling system will be provided within the proposed development to handle the refuse. In addition, the Director of Food and Environmental Hygiene (DFEH) advises that street cleansing services on public place and waste collection services to residential area including public housing estate would be provided as usual, subject to the fulfilment of necessary requirements, handover procedures, successful trial run by departmental refuse collection vehicle or other conditions if appropriate. Moreover, the sewage generated from the proposed PRH development will be properly discharged to the public sewerage system. Approval from DSD will be sought prior to drainage connection works.
Traffic	
F. The proposed PRH development would impose adverse traffic impacts on the public transport services including bus, minibus and taxi which are already insufficient; and the journey time, road capacity, parking spaces and traffic safety due to more road traffic to be generated. Moreover, the TIA has underestimated the traffic demand which was based on insufficient days of traffic surveys and inappropriate survey locations of the public transport services for the assessment. There was nil consultation with the public transport providers for their services to meet the future demand.	The Commissioner for Transport (C for T) comments that the TIA (**Appendix VI**) has already taken into account of the proposed PRH development at Tsing Hung Road and the planned and committed developments in the vicinity of the Site. C for T advises that the TIA has been done in accordance with Transport Planning and Design Manual (TPDM) and on-site surveys. In view of the above, C for T considers the TIA is acceptable in-principle. The TIA Report demonstrated that with the traffic generated by the proposed PRH development, the existing roads including junctions nearby would still perform at acceptable levels and the impact on journey time would therefore be low. The traffic impact induced by the proposed PRH development is acceptable from traffic engineering point of view.

Representation Points	**Responses**
	According to Table 2.1 at page 3 of the TIA (**Appendix VI**), the current ratio of flow to capacity (V/C ratio) of the road junctions in the vicinity (including Tsing Yi Interchange, junction of Tsing Yi Road/Ching Hong Road and junction of Tsing Yi Road/Sai Shan Road) ranges from 0.435 to 0.624 in AM peak hour and from 0.357 to 0.552 in PM peak hour. The anticipated traffic flow generated from and attracted by the proposed PRH development is about 424 passenger car unit per hour (pcu/hr) in 2-way at AM peak hour and 332 pcu/hr in PM peak hour (Table 4.1 of TIA). According to Table 4.6 at page 19 of the TIA, the 2025 junction operation performance with the scenario of having the proposed PRH development in place indicates that the V/C ratio of the above mentioned road junctions will be in the range from 0.573 to 0.789 in AM peak hour and from 0.440 to 0.678 in PM peak hour, i.e. with the traffic generated by the proposed PRH development, the existing roads including junctions nearby would perform at acceptable levels with reserved capacities. For the concern about the traffic impact on the Tsing Yi Interchange, C for T advises that it is not a traffic accident black spot according to the records of TD and the operation of the interchange is observed satisfactory. For Tsing Yi Roundabout No. 2 outside Rambler Crest, as the proposed main vehicular access for the PRH development would be at Tsing Yi Road (Figure 1.1 of **Appendix VI**), the traffic routing through the roundabout would be low. Another proposed vehicular access at Tsing Hung Road would mainly be for service vehicles. In terms of public transport services, according to the TIA, there would be about 1,861 and 1,113 passengers generated by the proposed PRH development in the AM and the PM peak hours respectively. Currently, there are more than 20 franchised bus and scheduled minibus routes in the vicinity of the Site (Figure 2.6 of **Appendix VI**), which could cater for the additional demand arising from the proposed PRH development. To tie in with the policy of

Representation Points	**Responses**
	using railway as the backbone public transport mode, a new bus or GMB feeder route between the proposed PRH development and Tsing Yi Railway Station could be considered. Alternatively, extension of the existing KMB Route 249M (Mayfair Gardens – Tsing Yi Railway Station) to the proposed PRH development is also a viable option. Detailed arrangement should be explored at the later stage before the commencement of the proposed PRH development. C for T advises that the bus and GMB services will be reviewed and strengthened in respect of the completion and population in-take timing of the proposed development. Although the existing public transport services would be able to absorb the additional demand on the road based public transport services by the proposed PRH development by adjusting the frequency of the existing routes, it is proposed to reserve an on-street lay-by for 2 numbers of 26m long bus stops/terminals and 2 numbers of 14m long minibus stops/terminals to accommodate 4 buses and 4 GMBs respectively at Tsing Yi Road abutting on the proposed PRH development for possible expansion of the bus and GMB services in future (Figure 3.1 of **Appendix VI**). Moreover, improvement to Tsing Yi Road is proposed to enhance the operation of the traffic movements and pedestrian flows (Figures 3.1 and 3.2 of **Appendix VI**): (a) For the section of Tsing Yi Road to the south of Sai Shan Road, (i) the existing western footpath fronting Tsing Yi IVE will remain unchanged, (ii) a single carriageway of 7.3m width with 1 northbound and 1 southbound traffic lanes will be provided, (iii) an on-street lay-by reserved for bus and GMB stops will be provided, and (iv) an eastern footpath of about 6m width will be provided; and (b) For the section of Tsing Yi Road to the north of Sai Shan Road, in view of the very

Representation Points	**Responses**
	limited traffic turning right from Sai Shan Road to Tsing Yi Road where is a cul-de-sac, the junction of Tsing Yi Road and Sai San Road will be signalised and the right turn movement will be banned at that junction to fully utilise the signal timing. Traffic will then be diverted to the roundabout of Tsing Yi Road and Ching Hong Road. The pedestrian crossing across Tsing Yi Road carriageway at the proposed signalised junction will also be widened to the standard width of 4m. Furthermore, the section of Tsing Yi Road between Sai Shan Road and Ching Hong Road will be re-aligned by removing part of the central divider in order to provide extra space for the widening of the eastern footpath to about 3m clear width. Two traffic lanes for each direction will be maintained.
Visual	
G. The proposed PRH development would impose adverse visual impact by blocking the views of Rambler Crest, Mayfair Gardens and the Hong Kong Institute of Vocational Education (Tsing Yi) (the Tsing Yi IVE). Besides, there is no photomontage provided in the Landscape and Visual Impact Assessment from the viewpoint of the Rambler Crest's frontage direct towards the proposed PRH development.	The VA (**Appendix VIII**) revealed that there would be no substantial visual impact imposed by the proposed PRH development. The Chief Town Planner/Urban Design and Landscape (CTP/UD&L) of PlanD considers the proposed BHR of 140mPD for the Site would not be incompatible with the surroundings. Photomontages from various public viewpoints area prepared to illustrate the possible visual impact of the proposed PRH development. When viewed from longer distance viewpoints (Figures A and E of **Appendix VIII**) and some medium range viewpoints (Figures D and H of **Appendix VIII**), the proposed PRH development would result in insignificant visual impact on the public viewers and would generally not be incompatible with the existing built environment, local character and the surroundings in visual terms. From some short or medium range viewpoints including viewpoint 2 at the northeastern corner of Tsing Hung Road Playground and viewpoint 7 at Mei King Playground (Figures B and G of **Appendix VIII**), the visual openness and part of

Representation Points	**Responses**
	the open sky view would be blocked to some extent. However, the visual impact arising from the proposed PRH development would be mitigated by providing visual corridors through visual enhancement measures such as building gaps, variation of building heights, open space, green coverage and greening measures. Noteworthy is viewpoint 3 which is at the same location at Tsing Hung Road Playground, but view to the north. Since the northern part of the Site will be used as playground, visual openness can be maintained and there will be no adverse visual impact from this viewpoint. It is concluded that the proposed PRH development will not induce insurmountable visual impact at the surrounding developments. Regarding the criteria of choosing vantage points, the Town Planning Board Guidelines on 'Submission of Visual Impact Assessment for Planning Applications to the TPB' (TPB PG-NO.41) has been followed. Whilst paragraph 4.5 of the TPB PG-NO.41 states that it is not practical to protect private views without stifling development opportunity and balancing other relevant considerations, and it is far more important to protect public views, visual corridors, building setbacks, and sensitive disposition of residential blocks reserved to maintain the visual permeability of the surroundings would also minimise the visual impacts to neighbouring residential blocks (see conceptual layout plan at Figure 2.20 of **Appendix IX**).
Air Ventilation	
H. The proposed PRH development would impose adverse impacts on air flow due to the denser environment and wall effect caused by the proposed development. Rambler Crest would be located between the existing hotels and the proposed development suffering from poor ventilation performance resulted from the five 45-storey buildings with limited distance between blocks.	According to the AVA by Expert Evaluation (EE) (**Appendix IX**), the annual prevailing wind directions include Northeast (NE), East-Northeast (ENE), East (E), East-Southeast (ESE), Southeast (SE) and South-Southeast (SSE) while the summer prevailing wind directions include ESE, SE, SSE, South (S), South-Southwest (SSW) and Southwest (SW). The AVA EE revealed that the proposed PRH development would impose negligible impact on the breezeway at the section of Tsing Yi Road between Tsing Yi Interchange and Roundabout

Representation Points	**Responses**
	No.2 outside Rambler Crest. Adverse impact on Rambler Crest is thus not expected under major prevailing wind directions. The AVA EE also revealed that the ventilation performance of Mayfair Gardens, Mei King Playground and Tsing Yi IVE would be partially affected due to the proposed PRH development mainly under E, SE and S prevailing wind directions, while Cheung Ching Estate would also be affected under SE, SW and S wind directions. The AVA EE recommended that mitigation measures could be incorporated into the proposed development including preservation of existing breezeways/air paths by maximising the separation between the proposed PRH development and the surrounding developments (Figure 2.20 of **Appendix IX**), reduction of domestic block and optimising the building separations within the proposed PRH development to increase permeability of the Site (Figures 2.14 and 2.15 of **Appendix IX**). These features would help to alleviate the potential ventilation impact to the surrounding wind environment. In order to assess ventilation performance quantitatively and visualise wind flow pattern, an AVA initial study adopting computational fluid dynamics (CFD) simulation is conducted.
Tree Felling	
I. The landscaping of about 1,800 trees within the Site of the proposed PRH development will be removed.	CTP/UD&L of PlanD considers that as there are existing residential developments in the surroundings, the proposed PRH development is not incompatible with the landscape character in the surrounding area. The Site was previously occupied by oil depots before they were relocated to the Tsing Yi South in 1990's. The trees in the Site have grown up since then. There are about 1,800 trees on the Site based on the preliminary tree survey (**Appendix X**). The tree survey revealed that there are no Old and Valuable Tree or rare species within the Site. Existing Trees are mainly common species (Acacia auriculiformis (大葉相思), Acacia confusa (台灣相思) and

Representation Points	**Responses**
	Leucaena leucocephala (銀合歡)) with average form and low amenity. Some of the existing trees are of poor health, including deformed, damaged or cracked trunks, leaning caused structural conditions with failure potential due to limited and competitive slope woodland growing conditions. For existing trees unavoidably to be affected by the proposed PRH developments such as building blocks and vehicular roads, tree felling will be necessary. Tree Felling Application and Compensatory Tree Proposal will be submitted to HD's Tree Preservation Committee for approval in accordance with the requirements under Development Bureau Technical Circular (Works) No. 7/2015 on Tree Preservation for Government projects. Compensatory trees and shrubs planting proposal will match and be compatible with the newly built residential environment and coherent to adjacent existing site condition.
Potential Risk	
J. The Site would be at potential risks including the potential hazard induced from the Esso petrol filling station (PFS) located to the north of the Site; large amount of water flowing down from the slope at the Site during the rainy season; and the construction works on the drainage reserve within the Site. According to the HKPSG, PFS should preferably be located in relatively open areas and not surrounded by developments. Where such requirement cannot be met, it is desirable that the surrounding buildings of the PFS are only low-rise and structures of any kind should not be permitted on drainage reserves.	There is a PFS located to the north of the Site. The Director of Electrical and Mechanical Services (DEMS) advises that there is no LPG supply at the concerned PFS. The concerned PFS is not classified as a Potential Hazard Installation (PHI). Furthermore, DEMS and DEP advised that the Site does not encroach into any Consultation Zone of the PHIs. There is no PHI within 1km of the Site. The Director of Fire Services (DFS) advises that the operator of the PFS ought to comply with the relevant fire safety regulations. The PFS would not impose fire safety impact on the proposed PRH development. For the concern of carrying out construction works on the drainage reserve within the Site, HD advised that the drainage reserve would not be adversely affected. Regarding the large amount of water flowing down from the deep slope at the Site during the rainy seasons, CE/MS, DSD advises that the stormwater from the catchment area could be conveyed to the stormwater drains along Tsing

Representation Points	**Responses**
	Hung Road and also the existing nullah. Besides, proper drainage system will be proposed at design stage by HD. Proposed drainage connections will be submitted to DSD for approval.
Building on Slope	
K. There is a sloppy terrain at the Site. It is not suitable for a massive scale housing development or any other developments. Also, the proposed public housing development would impose potential adverse impact on the foundations of or slope works supporting Cheung Ching Estate and Mayfair Gardens. The Government should identify other suitable sites for the proposed PRH development.	The Head of Geotechnical Engineering Office of the Civil Engineering and Development Department (HGEO, CEDD) advises that a number of existing geotechnical features lie within or in the vicinity of the Site. He also comments that the Site is not subject to natural terrain hazard and the existing geotechnical features have no past instability record. He confirms that the proposed PRH development would not impose insurmountable geotechnical problem onto the surroundings and proper design could cater for the presence of the foundations and slopes in its surroundings. HD will be required to investigate and study the stability of those geotechnical features that could affect or be affected by the proposed PRH development, and carry out any necessary slope stabilisation/modification works to ensure that the geotechnical features are up to the current safety standards.
L. High construction, maintenance and management cost would be expected due to the special design and construction materials to mitigate the pollutions from CT9 and the slope safety issue of the Site.	The Director of Housing (D of H) advises the Site currently comprises two platforms with existing slopes. The slope gradient varies between 20 to 38 degrees. Housing development on the sloping terrain is not uncommon in Hong Kong. The layout of the domestic blocks and ancillary structures will be designed to optimise the land use and to achieve a cost-effective solution. As regards the concern of high construction, maintenance and management cost in view of the site constraints, D of H advises that to meet the public housing need of the society, HA has to consider all suitable sites regardless of their sizes, for public housing development and will develop public housing projects under the principles of optimisation of the land use, maximisation of cost-effectiveness and sustainability to meet the needs of public

Representation Points	**Responses**
	housing.
Supporting Facilities	
M. There are no large retail facility and sufficient community facilities to support the future population increase. The existing retail facility is being operated at capacity and the community facilities namely educational, elderly and medical facilities, wet market, and transport and parking are insufficient. The proposed community facilities at the proposed PRH development could not meet the demand in Tsing Yi South. There is a lack of comprehensive planning on the provision of community facilities.	There will be approximate 4,000m^2 GFA of commercial centre within the proposed PRH development to cater for the population increase. Convenient accesses would be provided to enhance the connectivity between the commercial centre and the surroundings. There would be pedestrian linkage between the commercial centre and the public transport facilities along Tsing Yi Road (Figures 1.1 and 3.1 of **Appendix VI**). It should be noted that there are currently retail facilities in each of the housing developments in the vicinity of the Site. The commercial centre in the proposed PRH development will enhance the provision of retail facilities in the area. Based on a planned population of about 211,950 persons for Tsing Yi area (including population of the proposed PRH development under **Items A1 and A2**), there is basically no shortfall in open space and major community facilities in the district (**Appendix XI**). Although there will be a deficit of 1,166 hospital beds, the provision of hospital beds is on a regional basis, and the Tsing Yi residents can use the hospital facilities in the adjacent districts such as Tsuen Wan and Kwai Chung. There is thus no need to provide the said community facilities at the Site. As regards the social welfare facilities, HD and the Social Welfare Department (SWD) now propose some more new social welfare facilities which will serve not just the new population but the existing residents of the neighbourhood. The community facilities include kindergarten, Neighbourhood Elderly Centre, Integrated Support Service for Persons with Severe Physical Disabilities, Day Care Centre for the Elderly, Residential Care Home for the Elderly, Special Child Care Centre, and Early Education and Training Centre, subject to detailed design and the confirmation on the availability of government funding.
N. Sufficient transport, recreational and	See responses to M above.

Representation Points	**Responses**
community facilities should be provided at the proposed PRH development.	
Public Consultation	
O. The Government had disregarded the objection of K&TDC. There was insufficient consultation and insufficient information on traffic, visual and air ventilation aspects. In addition, there were advance site investigation works conducted by HD and resulted in suspected tree felling.	To provide a full picture on the potential housing sites which will be available between 2014/15 and 2018/19, relevant DCs have been consulted on the overall planning of these sites. For K&TDC, there are 13 potential housing sites. K&TDC was consulted on 8.5.2014. The Site is one of the 13 identified housing sites. Prior to the submission of the proposed amendments for the Site to the MPC for consideration on 17.7.2015, K&TDC was consulted on 14.5.2015. The views collected at the K&TDC meeting have been incorporated into the MPC Paper No. 9/15 to facilitate the MPC's consideration of the proposed amendments. The proposed amendments were exhibited for public inspection in accordance with the provision of the Ordinance on 7.8.2015 for two months until 7.10.2015, which was a statutory public consultation process. Furthermore, K&TDC was further consulted by circulation of K&TDC Paper No. 30/2015 on 18.9.2015 on the gazette amendments. There was no comment from K&TDC received. A local forum on 18.9.2015 was also held to brief the locals of the zoning amendments. In gist, their concerns are mainly the same as those in the 960 adverse representations and 350 adverse comments. A summary of the local views expressed in the local forum is at **Appendix IIIb**. Refinement to the layout and technical assessments has been conducted to reassure that the proposed PRH development was suitable and technically feasible at the Site. Public consultation on the amendments to the OZP was carried out in accordance with the established procedures. The exhibition of OZP for public inspection and the provisions for submission of representations and comments on representations form part of the statutory public consultation process under the Ordinance. The public and relevant stakeholders have been given the opportunity to provide their views and counter-proposals to the proposed amendments.

Representation Points	**Responses**
	Besides, all representers/commenters will be invited to the meeting to present their views under section 6B(3) of the Ordinance. The statutory and administrative procedures in consulting the public on the proposed amendments have been duly followed. K&TDC members' comments on requesting comprehensive planning for support transport, environmental and community facilities are noted and have been taken into consideration when designing the revised scheme of the proposed PRH development. HD has liaised with the departments concerned to include appropriate welfare facilities in the development. Furthermore, PlanD and HD attended a local forum in September 2015 to solicit local views. Regarding the advanced site investigation (SI) works, D of H clarifies that the works were for geotechnical appraisal study which is one of the preliminary technical studies conducted for all public housing developments. Advanced SI works are not abided by the Ordinance. There would not be any tree felling while the advanced SI works are in progress.
P. More time should be allowed for public consultation and should adopt a more effective approach for public engagement.	It should be noted that the public consultation in accordance with the provision of the Ordinance and consultations with K&TDC and the locals have been carried out, as mentioned in responses to O above.
Others	
Q. The proposed public housing development would impose adverse impact on security resulted from large population in-take.	The Hong Kong Police Force will maintain the law and order as usual.
R. The area under Item C is too small.	The amendment item is to reflect the existing as-built situation.
S. Rezoning of an area zoned as 'Road' will cause adverse traffic impact.	See response to R above.
T. Duration of construction stage should be reduced to minimize the impact on nearby residents.	Contractors shall comply with relevant pollution control ordinances such as Noise Control Ordinance and apply for relevant permits such as Construction Noise Permit where necessary for

Representation Points	**Responses**
	the execution of construction works.
Proposals	
P1. The zoning should remain unchanged.	Regarding the proposal to keep the original zoning, it should be noted that the Site is vacant and Tsing Yi has surplus existing and planned provision of open space (**Appendix XI**) and the Leisure and Cultural Services Department has no programme for developing the Site for open space. Hence, the Site is identified as having potential to be used for residential purpose in order to help meet the housing needs in the next decade. Given the Site is surrounded by residential, commercial and educational developments (**Plan H-2**), the proposed PRH development is considered compatible with the surrounding developments.
P2. The development intensity and building height should be reduced.	It is technically feasible and environmentally acceptable to develop the Site for PRH development with the planned intensity of domestic/non-domestic PR 6/9.5 and BHR of 140 mPD. The proposed PRH development would not generate unacceptable impacts.

《青衣分區計劃大綱草圖編號 S/TY/27》的申述要點和回應

申述要點	回應
表示支持的申述	
S1. 可以利用申述地點安置長青邨居民以進行重建，提供更多公營房屋。該邨應分兩階段重建，並應有效地增加公屋、停車位、街市和作商業用途的樓面面積。	長遠而言，雖然重建或可增加公營房屋供應，但香港房屋委員會(下稱「房委會」)現時未有重建長青邨的計劃。
S2. 鑑於鄰近私人住宅發展導致對長青邨的泊車需求增加，理應在申述地點的擬議公屋發展增加停車位、商場和街市。	申述地點的停車位數目會按《香港規劃標準與準則》的要求而提供。房屋署會採納運輸署同意的停車位供應標準。
S3. 重開 24 小時新界專線小巴路線，以及增加巴士服務的班次和路線。	由於青鴻路的擬議公屋發展會令人口上升，為應付公共交通服務需求的轉變，運輸署會密切監察區內在人口遷入前後的公共交通服務，以及在年度巴士路線規劃時加入所需的巴士服務改善措施，以在適當時候進行公眾諮詢。倘有需要，運輸署會加強現有綠色專線小巴(下稱「專線小巴」)的服務。
S4. 應興建行車天橋連接青鴻路／藍澄灣和青衣大橋／葵青橋的高架道路，以往來九龍，並應擴闊青衣路至三線行車。	青鴻路及藍澄灣已經經由青衣路(由藍澄灣對出的「二號迴旋處」至「青衣交匯處」的路段)及有關的繞道行車線(下行車通道)連接到青衣大橋(南橋)。當局無計劃興建另一行車天橋。
表示反對的申述	
土地用途	
A. 青衣路和青鴻路之間的「休憩用地」地帶不應改劃作住宅用途，因為該處是預留供附近居民享用的休憩用地，亦是因興建九號貨櫃碼頭而對美景花園和長青邨居民所作的補償。根據《香港規劃標準與準則》的規定，青衣休憩用地實屬不足。	位於青鴻路的擬議公屋發展的申述地點之前在分區計劃大綱圖上劃為「休憩用地」地帶。康樂及文化事務署署長已表示有關「休憩用地」未有發展計劃。當局經考慮申述地點現時空置及青衣的現有和已規劃休憩用地出現過剩情況，因此把申述地點識別為具潛力改劃作住宅用途的用地。根據《香港規

申述要點	回應
	劃標準與準則》，青衣區分別有1.45公頃和26.47公頃的現有／已規劃地區及鄰舍休憩用地過剩(**附錄 XI**)，當中包括會在申述地點提供的1.18公頃鄰舍休憩用地。區內的青鴻路遊樂場、美景遊樂場、青康路遊樂場及其他鄰舍休憩用地可供附近居民享用(**圖 H1** 及 **H 2**)。鑑於殷切的房屋需求，及申述地點適合作住宅用途，因此當局把申述地點建議作公營房屋發展。
申述地點是否合適	
B. 申述地點不適合進行大規模房屋發展或任何其他發展。擬議公屋發展會受鄰近九號貨櫃碼頭和污水處理廠的污染影響。政府應另覓其他合適用地，例如青衣北部、南部和西南部，以及青衣的臨時泊車用地等。	鑑於申述地點四周是住宅、商業及教育發展項目(**圖 H-2**)，擬議公屋發展與四周的發展互相協調。雖然申述地點鄰近九號貨櫃碼頭和港口後勤用地，但只要通過採納合適的緩解措施(見下文對 E 至 I 的回應)，申述地點的住宅發展實屬技術上可行和環境上可接受。為應付房屋方面的需求，倘證實適合和技術上可行，其他用地均會考慮作房屋用途。 對於有建議認為可利用附近作停車場及物流用途等臨時用途的土地建屋，根據運輸及房屋局於2015年7月20日諮詢葵青區議會的「善用葵青區港口後勤用地的建議」，申述地點南面的地區已確認宜作多層停車場及多層綜合大樓，作為加強港口運作的短中期措施。有關建議尚待研究。 青衣北部主要為斜坡及鄰近工業用途，若要考慮作住宅發展，需要作全面可行性研究，並要解決很多技術問題，不能於短時間內啟動，對解決中短期房屋需求沒有裨益。 青衣南部現時主要作為港口後勤用途，並不適合興建住宅。

申述要點	回應
布局設計	
C. 擬議公屋大樓之間的建築物間距狹窄。	布局設計會參照相關的規例和指引，例如《可持續建築設計指引》所涉的重要建築設計元素，包括樓宇分隔、建築物後移，以及綠化覆蓋率。根據空氣流通評估(**附錄 IX** 圖表 2.15 及 2.20)，該發展可提供寬闊的樓宇分隔(15 至 60 米)，以及把申述地點的住用樓宇從附近的住宅樓宇後移 60 至 140 米。
技術評估	
D. 政府應重新評估擬議公屋發展的影響，包括交通、環境和生態方面的影響，並提供充足的資料或數據，以及建議緩解措施。	當局已進行概括的技術評估，以確定擬議用途地帶修訂下的擬議公屋發展，並證實有關發展不會出現無法克服的技術問題。由於擬議公屋發展的設計工作現正進行，以及考慮到地區人士、申述人及提意見人的關注事宜，當局已修訂技術評估，以確定擬議公屋發展在技術上可行(**附錄 VI** 至 **X**)。有關修訂技術評估再次證實擬議公屋發展不會在環境、交通、視覺、空氣流通及景觀方面對四周的發展造成無法克服的影響。就各項影響所提出的關注事宜詳載於下文對 E 至 I 的回應。
環境	
E. 擬議公屋發展會對環境造成負面影響，因為在原先的「休憩用地」地帶進行工程和砍伐樹木會影響空氣質素，而該等建造工程亦會帶來噪音，並影響天然河道的生態、雀鳥棲息地、四周地區的氣溫、衞生及天然光線亦受影響。此外，擬議公屋發展會產生眩光。	根據概括環境評估(**附錄 VII**)，只要透過實施合適的緩解措施，擬議發展不會造成負面的環境影響。此外，環境保護署署長(下稱「環保署署長」)表示，預計擬議公屋發展不會造成無法克服的環境問題。 房屋署現正進行環境評估研究，當中包括空氣質素及噪音影響評估，以期確定擬議發展商所需要實施的緩解措施。有關噪音的初步結果的補充資料已夾附上概括環境評估報告內。根據初步結果，擬議

申述要點	回應
	公屋發展將會受到來自青衣路、青鴻路及青沙公路的道路噪音影響。在沒有提供緩解措施的情況下，有大概85%住戶不會受到噪音影響。大部份受影響的單位會有71分貝至72分貝的噪音影響，即超過70分貝的道路交通噪音準則。有一少部份單位會有73分貝。當局會採用適當的緩解措施後，例如設置隔音屏障、建築鰭片或減音窗／露台，以及建築物後退等方法去減低噪音影響。根據初步估算，當採用了緩解措施後，會有90%以上的單位符合道路交通準則，在詳細設計階段，會進一步研究更有效的緩解措施。 擬議公屋發展容易受到九號貨櫃碼頭及青衣基本污水處理廠的固定設備所產生的潛在噪音影響。根據初步的固定噪音影響量度及評估結果，來自九號貨櫃碼頭及青衣基本污水處理廠現有固定噪音源的噪音預計可以符合噪音管制條例的噪音限制，然而，由於噪音影響的量度可能會出現一些偏差，所以初步預計部份面向9號貨櫃碼頭的單位，在夜間可能受到略超標的噪音影響。在詳細設計階段，會研究一些緩解措施，例如減音窗／露台等，以期達到所有單位都符合噪音管制條例的要求。 空氣質素方面，當局會根據《香港規劃標準與準則》的緩衝距離，安排樓宇之間和路邊都會有適當的間距。因此，預期擬議發展將不會受到汽車廢氣排放的影響。 在工業氣體排放方面，附近只有兩個主要源頭：一是來自青衣基本污水處理廠；二是青衣路的加油站。青衣基本污水處理廠可能會有

申述要點	回應
	臭味的關注，但由於青衣基本污水處理廠的營運者已全面採納合適的氣味處理措施，例如裝置除臭器，青衣基本污水處理廠不會在氣味方面產生負面影響。至於另一源頭來自加油站，氣體排放主要來自油缸內的氣油揮發。根據《空氣污染管制（油站）（汽體回收）規例》，所有加油站需安裝二期汽體回收系統。因此，該加油站的運作應該不會產生不良的空氣質素影響。 至於在擬議公屋發展施工階段所產生的噪音及空氣污染影響，承辦商須遵守相關的污染管制條例，例如《噪音管制條例》，並在需要時申請建築噪音許可證等相關的許可證，以執行建築工程。 就生態方面而言，根據房屋署所進行的初步樹木調查報告**(附錄 X)**，在申述地點內的現有樹木主要為常見品種，美化市容價值頗低。根據漁農自然護理署(下稱「漁護署」)所進行的初步調查，申述地點並無錄得具重要保育價值的品種。渠務署總工程師／九龍及新界南表示，把申述地點分割為二的水道是一條明渠。 關於擬議公屋發展對四周地區的天然光線所造成的影響，相關各方須遵守相關規例及指引，例如《可持續建築設計指引》，以及規管建築設計(包括天然光線)的《建築物(規劃)規例》。 關於擬議公屋發展對四周地區並不會造成特別的溫度及眩光影響。 關於擬議發展所新增的垃圾及污水量會造成衞生影響，擬議公屋發

申述要點	回應
	展會闢設中央垃圾收集站連垃圾處理系統，以有效處理垃圾。此外，食物環境衞生署署長(下稱「食環署署長」)表示，該署會如常在公眾地方提供街道潔淨服務，以及為住宅區(包括公共屋邨)提供廢物收集服務，但須視乎有關服務是否符合所需的條件、運送程序、部門垃圾收集車試行計劃成功與否或其他所需條件。此外，擬議公屋發展所產生的污水會妥為排放至公共污水系統。在展開相關的渠務接駁工程前，必須先取得渠務署的批准。
交通	
F. 擬議公屋發展會對區內本已不足的公共交通服務(包括巴士、專線小巴和的士)造成負面交通影響，而新增交通量亦會影響行車時間、道路容車量、泊車位和交通安全。此外，交通影響評估低估了交通需求，因為有關評估的交通調查日數並不足夠，以及在不當的位置進行公共交通服務調查。當局並無諮詢公共交通服務供應商，以確定所提供的服務能應付日後需求。	運輸署署長表示，交通影響評估(**附錄 VI**)已顧及青鴻路的擬議公屋發展，以及申述地點附近已規劃和承諾興建的發展項目。運輸署署長亦指出，有關評估是根據《運輸策劃及設計手冊》及實地調查而進行。有鑑於此，運輸署署長認為交通影響評估原則上可以接受。交通影響評估報告顯示，計及擬議公屋發展所新增的交通流量後，現有道路(包括鄰近道路交界)的表現仍處於可接受水平。因此，對行車時間所造成的影響實屬有限。從交通工程的角度而言，擬議公屋發展所造成的交通影響屬可以接受。 根據交通影響評估(**附錄 VI**)第三頁的表 2.1，現時在附近的道路交界(包括青衣交匯處、青衣路／青康路交界及青衣路／細山路交界)的車流量與容車量比率，在上午繁忙時間為 0.435 至 0.624，而在下午繁忙時間則為 0.357 至 0.552。預計由擬議公屋發展所產生和引致的交通流量，在上午繁忙時間的行車流量(雙程)約為每小時 424 客車架次，而在下午繁忙時間的行車

申述要點	回應
	流量(雙程)約為每小時 332 客車架次(交通影響評估的表 4.1)。根據交通影響評估第 19 頁的表 4.6 所示的 2025 年道路交界的運作表現，在擬議公屋發展已落成的情況下，上述道路交界的車流量與容車量比率，在上午繁忙時間為 0.573 至 0.789，而在下午繁忙時間則為 0.440 至 0.678。這表示計及擬議公屋發展所新增的交通流量後，現有道路(包括鄰近道路交界)的表現仍有剩餘容量及處於可接受水平。 對於有市民關注對青衣交匯處所造成的交通影響，運輸署署長表示，根據該署記錄，青衣交匯處並非交通意外黑點，而交匯處的運作亦屬理想。就藍澄灣對出的青衣二號迴旋處而言，由於為公屋發展而設的擬議主要車輛通道位於青衣路(**附錄 VI** 圖表 1.1)，使用該迴旋處的交通流量不高。至於擬設於青鴻路的另一車輛通道，則主要供服務車輛使用。 就公共交通服務而言，根據交通影響評估，擬議公屋發展在上午及下午繁忙時間將分別新增約 1 861 名及 1 113 名乘客。目前，申述地點附近已有逾 20 條專營巴士路線及提供固定班次服務的小巴路線(**附錄 VI** 圖表 2.6)，足以應付由擬議公屋發展所帶來的新增需求。為配合公共交通系統以鐵路為骨幹的政策，可考慮新增一條巴士或專線小巴接駁路線，以連接擬議公屋發展及青衣機鐵站。此外，另一可行方案是延長現有的九巴 249M 線(美景花園至青衣機鐵站)，以接駁至擬議公屋發展。詳細安排可稍後在擬議公屋發展動工前才敲定。運輸署署長表示，待擬議發展落成及遷入人口後，會就巴士及專線小巴

申述要點	回應
	的服務進行檢討和予以提升。 6.3.20 儘管經調整現有路線的班次後，現有公共交通服務足以應付擬議公屋發展所帶來對路面公共交通服務的需求，但當局仍建議於擬議公屋發展所毗連的一段青衣路闢路旁停車處，以便提供 2 個 26 米長巴士站／總站及 2 個 14 米長專線小巴站／總站，即可容納 4 架巴士及 4 架專線小巴，以應付日後可能增加的巴士及專線小巴服務 (**附錄 VI** 圖表 3.1)。 6.3.21 此外，擬進行的青衣路改善工程，是為了改善行車及人流的運作 (**附錄 VI** 圖表 3.1 及 3.2) (a) 就細山路以南的一段青衣路而言，(i)香港專業教育學院 (青衣分校)旁的現有西面行人路將維持不變；(ii)將闢設一條闊 7.3 米的不分隔行車道，南北行車線各一；(iii)提供路旁停車處，以設置巴士及專線小巴站；以及 (iv)在東面闢設一條約闊 6 米的行人路；以及 (b) 就細山路以北的一段青衣路而言，由於很少車輛會由細山路右轉駛入青衣路的盡頭處，因此，當局將於青衣路及細山路交界豎設交通燈，而該路口將禁止右轉，以盡用轉燈時間。車輛會被分流至青衣路和青康路的迴旋處。在擬設交通燈的路口的行人過路處，亦會擴闊至四米的標準闊度，以供越過青衣路的行車道。此外，在細山路與青康路之間的一段青衣路會重新定線，把部分中央分隔欄移走，以騰出額外空間把東面行人路的淨闊度擴至約三

申述要點	回應
	米。另外，會保留每個方向各有兩條行車線。
視覺	
G. 擬議公屋發展遮擋藍澄灣、美景花園和香港專業教育學院(青衣分校)的景觀，造成負面的視覺影響。此外，景觀及視覺影響評估並無提供從藍澄灣臨街面直望擬議公屋發展方向的電腦合成照片。	視覺評核(**附錄 VIII**)指出，擬議公屋發展不會對視覺造成重大影響。規劃署總城市規劃師／城市設計及園境認為，申述地點的擬議主水平基準上 140 米建築物高度限制，不會令擬議發展與附近建築物不相協調。 6.3.23 當局製作了從多個公眾瞭望點拍攝的電腦合成照片，以顯示擬議公屋發展可能對視覺造成的影響。倘從較遠距離(**附錄 VIII** 圖表 A 及 E)及一些中距離(**附錄 VIII** 圖表 D 及 H)的瞭望點眺望，擬議公屋發展對公眾觀景人士所造成的視覺影響實屬有限，而其與現有已建設環境、區內特色及附近環境在視覺上亦非不相協調。 從觀察所得，倘從一些短至中距離瞭望點(包括位於青鴻路遊樂場東北角的瞭望點 2 及位於美景遊樂場的瞭望點 7)(**附錄 VIII** 圖表 B 及 G)眺望，開揚的景觀及部分天空景色會受到一定程度的阻擋。然而，擬議公屋發展所造成的視覺影響，可透過不同的美化景觀措施來闢設觀景廊而予以緩解。該等措施包括劃設建築物間距、訂定起落有致的建築物高度、闢設休憩用地、提高綠化覆蓋率，以及採取綠化措施。值得留意的是，同樣是青鴻路遊樂場，如向北望(即瞭望點 3)，便享有開揚的景觀，完全不受擬議發展所影響。總括而言，擬議公屋發展不會對鄰近發展造成無法克服的視覺影響 至於挑選瞭望點的準則，當局已遵

申述要點	回應
	從城市規劃委員會規劃指引「就規劃申請向城市規劃委員會提交視覺影響評估資料的指引」(下稱「城規會規劃指引編號 41」)。該指引第 4.5 段指出，如要保護私人享有的景觀，而又不窒礙發展，是不切實際的，所以必須平衡其他相關的考慮因素，以及保護公眾享有的景觀更為重要。雖然如此，闢設觀景廊、劃設建築物後移範圍，以及妥善設計住宅大樓座向等均有助保持開揚景觀，這些措施亦有助減低擬議發展對鄰近住宅大樓所造成的視覺影響(見**附錄 IX** 圖表 2.20 的概念設計圖)。
空氣流通	
H. 擬議公屋發展會對氣流造成負面影響，因為有關發展會令環境更為密集，並造成屏風效應。藍澄灣將位於現有酒店及擬議發展之間，而由於有關發展為五幢樓高 45 層的大樓，加上大樓之間距離甚近，難以讓風吹進藍澄灣。	根據空氣流通專家評估(**附錄 IX**)顯示，全年盛行風風向包括東北、東北偏東、東、東南偏東、東南及東南偏南；而夏季盛行風風向則包括東南偏東、東南、東南偏南、南、西南偏南及西南。空氣流通專家評估顯示，擬議公屋發展對青衣路(由藍澄灣對出的「二號迴旋處」至「青衣交匯處」的路段)的通風廊造成極低的影響。因此，在主要盛行風風向下，預計對藍澄灣不會造成負面影響。 此外，空氣流通專家評估顯示，在東、東南及南盛行風風向下，擬議公屋發展會局部影響美景花園、美景遊樂場及香港專業教育學院(青衣分校)的通風表現；而長青邨的東南、西南及南盛行風風向也會受影響。空氣流通專家評估建議，可把緩解影響措施納入擬議發展的設計，包括透過致力增加擬議公屋發展及鄰近發展的距離以保留現有通風廊／風道(**附錄 IX** 圖表 2.20)、減少住宅樓宇及優化擬議公屋發展內樓宇的距離以增加申述

申述要點	回應
	地點的風滲透度(**附錄 IX** 圖表 2.14 及 2.15)。這些設計特色可有助緩解擬議發展對鄰近的潛在通風影響。 為進行通風表現的定量評估，以及了解氣流模式，當局已進行採用計算流體力學模擬技術的空氣流通評估初步研究。
砍樹	
I. 位於擬議公屋發展用地內的約 1 800 棵樹會被移除。	規劃署總城市規劃師／城市設計及園境表示，由於附近現有一些住宅發展，擬議公屋發展與附近地區的景觀特色並非不相協調。 申述地點先前為油庫，其後油庫於 1990 年代遷往青衣南。自此，申述地點便長滿樹木。根據房屋署進行的初步樹木調查(**附錄 X**)，申述地點約有 1 800 棵樹。樹木調查顯示，申述地點並無古樹名木或稀有樹種。現有樹木主要是常見品種(包括大葉相思、台灣相思及銀合歡)，形態一般，只有低度美化市容作用。一些現有樹木亦狀況欠佳，包括樹幹變形、受損或破裂；樹幹傾斜而導致出現結構問題；以及因生長在貧瘠的斜坡樹林環境而可能枯死。初步估計，現有樹木，如須因擬議發展而被移除，當局會根據發展局為政府工程而頒布的樹木保護技術通告(工務)第 7/2015 號所載的規定，就未能容納或狀況不能接受的樹木向房屋署的保護樹木委員會提交移植樹木／砍樹申請及補償建議。所有補償及種植的樹木會作出適當安排，務求與新落成樓宇及附近環境的景觀達至協調。
潛在危險	
J. 申述地點受到潛在危險威脅，	在申述地點的北面有一個油站。機

申述要點	回應
包括來自申述地點北面埃索油站的潛在危險；在雨季有大量雨水從申述地點的斜坡流下；以及須在申述地點內的渠務專用範圍施工。根據《香港規劃標準與準則》，油站應選擇位於較空曠而不被其他發展包圍的地方。倘未能符合這項規定，則油站附近的建築物只適宜為低層建築物，而在渠務專用範圍上不得興建任何構築物。	電工程署署長表示，該油站並無石油氣供應，因此並非列為具有潛在危險的裝置。此外，機電工程署署長及環保署署長均表示，申述地點並非座落於任何具有潛在危險的裝置的諮詢區，而申述地點的一公里範圍內亦沒有具有潛在危險的裝置。 消防處處長表示，油站經營者須遵守相關的消防安全規例，而該油站不會對擬議公屋發展的消防安全造成影響。 對於在申述地點渠務專用範圍施工的關注事宜，房屋署表示，不會為渠務專用範圍帶來負面影響。 至於在雨季會有大量雨水從申請地點的陡峭斜坡流下，渠務署總工程師／九龍及新界南表示，來自集水區的雨水可排放至青鴻路的雨水渠及現有明渠。此外，房屋署會在設計階段建議適當的排水系統，並向渠務署提交接駁工程建議，以供審批。
在斜坡進行興建	
K. 申述地點是一幅斜坡地，不適合進行大規模房屋發展或任何其他發展。此外，擬議公屋發展會對長青邨及美景花園的地基或起鞏固作用的斜坡工程造成負面影響。政府應另覓適合發展擬議公屋的用地。	土木工程拓展署土力工程處處長表示，申述地點及其附近現有若干岩土結構。他亦指出，申述地點不受自然地形災害所威脅，而現有岩土結構過去亦無不穩定記錄。當局確定，擬議公屋發展不會對四周的岩土工程造成無法克服的問題，而合適的設計可應付地基鄰近出現的斜坡。房屋署須調查和研究該等岩土結構會否影響擬議公屋發展，或受其影響，並進行所需的斜坡鞏固／改善工程，以確保岩土結構符合現時的安全標準。
L. 由於須採用特別的設計和建築	房屋署署長表示，申述地點現由兩

申述要點	回應
物料，以緩解九號貨櫃碼頭所造成的污染，以及解決申述地點的斜坡安全事宜，預計建築、維修及管理費用均會高昂。	座地台組成，兩者之間為斜坡。該斜坡的坡度介乎20至38度。在斜坡興建房屋於香港並非鮮見。住宅大廈及附屬構築物的布局設計，旨在達至地盡其用和符合成本效益。 至於有意見關注到申述地點礙於地盤限制而導致建造、維修和管理成本高昂，房屋署署長表示，為滿足社會對公營房屋的需求，房委會須考慮所有適合作公營房屋發展的用地，不論其面積為何，並會按照地盡其用、最高成本效益和可持續發展的原則進行公營房屋發展。
配套設施	
M. 區內並無大型零售設施及足夠的社區設施支援日後增加的人口。現有零售設施的使用量已達飽和，而社區設施(即教育、長者及醫療設施、街市，以及運輸及泊車設施)並不足夠。擬在擬議公屋發展內提供的社區設施，未能應付青衣南的需求。當局在社區設施供應方面缺乏全面的規劃。	擬議公屋發展會闢設總樓面面積約4 000平方米的商場，以應付新增人口的需要。當局會提供便捷的通道，以加強商場與四周的聯繫，並闢設行人連接系統，接駁商場及沿青衣路的公共交通設施(**附錄 VI** 圖表1.1及3.1)。應注意的是，申述地點附近各個房屋發展均有零售設施。擬議公屋發展內的商場會令區內零售設施的供應增加。 青衣區的計劃人口約211 950人(包括**項目 A1**及**A2**擬議公屋發展的人口在內)，由此來看，區內休憩用地及主要社區設施的供應基本上並無不足(**附錄 XI**)。雖然醫院病床尚欠1 166張，但醫院病床乃按區域供應，以及青衣居民可使用荃灣及葵涌等鄰近地區的醫院設施，因此，沒必要在申述地點提供上述社區設施。 至於社會福利設施，房屋署及社會福利署(下稱「社署」)現建議增設更多新的社會福利設施，服務對象不只是新增人口，還有鄰近居民。擬議的社區設施包括幼稚園、長者

申述要點	回應
	鄰舍中心、嚴重肢體傷殘人士綜合支援服務、日間長者護理中心、安老院、特殊幼兒中心和早期教育及訓練中心，惟有待落實詳細設計並確定獲得政府撥款。
N. 應在擬議公屋發展內提供足夠的運輸、康樂及社區設施。	見上文對 M 的回應。
公眾諮詢	
O. 政府漠視葵青區議會的反對。在交通、視覺及通風方面亦沒有進行充分諮詢和提供足夠資料。此外，懷疑房屋署提早進行的地盤勘測工程並導致砍樹。	為全面反映 2014／15 至 2018／19 年度可供使用的潛在房屋發展用地的情況，當局已就該等用地的整體規劃諮詢相關區議會。葵青區共有 13 幅潛在房屋發展用地，當局曾於 2014 年 5 月 8 日諮詢葵青區議會，而申述地點為該 13 幅覓得的房屋用地之一。此外，當局在 2015 年 7 月 17 日把關乎申述地點的擬議修訂提交小組委員會考慮之前，已在 2015 年 5 月 14 日諮詢葵青區議會。在葵青區議會會議上接獲的意見，已收納於小組委員會文件第 9/15 號，以供小組委員會考慮擬議修訂。當局已按照法定公眾諮詢程序，在 2015 年 8 月 7 日根據條例的規定展示擬議修訂，以供公眾查閱，為期兩個月，2015 年 10 月 7 日止。此外，當局在 2015 年 9 月 18 日以傳閱文件方式(葵青區議會文件第 30/2015 號)，就刊憲的修訂項目進一步諮詢葵青區議會。當局並無接獲葵青區議會的意見。當局亦在 2015 年 9 月 18 日舉行的地區論壇向區內人士簡介用途地帶修訂。概括而言，他們的關注事宜與該 960 份反對修訂的申述書及該 350 份反對修訂的意見書所載的大致相同。區內人士在地區論壇發表的意見概述於**附錄 IIIb**。當局已修訂布局設計和進行技術評估，確認在申述地點進行擬議公屋

申述要點	回應
	發展是適當和技術上可行的。 當局已按照既定程序就分區計劃大綱圖的修訂進行公眾諮詢。根據條例，展示分區計劃大綱圖供公眾查閱及容許作出申述和就申述提出意見的規定，屬於法定公眾諮詢程序的一部分。公眾和相關持份者可藉此機會就擬議修訂提出意見和反建議。此外，城規會亦已根據條例第 6B(3)條，邀請所有申述人／提意見人出席會議陳述意見。當局已遵照法定和行政程序，就擬議修訂諮詢公眾。 當局備悉葵青區議員所提意見，要求為交通配套、環境及社區設施進行全面規劃，以及在設計擬議公屋發展的修訂方案時一併考慮有關意見。房屋署已聯絡相關政府部門，商議把適當的福利設施納入有關發展項目內。此外，規劃署及房屋署在 2015 年 9 月派員出席地區論壇，聽取區內人士的意見。 至於前期地盤勘測工程，房屋署署長澄清有關工程關乎岩土評估研究，屬當局就所有公營房屋發展進行的初步技術研究之一。前期地盤勘測工程不受條例規管，而該署在進行工程時並無砍伐任何樹木。
P. 應給予更多時間進行公眾諮詢，並採取更有效的公眾參與方式。	一如上文對 O 的回應所述，當局已根據條例的規定進行公眾諮詢，並徵詢葵青區議會及區內人士的意見。
其他	
Q. 擬議公屋發展會引致大量人口遷入，因而對治安造成負面影響。	香港警務處會如常維持治安。
R. 項目 C 所涉的用地面積過小。	修訂項目旨在反映竣工後的現有情況。

申述要點	回應
S. 把用地改劃為顯示作「道路」的地方，會對交通造成負面影響。	見上文對 R 的回應。
T. 應縮短施工時間，以減少對鄰近居民的影響。	承辦商須遵守相關的污染管制條例，例如《噪音管制條例》，並在需要時申請建築噪音許可證等相關的許可證，以執行建築工程。
建議	
P1. 用途地帶應維持不變。	關於維持原有用途地帶不變的建議，應注意的是，申述地點現已空置，而青衣區現有和計劃供應的休憩用地有過剩**(附錄 XI)**，以及康文署並無計劃把申述地點作休憩用地發展，因此當局才確定申述地點具發展住宅用途的潛力，以助滿足未來 10 年的房屋需要。鑑於申述地點的四周是住宅、商業及教育發展項目**(圖 H 2)**，擬議公屋發展會與四周的發展項目互相協調。
P2. 應降低發展密度及建築物高度。	在申述地點進行公屋發展，以及把規劃發展密度訂為住用／非住用地積比率 6 倍／9.5 倍及建築物高度限為主水平基準上 140 米，實屬技術上可行和環境上可接受。

青衣分區計劃大綱草圖編號 S/TY/27 – 提意見人名單
List of Commenters in respect of the Draft Tsing Yi Outline Zoning Plan. No. S/TY/27

Rep No. (TPB/R/S/TY/27-)	Name of 'Commenter'
C1	潘志成 (葵青區議員) Poon Chi Shing (Kwai Tsing District Council Member)
C2	藍澄灣業主委員會 Owners' Committee of Rambler Crest
C3	許漢華
C4	盧煥雯
C5	譚家健
C6	張美琪
C7	譚家樑
C8	Tso Ka Lee
C9	Cheng Lai Ha
C10	Chiu Long Chi
C11	譚姿華
C12	Lam Wai Ho
C13	Tso Ka Hi
C14	潘美欣
C15	張燕賢
C16	麥祖昌
C17	楊金峰
C18	麥珮嘉
C19	Lam Kit Yee
C20	陳欽泉
C21	楊亭亭
C22	陳雲香
C23	Cheng Suk Man
C24	Wong Hin Shing
C25	廖潤東
C26	林啟洪
C27	張美媚
C28	Hung Siu Lai
C29	Hung Siu Kuen
C30	黃國然
C31	To Kit Ling
C32	Chiu Ying Yuen
C33	溫運金
C34	Chung Tsz Ching
C35	Lo Yuet Chun
C36	鄺耀升
C37	方穎恒
C38	鄧安琪
C39	何穎妍

Rep No. (TPB/R/S/TY/27-)	Name of 'Commenter'
C40	葉秀玲
C41	Chu Hing Mui
C42	黃志揚
C43	陳英韻
C44	梁崗銘
C45	蔡一興
C46	Wong Yin Ping
C47	陳仲曦
C48	鄧麗貞
C49	陶以諾
C50	鄧冠亮
C51	陳佩惠
C52	朱永棠
C53	羅大衛
C54	鍾容好
C55	曾永慧
C56	林美珠
C57	何惠湄
C58	Wan Siu Hung, Gary
C59	王朗豐
C60	王朗怡
C61	唐煒強
C62	練靜雯
C63	陳業明
C64	黃振強
C65	倪映傳
C66	鄧偉文
C67	余樹勤
C68	黃慧賢
C69	Maggie Lam
C70	方欣翎
C71	楊秀芬
C72	Tse Wai In
C73	吳麗芳
C74	謝文亮
C75	王保良
C76	吳志港
C77	Yeung Kam Fook
C78	鄧兆蘭
C79	馬笑霞
C80	馮景聰
C81	譚鎏麟
C82	戴詠詩
C83	Fong Yuen Ching

Rep No. (TPB/R/S/TY/27-)	Name of 'Commenter'
C84	黃永康
C85	黃世豪
C86	黃勵波
C87	容麗紅
C88	黎思敏
C89	陳妙珍
C90	Tam Bo Wing
C91	歐胡串好
C92	徐觀蓮
C93	Li Kit Chung
C94	Ip Wing Chi
C95	黎碧娟
C96	蘇志權
C97	Luk Yuet Ngor, Nancy
C98	劉美娟
C99	李偉霖
C100	Fok Lai Ngor, Louisa
C101	Wong Sai Kit
C102	方海鍵
C103	袁坤全
C104	區志明
C105	邱莉純
C106	徐菊玲
C107	劉志杜
C108	梁綺萍
C109	杜少玲
C110	戴志強
C111	吳麗雲
C112	杜惠成
C113	麥建華
C114	Yuen Wing Sze, Allie
C115	Chan Man, Mina
C116	李秀琼
C117	高樂齡
C118	黃顯初
C119	葉迎曦
C120	羅杏玲
C121	陸耀駒
C122	冼志良
C123	姓名不詳 Name illegible
C124	Chiu Long Ting
C125	林淑儀
C126	葉永森

Rep No. (TPB/R/S/TY/27-)	Name of 'Commenter'
C127	袁淑芬
C128	李國偉
C129	Cheung Hau Ka
C130	施寶勤
C131	施國榮
C132	林雋昊
C133	林秋蘭
C134	黃建昭
C135	Wong Chun Nam
C136	歐陽雯
C137	黃韶暉
C138	徐國強
C139	肖日風
C140	謝彩華
C141	王愛儀
C142	陳本謙
C143	陳天鳳
C144	Lau Wai Ling, Maria
C145	鍾慧芳
C146	梁頌詩
C147	梁柏勤
C148	葉翠芝
C149	黃冠怡
C150	Law Ho Yin
C151	鄧瑩蕙
C152	Wong Cho Wai
C153	王秀清
C154	戴鴻駿
C155	Lau Kit Ling
C156	張就
C157	Chan Tin Lun
C158	戴思賢
C159	王妙琴
C160	戴達明
C161	張朝基
C162	黎美蓮
C163	Chan Chun Wai
C164	Tiffney Yuen
C165	Chow Chiu Hing
C166	Chow Sau Yip
C167	Tsang Oi Chun
C168	何月嬋
C169	陳瑞欽
C170	Chow Lai Shan

Rep No. (TPB/R/S/TY/27-)	Name of 'Commenter'
C171	Chan Pak Kiu
C172	Chan Wai Yip
C173	朱家樑
C174	Lau Wai Yin
C175	Ka Sing
C176	潘妙娟
C177	Ka Wei
C178	譚栢偉
C179	譚嘉諾
C180	Ivan
C181	Kee
C182	Ka Wei
C183	Ka Sing
C184	Ha
C185	Ng Ka Ho
C186	Hang Yi
C187	Hoi Ki
C188	Kwai Chun
C189	Hang Yi
C190	Pong
C191	劉鳳蓮
C192	施寶盈
C193	黃麗坤
C194	周栩澄
C195	Chan Sau Kwan
C196	周志明
C197	梁鳳儀
C198	王禮杰
C199	盧慧敏
C200	鍾麗寶
C201	Chan Chau Hung
C202	Chan Wai Hon
C203	Kwong Yuen Ching, Cora
C204	梁繼宗
C205	鄺耀榮
C206	梁繼耀
C207	吳偉慈
C208	林劍聰
C209	陳偉權
C210	白錦雲
C211	梁婉儀
C212	Lau Kit Yan
C213	黃裕美
C214	陳如柏

城市規劃委員會文件第 10085 號附件 II 附錄 D
Attachment D of Appendix II of TPB Paper No.10085

Rep No. (TPB/R/S/TY/27-)	Name of 'Commenter'
C215	卓玉琴
C216	Kwong Chin Wai
C217	Joe Leung
C218	Yeung Shiu Ting, Fanny
C219	黃智漢
C220	Poon Lai Kwan
C221	蕭慕芬
C222	譚錫奇
C223	張玉珍
C224	李海峻
C225	Sze Chun May, Monica
C226	Chan Kam Lin
C227	李蓮青
C228	David Chang
C229	聶雪梅
C230	Liu Anson
C231	韓笑
C232	Au Ka Yue
C233	郭招雲
C234	黎炳清
C235	黎詩雅
C236	楊吉蓮
C237	Leung Shui Pui
C238	關明輝
C239	紀婷婷
C240	鍾華勝
C241	張振添
C242	馮家偉
C243	莫玉琼
C244	周嘉祺
C245	區瑞昌
C246	黃業隆
C247	黃友德
C248	應義鎧
C249	劉旭恒
C250	蕭心柑
C251	湯煥明
C252	莫兆彤
C253	朱金玉
C254	莫兆楠
C255	莫志光
C256	Cheung Tat Ming
C257	林彥彤
C258	Liu Kwok Choy
C259	錢幗芳
C260	李琼美
C261	區柏豪
C262	黃敬光

Rep No. (TPB/R/S/TY/27-)	Name of 'Commenter'
C263	周祐賢
C264	Tsang Lin Mei
C265	吳子康
C266	羅學威
C267	Kan Suk Man
C268	秦嘉欣
C269	李樹濂
C270	朱明輝
C271	向貴榮
C272	黎仲明
C273	朱耀威
C274	傅慧芳
C275	Sze Po Shan
C276	梁瑪利
C277	黎鳳意
C278	黃羲汶
C279	Fok Siu Lun
C280	馮詠美
C281	Yuen Pui Yan
C282	梁炳坤
C283	陳國生
C284	陳美寶
C285	Luk Siu Kuen
C286	羅左心
C287	陳秀珠
C288	Chang Wan
C289	Wong Chi Kau
C290	林慧儀
C291	黃羲朗
C292	錢佩珊
C293	鄧翠煥
C294	Fu Lai Cheung
C295	Leung Ching Ping
C296	黃韻瑜
C297	董潔貞
C298	徐淑珍
C299	張岩
C300	王賓
C301	林玉葉
C302	林景輝
C303	Ho Hiu Wan
C304	Cheung Yin Hing, Agris
C305	余卓志
C306	Ho Oi Lam
C307	Mok Chun On
C308	黃荻茵
C309	Leung Chu Sang
C310	Yip Wing Yan

Rep No. (TPB/R/S/TY/27-)	Name of 'Commenter'
C311	羅思萍
C312	Hui On Lam
C313	Au Yueng Siu Leung
C314	Wong Yuen Ming
C315	Lee Wing Tung
C316	Chow Kai Pong
C317	Chow Shing Yui
C318	楊凱蕙
C319	李浩賢
C320	陳卓煒
C321	鄺紹軒
C322	黃靜怡
C323	陳卓鍵
C324	Kwan Koon Ho, Taft
C325	孫德江
C326	Chu Lai Ling
C327	趙科
C328	Ho Pui Sheung
C329	Kan Hon Pun
C330	姓名不詳 Name illegible
C331	俞英娣
C332	曹日光
C333	吳尉廷
C334	Chan Kwok Sze
C335	楊輝
C336	李惠娟
C337	黃淑琼
C338	溫萬昌
C339	Tse Pui Ling
C340	Wong Wing Yin, Irene
C341	Lo Chui Wan, Lychee
C342	Chau Man Hon
C343	阮國媚
C344	吳惠詩
C345	Ma Yuk Chu, Judy
C346	Lee Wai Fong
C347	Lee Wing Hin
C348	Wong Wai Yin
C349	Au Mei Yee
C350	Lee Wing Nei

《青衣分區計劃大綱草圖編號 S/TY/27》就申述提出的意見
Comments on Representation in respect of the
Draft Tsing Yi OZP No. S/TY/27

表示反對的申述
Adverse Representations

C1 to C350

意見編號 Comment. No (TPB/R/S/TY/27-)	申述提出的意見 (參見附件 F) Comment on the Representation (Refer to Attachment F)
C1 and 及 C3 to 至 C345 (Part 部份)	Q1
C2	Q2
C345 (Part 部份)	Q3
C346	Q4
C347	Q5
C348	Q6
C349	Q7
C350	Q8

Comments on the Representations and Responses in respect of the Draft Tsing Yi OZP No. S/TY/27

Comments on the Representations	**Responses**
Q1. Support representation (R171) which opposes Items A1, A2, B1, B2 and C	See responses to A to P, P1 and P2 in Attachment C of Appendix II.
Q2. Support representations (R2 to R961) which oppose Items A1, A2, B1, B2 and C	See responses to A to P2 in Attachment C of Appendix II.
Q3. Support representation (R748) which opposes Items A1, A2, B1, B2 and C	See responses to A, B, D to L, O, Q and P1 in Attachment C of Appendix II.
Q4. Support representations (R734, R735 and R737) which oppose Items A1, A2, B1, B2 and C	See responses to B, E, I, O, P1 and P2 in Attachment C of Appendix II.
Q5. Support representations (R734, R740 and R746) which oppose Items A1, A2, B1, B2 and C	See responses to B, E, I, M, N, P and P2 in Attachment C of Appendix II.
Q6. Support representations (R907, R910 and R941) which oppose Items A1 and A2	See responses to B, K and P1 in Attachment C of Appendix II.
Q7. Support representations (R800 to R802) which oppose Items A1 and A2	See responses to F, M, N and P2 in Attachment C of Appendix II.
Q8. Support representation (R944, R949 and R959) which opposes Items A1, A2, B1 and/or C	See responses to B and P1 and P2 in Attachment C of Appendix II.

《青衣分區計劃大綱草圖編號 S/TY/27》的申述要點和回應

就申述提出的意見	回應
Q1. 支持表示反對修訂項目A1, A2, B1, B2及C的申述(R171)	見附件二附錄 C 內 A 至 P、P1 及 P2 項的回應。
Q2. 支持表示反對修訂項目A1, A2, B1, B2及C的申述(R2至R961)	見附件二附錄 C 內 A 至 P2 項的回應。
Q3. 支持表示反對修訂項目A1, A2, B1, B2及C的申述(R748)	見附件二附錄 C 內 A、B、D 至 L、O、Q 及 P1 項的回應。
Q4. 支持表示反對修訂項目A1, A2, B1, B2及C的申述(R734、R735及R737)	見附件二附錄 C 內 B、E、I、O, P1 及 P2 項的回應。
Q5. 支持表示反對修訂項目A1, A2, B1, B2及C的申述(R734、R740及R746)	見附件二附錄 C 內 B、E、I、M、N、P 及 P2 項的回應。
Q6. 支持表示反對修訂項目A1及A2的申述(R907、R910及R941)	見附件二附錄 C 內 B、K 及 P1 項的回應。
Q7. 支持表示反對修訂項目A1及A2的申述(R800至R802)	見附件二附錄 C 內 F、M、N 及 P2 項的回應。
Q8. 支持表示反對修訂項目A1, A2, B1及/或C的申述(R944、R949及R959)	見附件二附錄 C 內 B、P1 及 P2 項的回應。

強抽查市面上的食油樣本，政府亦即將就食油進口事宜展開公眾諮詢。

56. 劉利群女士續表示，就她未於會上詳細回應的事宜及個別地點的問題，鄭偉傑先生及鄧福堅先生將於會後跟進。

57. 主席感謝劉利群女士於會上耐心聆聽及解答議員的問題。

58. 吳劍昇議員的意見如下：

(i) 若手推車上的雜物稍作移動，署方已不能以票控形式檢控有關人士，他希望署方研究方法堵塞此法律漏洞。

(ii) 就榮芳街街市冷氣問題，他建議署方考慮毋需整個街市安裝冷氣的方案。

(iii) 歡迎成立特遣隊，並希望署方優先處理興芳街問題。

59. 主席表示議員如再有任何問題及意見，可於會後以書面向食環署提出。

(主席暫時離開會議室，由副主席代為主持會議。)

諮詢文件

青鴻路公營房屋發展計劃

(由規劃署及房屋署提出)
(葵青區議會文件第 22/2015 號)

60. 代主席歡迎規劃署荃灣及西九龍規劃專員周日昌先生及高級城市規劃師(葵青)洪鳳玲女士、房屋署高級建築師馮志輝先生、高級規劃師陳勁剛先生、高級土木工程師康榮傑先生、以及交通顧問公司高級工程師葉俊傑先生。

61. 周日昌先生、馮志輝先生及康榮傑先生以投影片簡介有關計劃。

62. 李志強議員表示明白現時土地供應短缺，對公營房屋的需求大，但青鴻路並不是興建公營房屋的理想地點。青鴻路鄰近居民飽受貨櫃碼頭的噪音及光污染困擾。而且，在長青邨及美景花園一帶的青衣路及青康路，現時在早上繁忙時間的交通流

量已經飽和，加上在青俊苑落成後，現時的交通設施將無法負荷。他建議改為在北岸公路的綠化地帶興建新的公營房屋。

63. 潘志成議員表示，有關諮詢文件在五月十一日才寄奉議員，時間倉促，議員難以諮詢居民的意見。在青鴻路興建公營房屋，無論在交通、景觀及環境上，都會對現時藍澄灣及美景花園的居民造成影響。新公營房屋的配套設施都在青衣東北，現時青衣西南的居民難以受惠。在這樣的情況下，實在難以支持青鴻路公營房屋發展計劃。

64. 林立志議員對交通配套感到憂慮；在新屋邨落成後，巴士服務很多時候都沒有相應增加。現時青衣路及青康路的流量已經飽和，運輸署應該開拓使用其他道路的新巴士線。現時很多公營房屋都是“見縫插針”式發展，交通及其他社區配套並不完善，在這樣的情況下，區議會很難支持題述方案。

65. 林紹輝議員以大白田邨 9H 用地為例，指出若在有噪音問題的土地興建公營房屋，居民遷入後將飽受困擾，而房屋署卻未能提供興建公屋前所承諾的改善措施。房屋署應該做好環境評估，以檢視有關地點是否適合發展住宅。

66. 梁子穎議員質疑有關交通評估是否準確。他認為，在現時的方案中，邨內沒有巴士站的設計並不可取，署方是低估了居民對公共交通服務的需求。公營房屋問題固然需要解決，但署方不應忽略交通問題的重要性。

67. 梁錦威議員表示，政府不應視興建了新的公營房屋就解決了房屋短缺的問題，還應考慮整體的社區規劃。在青鴻路的公屋落成後，來往該區的人口將增加超過四分之一，而題述方案中提及的社區設施，都是依賴現時已經有的設施。他建議房屋署提交更詳細的方案予區議會考慮。

68. 吳劍昇議員認為規劃署的規劃標準並不理想。題述方案只依賴附近社區提供配套設施，是罔顧現有居民的權益，若依照題述方案興建房屋，將會像葵聯邨落成後一樣，出現眾多問題。

69. 周偉雄議員以葵聯邨為例子，指房屋署在屋邨落成後，並未兌現之前所承諾會增加的交通及社區配套設施，在這樣的情況下，難以支持青鴻路公營房屋發展計劃。

70. 張慧晶議員表示支持興建公屋，但擔心交通配套是否充足。房屋署在會議上並未能夠就交通配套提出任何具體的建議。她建議房屋署和九巴協商如何能增加巴士路線。

71. 徐曉杰議員表示，現時青衣泊車位短缺，違例泊車問題嚴重，加上巴士服務不足，署方應該就以上交通問題提出具體的建議，以爭取區議會支持。

72. 徐生雄議員表示，房屋署忽略交通配套的重要性。若不增加公共交通服務，青鴻路的公屋居民出入將會很不方便。他要求房屋署提供更詳細的配套資料，供議員考慮。

73. 梁國華議員表示，政府不能只側重房屋短缺問題而忽略社區配套的問題。就房屋署所介紹的方案而言，青鴻路公屋須依賴現時周邊社區提供配套設施，對現有的居民並不公平。他促請政府認清地區的需要，改善社區配套設施的規劃。

74. 許祺祥議員表示，政府應該反思，為何在房屋短缺問題嚴峻的情況下，社區依舊有反對的聲音。近年很多新建公共屋邨的配套設施並不足夠，令居民出入不便，而且遲遲未有改善措施。政府應該改善諮詢時的做法，一併提供有關交通及社區配套設施的詳細資料。

75. 潘小屏議員表示支持盡快興建公屋。現時樓價高企，使一般市民難以負擔，以致對公屋的需求殷切。房屋署應該在增加公屋供應時，同時做好交通配套。

76. 周日昌先生綜合回應如下：

(i) 根據規劃署進行的實地調查，青衣的地區休憩用地設施不論在平日、周末、日間或晚間，都沒有出現人多擠迫、不勝負荷的情況。而鄰近的長青邨內亦有完善的社區配套設施包括社區會堂等，而且使用率未達飽和，有空間吸納青鴻路公屋的新需求。另一方面，青鴻路公屋發展可以考慮提供相關配套設施。

(ii) 由於現時正處於概括規劃的階段，因此暫時未有增加巴士服務的詳細方案。房屋署會再和運輸署商討，如何因應屋邨落成後增加的人口，調整巴士服務。

77. 康榮傑先生表示，房屋署已經聘請了獨立顧問公司進行交通影響評估，評估結果顯示，現時主要路口及迴旋處並未飽和，有空間容納發展計劃帶來的額外車流。

78. 葉俊傑先生表示，根據交通影響評估的結果，青衣上路及附近的迴旋處可應付現時和預計增長的車流量。現時，發展計劃附近有超過 20 條巴士或小巴線前往港九新界各區；在發展計劃落成後，透過增加班次，應該可以滿足居民對公共運輸的需求。另外，在青衣上路路旁亦已預留空間，在有需要時作巴士或小巴上落客或總站之用。

79. 李志強議員表示，署方所提及的社區設施都在青衣東北，離青鴻路甚遠，而現時在青衣西南的社區會堂也經常爆滿。另九巴現時並未承諾會在新屋邨落成後增加巴士線，因此，署方並不能確保將來會有足夠的巴士服務供居民使用。他並表示擔心在青鴻路興建公屋會成為屏風樓。

80. 潘志成議員表示，房屋署應該拿出更多誠意與居民溝通。現時，房屋署及規劃署只表示，根據評估，在青鴻路興建公屋對交通和環境影響不大，但並未能提出實際的數據。

81. 林立志議員表示，現時青衣區已經公屋林立，而青衣西南的社區本身交通及設施配套並不足夠，若再有更多居民遷入，會令到問題惡化。他指出，除非政府能夠更改周邊工業用地為社區設施，否則不應該在青鴻路興建公屋。

82. 梁志成議員建議，運輸及房屋局應該參與諮詢工作，以統籌房屋署及運輸署在興建公屋及規劃相關交通配套的工作。

83. 林紹輝議員建議，青鴻路公屋的交通規劃應該包括九巴，因九巴才能決定能否增加巴士服務。他促請房屋署提供管理社區配套設施的詳細資料。

84. 徐生雄議員表示，發展計劃中雖然有會堂和學校等設施，但是位置都較為偏遠。另外，有關交通配套設施的資料不足，政府應該提供相關配套設施的詳細資料，供議員考慮。在居民入伙後，相關配套設施一般較難爭取。相比其他發展計劃，是項計劃不需考慮鄰近居民的景觀，只需解決交通及設施的問題。他相信問題解決後，計劃會較容易得到議會支持。

85. 梁錦威議員認為規劃署及房屋署未能解答他對噪音問題的提問。他要求房屋署及運輸署就此計劃提出具體的公共交通發展方案。根據 9H 用地及葵聯邨的經驗，政府在居民入伙後都沒有安排交通配套。因此，他要求當局在規劃階段提供有關方案。他亦詢問當局會否作出規劃，在計劃中的屋邨內興建街市。

86. 周偉雄議員認同梁錦威議員在交通方面的意見。他表示，公共屋邨的居民多數來自基層。他參考葵聯邨的情況，當局應考慮有否足夠支援給予屋邨內的精神病康復者、長者及婦女，如有需要，應與其他部門如醫院管理局及社會福利署配合。

87. 吳劍昇議員表示，葵聯邨的居民因為要應付生活上的需要，所以要往返山上。他希望政府能改善交通及其他配套，以改善葵聯邨的問題。他認為在地區設施不足下，難以支持發展計劃。

88. 周日昌先生的回應如下：

(i) 青衣區整個規劃中的新增人口應約為 20000 人而非 100000 人。人口總數預算增至約 190000 人，當中已經計及各項情況。發展計劃亦是按預計新增的人口作規劃和估算。

(ii) 發展計劃中新興建的商場可以連接美景花園及長青邨，居民因而可享用長青邨的社區設施，而該設施現時仍有空間應付更多需要。

89. 康榮傑先生的回應如下：

(i) 房屋署在規劃過程中與其他部門如運輸署、規劃署及環保署均保持緊密聯絡，而發展計劃亦得到有關部門認同。

(ii) 根據交通影響評估結果，即使在最繁忙的時段，發展計劃附近的道路仍然有能力應付交通需要。報告內之計算方法，除了獲運輸署認可外，亦是一項較為科學化的測試。另外，房屋署一直與運輸署就發展計劃帶來新增的公共運輸服務需求保持緊密聯絡，並進行評估。由於新增的人口不會在同一時間使用公共運輸服務，預計在繁忙時段，由發展計劃產生的需求約為相等於 15 班次的巴士服務。基

於市民對公共運輸服務的需求會隨着時間變化，房屋署會繼續與運輸署保持緊密聯絡，適時為此發展計劃制定方案。

90. 馮志輝先生回應指，房屋署會因應地盤的布局及附近環境，透過建築設計、拉遠噪音源頭與受影響單位的距離、安裝減音窗及建築鰭片等措施紓緩噪音問題。另外，顧問公司會進行評估，研究有否興建街市的需要。

91. 李志強議員提出一項臨時動議，內容如下：

臨時動議：“葵青區議會要求政府優先考慮青衣北岸約十公頃之綠化地大量建公屋，並重新規劃青鴻路之使用，在未有完整交通及環境配套之前，擱置在青鴻路選址建大型屋邨。”

(由李志強議員動議，潘志成議員和議)

92. 代主席宣布就是否接納臨時動議進行表決，結果 15 票贊成，沒有反對及 8 票棄權，區議會接納臨時動議。

93. 梁國華議員作出聲明，指由於以上臨時動議的內容涉及青衣的綠化地帶，而事前並沒有諮詢青衣居民，他擔心對居民有影響。因此他對該臨時動議表示棄權。

94. 代主席表示收到修訂動議(一)，內容如下：

“葵青區議會要求重新規劃青鴻路/青衣路用地，在未有規劃完整交通、環境及社區配套之前，擱置在上述選址興建大型屋邨。”

(由林立志議員、李志強議員、潘志成議員動議，林紹輝議員、梁錦威議員、梁志成議員、梁國華議員、徐生雄議員、吳劍升議員和議)

95. 代主席宣布下列授權的通知：

(i) 何少平議員授權張慧晶議員代其於會上進行投票；
(ii) 黃潤達議員授權梁錦威議員代其於會上進行投票；
(iii) 麥美娟議員及梁子穎議員授權劉美璐議員代其於會上進行投票；
(iv) 潘小屏議員授權林翠玲議員代其於會上進行投票。

96. 主席宣布就修訂動議進行表決，結果 24 票贊成，沒有反對及棄權，區議會通過修訂動議。

(主席返回會議室繼續主持會議。)

廉政公署新界西南辦事處二零一五至二零一六年度工作計劃
(由廉政公署新界西南辦事處提出)
(葵青區議會文件第 23/2015 號)

97. 主席歡迎廉政公署首席廉政教育主任/新界西樓國媚女士及高級廉政教育主任鍾皚妍女士出席會議。

98. 樓國媚女士以投影片簡介文件。

99. 徐生雄議員表示，現時社會上愈來愈多樓宇維修個案涉及貪污，導致居民要繳付昂貴的費用。他詢問，廉政公署除了宣傳防貪知識及由居民舉報貪污個案外，有否其他方法防範上述情況。

100. 梁錦威議員表示欣賞廉政公署在地區推行的宣傳及教育工作。不過，他指，廉政公署近年於處理涉及政府官員的個案時，往往花費較長時間或最終低調地終止調查。他表示廉政公署的公眾形象可能因此受損，影響市民舉報的信心。

101. 張慧晶議員表示，個別樓宇維修個案可能出現「圍標」的情況，她建議廉政公署出席樓宇法團商討委聘樓宇維修顧問公司的會議，以起阻嚇作用。

102. 梁國華議員希望廉政公署提供向少數族裔推廣防貪教育服務的詳細資料和涉及少數族裔個案的發展趨勢。另外，他指少數族裔有不同的宗教及文化背景，他詢問，廉政公署於推廣時有否遇到困難。

103. 周偉雄議員指，有研究報告指出，市民對貪污的接受程度變得較為寬鬆，他詢問，廉政公署有否方法重新提升市民對貪污行為的關注。另外，他曾聽聞，於互助委員會選舉前，曾有居民透過送禮鼓勵其他居民參選層代表，他促請廉政公署向相關人士提供指引，以加強選舉的公平性。

104. 林立志議員表示，廉政公署在處理涉及政府官員個案時的

25. The Chairman said Members could raise questions to FEHD by writing after the meeting.

(The Chairman temporarily left the conference room and the Vice-chairman took the chair.)

Consultation Paper
Public Housing Development at Tsing Hung Road
(Proposed by the Planning Department and the Housing Department)
(K&T DC Paper No. 22/2015)

26. Representatives of the Planning Department (PlanD) and the Housing Department (HD) introduced the above paper.

27. Members' enquiries and opinions were as follows:

(i) A Member opined that Tsing Hung Road was not a suitable location for development of public rental housing (PRH) and residents would suffer from noise and light pollution. A Member echoed and requested HD to review if the location was suitable for residential development under the current noise level.

(ii) A number of Members found it hard to support the proposal in view of insufficient transportation and community facilities, and some Members quoted the housing development in area 9H, Kwai Chung and Kwai Luen Estate as examples.

(iii) With regard to insufficient transportation facilities, two Members pointed out that traffic capacity at Tsing Yi Road and Ching Hong Road was full and existing transportation facilities would not be able to cope with the increase in population. A Member doubted the accuracy of the traffic impact assessment (TIA). Two Members suggested that HD should involve KMB in traffic planning. A number of Members requested the Authority to put forth specific proposals and provide detailed information on transportation.

(iv) With regard to insufficient community facilities, three Members pointed out that the proposal was counting on existing facilities in the vicinity. Two Members said that supporting facilities for the new PRH were in northeast Tsing Yi, and residents in southwest Tsing Yi could hardly be benefited. The Government should have comprehensive planning on community facilities before new

residential development. A number of Members requested the Authority to provide detailed information on supporting/community facilities planning. A Member asked if a market would be built.

(v) One Member remarked public housing should be developed in the green belt at Tsing Yi North Coastal Road.

(vi) The PRH development would affect the transportation, view and environment of existing residents in Rambler Crest and Mayfair Gardens.

(vii) PRH in Tsing Hung Road might bring about "wall effect".

(viii) HD and PlanD did not provide actual figures to support the claim that the development has little impact on traffic and environment.

(ix) The Transport and Housing Bureau (THB) should be involved in the consultation, so as to coordinate the work of HD and PlanD.

28. Representatives of PlanD replied as follows:

(i) PlanD's site visit revealed that facilities in Tsing Yi's open space were not overcrowded. There were comprehensive community facilities in the neighbourhood, and there were room for absorbing new demand from Tsing Hung Road development. Besides, relevant facilities might also be provided under the project.

(ii) There was no detailed proposal on the enhancement of bus services in this preliminary stage. HD would discuss with the Transport Department (TD) on adjustment of bus services with reference to the increase in population upon completion of development.

(iii) The population increase in Tsing Yi would be around 20 000 persons and the planning and assessment were based on this figure.

(iv) The shopping arcade to be developed could connect Mayfair Gardens and Cheung Ching Estate, and residents could make use of community facilities in Cheung Ching Estate, which still had much room for more demand.

29. Representatives of HD replied as follows:

(i) HD engaged an independent consultancy firm to carry out TIA, and findings showed that there was room for additional traffic flow, even during peak hours. The calculation method was endorsed by TD. It was estimated that there

would be new demand of about 15 bus departures during peak hours. HD would continue to maintain close communication with TD to devise proposals with regard to the development.

(i) HD had maintained close communication with other departments and the development was endorsed by relevant departments.

(ii) HD would alleviate noise problem by a number of measures.

(iii) The consultancy firm would assess if a wet market should be built.

30. Representatives of the consultancy company replied as follows:

(i) TIA findings showed that there was residual capacity for additional traffic flow. Upon completion of the development, increasing frequencies of bus or minibus services should be able to cope with the demand from residents. Space was reserved in the upper section of Tsing Yi Road for bus/minibus stops/terminus.

31. A Member put forth a provisional motion as follows:

Provisional Motion: "The Kwai Tsing District Council requests the Government to give priority to the consideration of building a large number of public rental housing in the green belt of about 10 hectares at north coast of Tsing Yi, to replan the utilisation of the site on Tsing Hung Road, and to suspend the development of large-scale housing estate at the site on Tsing Hung Road before comprehensive transportation and environmental facilities are in place."
(Proposed by Mr. LEE Chi-keung, Alan; seconded by Mr. POON Chi-sing)

32. The Acting Chairman put the provisional motion to vote for acceptance. There were 15 votes for, no vote against, and 8 abstentions. DC accepted the provisional motion.

33. The Acting Chairman received an amended motion as follows:

Amended Motion: "The Kwai Tsing District Council requests the Government to replan the utilisation of the site on Tsing Hung Road/Tsing Yi Road, and suspend the development of large-scale housing estate at the above-mentioned site before comprehensive planning on transportation, environmental and community facilities is in place."
(Proposed by Mr LAM Lap-chi, Mr. LEE Chi-keung, Alan and Mr. POON Chi-sing; seconded by Mr LAM Siu-fai, Mr LEUNG Kam-wai, Mr LEUNG Chi-shing, Mr

LEUNG Kwok-wah, Mr TSUI Sang-hung, Sammy and Mr NG Kim-sing)

34. The Acting Chairman put the amended motion to vote. There were 24 votes for, no vote against, and no abstention. DC endorsed the amended motion.

(The Chairman continued to chair the meeting.)

ICAC Regional Office (New Territories South West) Work Plan 2015-2016
(Proposed by the ICAC Regional Office (New Territories South West))
(K&T DC Paper No. 23/2015)

35. Representative of ICAC introduced the Work Plan.

36. Members' enquiries and opinions were as follows:

(i) A Member asked if there were measures to prevent corruption in building maintenances other than education and report of cases. A Member said there might be bid-rigging in building maintenances and suggested that ICAC should attend meetings of owners' corporations on the appointment of consultancy firm for building maintenance and assign officers to assist the corporations in dealing with the issue. The District Office should also take a role in the prevention of bid-rigging. ICAC could seek information from the Housing Society about buildings under maintenance. Mandatory requirement should be imposed on owners' corporations for seeking advice from ICAC with regard to building maintenances.

(ii) Two Members pointed out that the long investigation time or the suspension of investigation in cases involving government officials might damage the image of and public confidence in ICAC.

(iii) A Member requested information on ethnic minorities (EM), i.e. promotion among EM, the difficulty ICAC encountered and trend on EM involving in corruption cases.

(iv) As research showed that the public were more open to corruption, a Member asked if ICAC had any measure to enhance public alertness over corruption. ICAC should also provide guidance to persons involved in mutual aid committee (MAC) elections.

(v) ICAC should organise more talks and exhibitions on election legislations. Guidelines should be provided to Electoral Affairs Commission and the

Local Forum on 18.9.2015

Date : 18 September 2015
Time : 8pm
Venue : Cheung Ching Estate Community Centre
Attendance : Government representatives from Housing Department and Planning Department, 3 Kwai Tsing District Council members and about 250 local residents mainly from Rambler Crest
Subject : Proposed Public Housing Development at Tsing Hung Road, Tsing Yi

Gist of Local Views

1. The Site is a slope. It is not suitable for housing development. The Government should find other suitable sites for housing development, such as Tsing Yi North and temporary car park sites in Tsing Yi.
2. The Site covered with more than 1,800 trees. Removing of the trees for housing development will affect the air quality of the area.
3. According to the hazard assessment study in 1980's, the Site was zoned "Open Space" in 1990's to serve as a noise buffer between CT9 and the residential developments in Mayfair Gardens and Cheung Ching Estate.
4. There is no open space in Tsing Yi South.
5. Construction cost on slope is expensive.
6. Five high-rise blocks will block sunlight to the Rambler Crest flats and will affect the air ventilation of the area.
7. The future public housing development will face the same problems as that of Rambler Crest which include traffic noise, air pollution and glare problems from CT9. To address the environmental problems, Rambler Crest needs to provide central air ventilation system. The public housing development should have open windows. The close window design to address air quality issue should not be adopted in public housing development because it is a costly system and is not fair to tax payers.
8. The Site is located adjacent to a petrol filling station. It will pose a safety problem to the future residents.
9. The traffic data survey on one day only on 31.3.2015 is inadequate and the findings have no representative meaning. The traffic impact assessment has underestimated the traffic demand and pedestrian flow.
10. The existing public transport services in the area are already insufficient. There is only one bridge (i.e. Tsing Yi Bridge) to serve the residents of Tsing Yi South. Injection of population to the area in Tsing Yi South will further aggravate the traffic problems.

二零一五年九月十八日的居民大會

日期： 二零一五年九月十八日
時間： 下午八時
地點： 長青邨社區中心
出席： 房屋署及規劃署的政府代表、三名葵青區議員及約 250 名主要來自藍澄灣的區內居民
事項： 青衣青鴻路的擬議公營房屋發展

區內人士的意見

1. 該地盤位於斜坡，不宜用作房屋發展。政府應另覓其他合適的地點作房屋發展，例如青衣北及青衣的臨時停車場用地。
2. 該用地上有超過 1 800 棵樹木。移除樹木作房屋發展會影響該該區的空氣質素。
3. 基於八十年代的危險評估研究，該地盤於九十年代劃為「休憩用地」地帶，以作為 9 號貨櫃碼頭與美景花園和長青邨等住宅發展之間的噪音緩衝區。
4. 青衣南沒有休憩用地。
5. 在斜坡建屋費用高昂。
6. 五幢高樓大廈會遮擋藍澄灣住宅單位的陽光，並影響該區的空氣流通。
7. 日後的公營房屋發展會面對和藍澄灣相同的問題，包括來自 9 號貨櫃碼頭的交通噪音、空氣污染及眩光等問題。為解決環境問題，藍澄灣須設中央空調系統。公營房屋發展應設可開啟的窗戶。公營房屋發展項目不應採用密封式窗戶設計來解決空氣質素問題，因為有關系統價格高昂，對納稅人並不公平。
8. 該地盤位處加油站附近。這對日後的居民會構成安全問題。
9. 只於二零一五年三月三十一日進行一天的交通數據調查並不足夠，調查結果沒有代表性。交通影響評估低估了交通需求和行人流量。
10. 該地區的現有公共交通服務已經不足。現時只有一條橋(青衣大橋)供青衣南的居民使用。增加該地區的人口會令交通問題進一步惡化。

Form No. S6 表格第 S 6 號

For Official Use Only 請勿填寫此欄	Reference No. 檔案編號	
	Date Received 收到日期	

1. The representation should be made to the Town Planning Board (the Board) before the expiry of the specified plan exhibition period. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board, 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申述必須於指定的圖則展示期限屆滿前向城市規劃委員會（下稱「委員會」）提出，填妥的表格及支持有關申述的文件（倘有），必須送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會秘書收。

2. Please read the "Town Planning Board Guidelines on Submission and Publication of Representations, Comments on Representations and Further Representations" before you fill in this form. The Guidelines can be obtained from the Secretariat of the Board (15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong - Tel.: 2231 4810 or 2231 4835) and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F., Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories), or downloaded from the Board's website at http://www.info.gov.hk/tpb/.
填寫此表格之前，請先細閱有關「根據城市規劃條例提交及公布申述、對申述的意見及進一步申述」的城市規劃委員會規劃指引。這份指引可向委員會秘書處（香港北角渣華道 333 號北角政府合署 15 樓 - 電話：2231 4810 或 2231 4835）及規劃署的規劃資料查詢處（熱線：2231 5000）（香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輋路 1 號沙田政府合署 14 樓）索取，亦可從委員會的網頁下載（網址：http://www.info.gov.hk/tpb/）。

3. This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters, preferably in both English and Chinese. The representation may be treated as not having been made if the required information is not provided.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。提出申述的人士須以打印方式或以正楷填寫表格，填寫的資料宜中英文兼備。倘若未能提供所需資料，則委員會可把有關申述視爲不曾提出論。

1. Person Making This Representation (known as "Representer" hereafter) 提出此宗申述的人士（下稱「申述人」）

Name 姓名 / 名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生 / 夫人 / 小姐 / 女士 / 公司 / 機構 *)

黃泥涌業主委員會

2. Authorized Agent (if applicable) 獲授權代理人 (如適用)

Name 姓名 / 名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生 / 夫人 / 小姐 / 女士 / 公司 / 機構 *)

陳碧霞

RECEIVED
06 OCT 2015
Town Planning Board

3. Details of the Representation 申述詳情

Draft plan to which the representation relates 與申述相關的草圖	S/TY/27

* Delete as appropriate　　* 請刪去不適用者
Please fill "NA" for inapplicable item　請在不適用的項目填寫「不適用」

Parts 1, 2 and 3 第 1 、第 2 及第 3 部分

Form No. S6
表格第S6號

REPRESENTATION RELATING TO DRAFT PLAN UNDER SECTION 6(1) OF THE TOWN PLANNING ORDINANCE (CAP. 131)

根據《城市規劃條例》（第131章）第6(1)條就草圖作出申述

3. Details of the Representation (Continued) (use separate sheet if necessary)
申述詳情（續）（如有需要，請另頁說明）

Nature of and reasons for the representation 申述的性質及理由

Subject matters@ 有關事項@	Are you supporting or opposing the subject matter? 你支持還是反對有關事項？	Reasons 理由
A1, A2 B1, B2 C項	☐ support 支持 ☑ oppose 反對	見附頁.
	☐ support 支持 ☐ oppose 反對	
	☐ support 支持 ☐ oppose 反對	

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

@ Please describe the particular matter in the plan to which the representation relates. Where the representation relates to an amendment to a plan, please specify the amendment item number provided in the Schedule of Amendments.
請形容圖則內與申述相關的指定事項。如申述與圖則的修訂有關，請註明在修訂項目附表內的修訂項目編號。

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」
「✓」at the appropriate box 請在適當的方格內加上「✓」號

4. Plans, Drawings and Documents 圖則、繪圖及文件

Please list location plans, sites plans, other relevant plans, drawings and other documents submitted with the representation. For coloured drawings/plans or plans/drawings larger than A3 size, 90 copies each should be provided. For other supplementary documents, e.g. reports on impact assessment, 90 copies each should be submitted.

請列明連同申述一併遞交的位置圖、地盤平面圖、其他相關圖則、繪圖及其他文件。倘有圖則/繪圖爲彩圖或超過A3大小，須一式90份。至於其他補充文件（例如：影響評估報告），則須一式90份。

.....

.....

.....

5. Signature 簽署

Signature 簽署 ..... "Representer" /Authorized Agent* 「申述人」/ 獲授權代理人 *

陳嘉強

Name in Block Letters 姓名（以正楷填寫） ..... Position (if applicable) 職位（如適用）

Professional Qualification(s) 專業資格

Member 會員 / Fellow 資深會員 * of

☐ HKIP ☐ HKIA ☐ HKIS ☐ HKIE ☐ HKLA

Others 其他 .....

藍澄灣 業主委員會 RAMBLER CREST OWNERS COMMITTEE

on behalf of 代表 .....

Company/Organization Name and Chop (if applicable) 公司/機構名稱及蓋章（如適用）

Date 日期 ~~2015~~ 2015 - 10 - 5

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this representation will be used by the Secretary of the Board and Government departments for the following purposes:

   (a) the processing of this representation which includes making available the name of the "representer" for public inspection when making available this representation for public inspection; and

   (b) facilitating communication between the "representer" and the Secretary of the Board/Government departments

   in accordance with the provisions of the Town Planning Ordinance and the relevant Town Planning Board Guidelines.

   委員會就這宗申述所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

   (a) 處理這宗申述，包括公布這宗申述供公眾查閱，同時公布「申述人」的姓名供公眾查閱；以及

   (b) 方便「申述人」與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the "representer" in this representation may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

   「申述人」就這宗申述提供的個人資料，或亦會向其他人士披露，以作上述第1段提及的用途。

3. A "representer" has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.

   根據《個人資料（私隱）條例》（第486章）的規定，「申述人」有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址爲香港北角渣華道333號北角政府合署15樓。

* Delete as appropriate　　* 請刪去不適用者

Please fill "NA" for inapplicable item　　請在不適用的項目填寫「不適用」

「✓」at the appropriate box　　請在適當的方格內加上「✓」號

藍澄灣
RAMBLER CREST

藍澄灣業主委員會
Owners' Committee of Rambler Crest

藍澄灣管業處
香港新界青衣青衣路1號1樓
Rambler Crest Estate Management Office
Level 1, Rambler Crest, 1 Tsing Yi Road
Tsing Yi, New Territories, Hong Kong.
電話 Tel: 3165 1500　傳真 Fax: 3165 1529

附件

反對青衣青鴻路公營房屋發展計劃 (圖則編號: S/TY/26 及 S/TY/27)

青衣路交通負荷問題及交通影響評估報告:

1. 就 Mott MacDonald 進行之(Potential Site for Public Housing Development at Tsing Yi Road, Tsing Yi Area 22B, Traffic Impact Assessment Report, July 2015), 出現多方面重大錯誤及遺漏 樣本嚴重不足, 青鴻路公營房屋發展計劃共有 5 座, 將建約 3,800 個單位, 預計人口達 11,600 人, 樓高約主水平基準 140 米, 將會大大增加該地交通負苛。 如此大型房屋發展計劃之交通影響評估報告, Mott MacDonald 只於 2015 年 3 月 31 日 (星期 3) 1 天於長宏村進行公共交通調查, 樣本嚴重不足。 我們認為 Mott MacDonald 應最少於 5 個不同工作天進行公共交通調查, 以控制及減低調查誤差風險。

2. 同樣地, Mott MacDonald 只於 2015 年 4 月 28 日 (星期 2) 1 天於長青村進行專利巴士及公共小巴載客量調查亦屬樣本嚴重不足, 造成調查誤差風險極高。

3. 調查日期出現嚴重問題, 大大低估公共交通人流. Mott MacDonald 只於 2015 年 3 月 31 日 (星期 3) 1 天於長宏村進行公共交通調查, 得出早上最繁忙時段之 1 小時對公共交通需求人次為 1,776 人之結果, 出現嚴重問題, 大大低估公共交通人流。首先, 查 2015 年 3 月 31 日當日為復活節長假期前夕第 3 個工作天, 大量幼兒園、幼稚園、小學、中學及大學均已於 2015 年 3 月 31 日前開始復活節長假期。其次, 由於大量公司均以 3 月 31 日作年結, 很多上班人士均於當天放年假以清理假期餘額。最後, 很多上班人士均於當天放年假數天以自製特長假期。 以上種種原因, 均令該只於 2015 年 3 月 31 日 (星期 3) 1 天於長宏村進行公共交通調查出現嚴重問題, 大大低估公共交通人流。

4. 根據香港政府統計處之香港統計年刊 2014 之數據, 其所公布之就業人數比率約為人口之 51.87% (以青鴻路發展計劃之預計人口為約 11,600 人, 就業人口為約 6,017 人) 及適齡學童人數比率約為人口之 17.67% (以青鴻路發展計劃之預計人口為約 11,600 人, 適齡學童人口為約 2,050 人), 合共為 69.54%, 約為 8,067 人。 我們單單以政府統計處之資料計算, 每日需出門上班上學之就業人口及適齡學童已達 8,067 人, 尚未包括非上班上學之人口 (3,533 人)例如進行外出接送上學、買餸、飲茶、運動及其他活動對交通之需求。

藍澄灣
RAMBLER CREST

藍澄灣業主委員會
Owners' Committee of Rambler Crest

藍澄灣管業處
香港新界青衣青衣路 1 號 1 樓
Rambler Crest Estate Management Office
Level 1, Rambler Crest, 1 Tsing Yi Road
Tsing Yi, New Territories, Hong Kong.
電話 Tel: 3165 1500 傳真 Fax: 3165 1529

5. 如保守假設只有 50%就業人口、50%適齡學童及 25%非上班上學之人口需於最繁忙時段之 1 小時使用公共交通工具，數量將達 4,917 人，遠超 Mott MacDonald 之粗疏統計數據。

6. 調查地點不當. Mott MacDonald. 只於 2015 年 4 月 28 日 (星期 2) 1 天於長青村進行專利巴士及公共小巴載客量調查，調查地點並不恰當。事實上，青鴻路公營房屋發展計劃更為鄰近藍澄灣公共小巴站，如青鴻路公營房屋發展計劃落成後將對藍澄灣公共小巴需求造成極嚴重人流壓力。 查藍澄灣現時每當上學及上班時間均出現極長候車人龍，如 Mott MacDonald 於藍澄灣公共小巴站進行公共小巴載客量調查，當會得出極為負面結果，證明 Mott MacDonald 交通影響評估報告出現重大錯誤及遺漏，避重就輕，製造不實數據,以求蒙混過關。

7. 報告假設草率，不符合公眾合理預期. 該公共交通調查出現嚴重問題，大大低估公共交通人流後，得出對公共交通需求人次為 1,776 人之結果。 Mott MacDonald 繼而草率假設該 1,776 人只需 14.8 個巴士班次 (每輛巴士滿載 120 人) 已能解決對公共交通需求，脫離現實，不符合公眾合理預期。

8. 現實情況下，該 1,776 人不單會乘搭巴士，亦會乘搭其他公共交通工具例如的士(每輛約載 5 人)、小巴(每輛約載 16 人)，學童更會乘搭學童巴士(每輛約載 16 人)，而公共交通工具正常情況下亦不會滿載才開出。可見 Mott MacDonald 草率假設，嚴重低估公共交通工具需求之車流量，脫離現實，不符合公眾合理預期。

9. 假設該 1,776 人 50%乘搭巴士(每輛滿載 120 人)，另外 50%乘搭小巴及學童巴士(每輛滿載 16 人)，所需班次共約 63 班，遠超 Mott MacDonald 於報告中預期。

10. 如以我們從香港政府統計處之香港統計年刊 2014 之數據，再保守假設只有 50%就業人口、50%適齡學童及 25%非上班上學之人口需於最繁忙時段之 1 小時使用公共交通工具，數量將達 4,917 人，再假設該 4,917 人 50%乘搭巴士(每輛滿載 120 人)。另外 ,50%乘搭小巴及學童巴士(每輛滿載 16 人)，所需班次共約 174 班，遠遠超過 Mott MacDonald 於報告中預期。

11. 以上數據證明 Mott MacDonald 交通影響評估報告出現重大錯誤及遺漏，避重就輕，製造不實數據以求蒙混過關。

12. 按 **Mott MacDonald** 現時估算 **(1,776** 人**) 15** 個巴士班次. 按 Mott MacDonald 現時估算 (1,776 人) 再按實際情況 50%乘搭巴士及 50%乘搭公共小巴及學童巴士，7.5 個巴士班次及 55.5 個公共小巴及學童巴士班次，合共 63 個班次. 按香港政府統計處之香港統計年刊 2014，保守假設只有 50%就業人口、50%適齡學童及 25%非上班上學之人口需於最繁忙時段之，1 小時使用公共交通工具，數量將達 4,917 人，再按實際情況 50%乘搭巴士及 50%乘搭公共小巴及學童巴士 20.5 個巴士班次及 153.5 個公共小巴及學童巴士班次，合共 174 個班次

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香港新界青衣青衣路1號1樓
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13. 嚴重低估路面車流量增長. Mott MacDonald 於估算路面未來 10 年車流量增長時，並未有充份考慮附近大型建築項目之落成。例如,青衣路及青鴻路附近正在建築中之 Ampletree 淡馬 Temasek 大型物流中心 (樓面面積約為 850,000 呎)、青俊苑 (約 465 伙)、香港專業教育學院(青衣)學生宿舍 (樓面面積約為 157,000 呎)及正招標之細山路用地 (鄰近美景花園及香港專業教育學院，樓面面積約為 470,000 呎)，將來相繼落成之後，將大大增加青衣路及青鴻路路面車流量。

14. 隨著附近已落成之大型建築項目嘉民領達中心 (於 2012年中完工，樓面面積約為 2,400,000 呎) 營運日趨成熟，及亞洲物流中心順豐大廈於 2014 年底完工開始營運 (樓面面積約為 數十萬呎)，青衣南開始車流量大增。 Mott MacDonald 並未有參考香港政府統計處等實際數據。例如,於第 4 點 Mott MacDonald 申算青鴻路公營房屋發展計劃於最繁忙時段之 1 小時只需 15 個巴士班次，但我們參考香港政府統計處數據作保守假設，並依只有 50%就業人口、50%適齡學童及 25%非上班上學之人口需於最繁忙時段之 1 小時使用公共交通工具，數量將達 4,917 人，再按實際情況假設該 4,917 人 50%乘搭巴士(每輛滿載 120 人)，另外 50%乘搭小巴及學童巴士(每輛滿載 16 人)，所需班次共約 174 班，數量相差為 159 個班次，10 倍於 Mott MacDonald 之不實數據。

15. 而當以上大型建築項目相繼落成及營運成熟後，青衣路及青鴻路路面實際車流量將比過往大增以倍數計。 由於 Mott MacDonald 於估算路面未來 10 年車流量增長時，並未有充份考慮附近大量大型建築項目之落成，將嚴重低估將來實際路面車流量增長，令報告脫離現實情況，不符合公眾合理預期。

16. 路面工程頻繁已成常態，影響交匯處交通容量，造成樽頸大塞車._Mott MacDonald 估算交匯處交通容量時，並未有考慮路面工程頻繁對交匯處交通容量之重大影響。 以 2015 年 6 月至 8 月為例，單單由 '青衣路/青康路交匯處' 至 '青衣路/青衣鄉事會路交匯處' 短短數百米路程，已有 3 項大型路面工程在同時進行中，導致該路段大部份本來為雙線行車均改為單線行車，嚴重影響車流量。 其中最大型工程為水務署於青衣路/青衣鄉事會路交匯處於 2014年 10月開始進行，預期需時超過 1年直至2015年 11月才完成 (合約編號:11/WSD/11)，令該路段迴旋處及相關路面由雙線行車均改為單線行車，經常令交通出現嚴重擠塞，但 Mott MacDonald 對該大型路面工程之影響竟然隻字不提，繼續用雙線流暢行車作估算，造成估算交匯處交通容量時嚴重低估車流量，與實際情況並不相符，致令該交通影響評估報告出現重大錯誤及遺漏，不符合公眾合理預期。

17. 我們進一步詢問路政署過往數年於相關路段之工程明細，結果該署回覆有大量公營及私營機構曾進行路面工程如下: 1. 水務署 2. 九倉電訊有限公司 3. 和記環球電訊有限公司 4. 中華電力有限公司；及 5. 香港寬頻網絡有限公司. 由於 '青衣路/青康路交匯處' 至 '青衣路/青衣鄉事會路交匯處' 路段車輛使用頻繁，路面損耗致令維修工程不斷，加上相關路

藍澄灣管業處
香港新界青衣青衣路1號1樓
Rambler Crest Estate Management Office
Level 1, Rambler Crest, 1 Tsing Yi Road
Tsing Yi, New Territories, Hong Kong.
電話 Tel: 3165 1500 傳真 Fax: 3165 1529

段地底有大量設施不斷需要路面施工維修，例如水務署之水管更換及舖設，各電訊及寬頻網絡之網絡舖設，及電力公司之電纜舖設，令路面之維修工程已成常態，導致相關路段大部份本來為雙線行車均改為單線行車，嚴重影響車流量，造成樽頸大塞車。因此計算路面車流量時必須將路面工程頻繁影響交匯處及道路交通容量考慮在內，以作正確及全面之評估。

18. 路面交通繁忙，意外頻生. 查最近青衣路/青康路交匯處' 至 '青衣路/青衣鄉事會路交匯處' 短短數百米路程，已因路面交通繁忙，近月發生數宗交通意外，造成交通大擠塞:2015 年 7 月 12 日中午約 12 時，1 輛 20 呎長貨櫃車，駛經青衣南橋交匯處時,疑轉彎時失控向右翻側，壓住 1 條行車線，司機受傷被困。 消防接報到場，協助將貨櫃車司機救出，再由救護員送院治理，送院時清醒，警方正調查意外原因。受意外影響，青衣交匯處來往青衣橋至葵芳一度暫封，現場交通擠塞。

19. 見以下相關報導: http://hk.on.cc/hk/bkn/cnt/news/20150712/bkn-20150712125645772-0712_00822_001.html 最後該宗交通意外令交通大擠塞超過 4 小時，整個青衣島交通幾近癱瘓。2015 年 8 月 20 日上午約 8 時，青衣交匯處往青衣南橋方向，近青衣路有壞車,唯一行車線封閉，一帶擠塞。
20. 見以下相關報導: http://www.roadshow.hk/news/news-traffic.html?id=350415 由於正直上班及上學時間，最後附近大量居民及學生均嚴重遲到，整個青衣島交通幾近癱瘓。2015 年 8 月 20 日上午 9 時 30 分，青衣青康路往青衣南橋方向，位置近美景花園迴旋處有壞貨櫃車，龍尾已過長青邨巴士總站，現場路段受阻，交通擠塞。

21. 見以下相關報導: http://yes-news.com/31236/%E5%8D%B3%E6%99%82%E4%BA%A4%E9%80%9A-%E9%9D%92%E8%A1%A3%E7%BE%8E%E6%99%AF%E8%8A%B1%E5%9C%92%E8%BF%B4%E6%97%8B%E8%99%95-%E5%A3%9E%E8%BB%8A 由於正值上班及上學時間，最後附近大量居民及學生均嚴重遲到，整個青衣島交通幾近癱瘓。

22. 隨著附近大型建築項目之落成,例如青衣路及青鴻路附近正在建築中之 Ampletree 淡馬錫 Temasek 大型物流中心 (樓面面積約為 850,000 呎)、青俊苑 (約 465 伙)、香港專業教育學院(青衣)學生宿舍 (樓面面積約為 157,000 呎)及正招標之細山路用地 (樓面面積約為 470,000 呎)，將來相繼落成之後，將大大增加青衣路及青鴻路路面車流量，交通大擠塞及癱瘓將無日無之，造成極嚴重影響。

23. 隨著附近已落成之大型建築項目嘉民領達中心 (於 2012 年中完工，樓面面積約為 2,400,000 呎) 營運日趨成熟，及亞洲物流中心順豐大廈於 2014 年底完工開始營運 (樓面面積約為 數十萬呎)，青衣車流量大增，而於青衣路及青鴻路路面車流量於 2015 年比過往大增。根據香港警務處交通總部交通報告 2014，全港交通意外總數比 2013 年減少約 2%，但青衣區之 2014 年全年交通意外總數卻由 2013 年之 418 宗上升至 441 宗，升幅約 6%，遠超全港平均

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藍澄灣業主委員會
Owners' Committee of Rambler Crest

藍澄灣管業處
香港新界青衣青衣路1號1樓
Rambler Crest Estate Management Office
Level 1, Rambler Crest, 1 Tsing Yi Road
Tsing Yi, New Territories, Hong Kong.
電話 Tel: 3165 1500 傳真 Fax: 3165 1529

數，證明青衣交通日趨繁忙，直接導致意外頻生。

24. 根據香港警務處交通總部交通報告 2014，全港涉及交通意外之車輛類別中，平均只有 15%為貨車，但根據葵青區議會資料，於葵青涉及交通意外之車輛類別中有 29%為貨車，證明青衣貨運交通異常繁忙，導致意外頻生。

25. 由於貨車為大型車輛，一經發生意外將嚴重影響交通，因此計算路面車流量時必須考慮附近大型建築項目(包括將落成及已落成)之影響，並將交通意外及涉事車輛類別之嚴重特性考慮在內，以作正確及全面之評估。

26. 該交通顧問報告隻字不提交通意外對整個青衣島交通有極重大影響，根據過往經驗 1 宗交通意外已經可以令整個青衣島交通幾近癱瘓，明顯地該交通影響評估報告出現重大錯誤及遺漏，不符合公眾合理預期。

27. 未有諮詢相關巴士及小巴公司意見. 青鴻路公營房屋發展計劃預計人口達 11,600 人，連同附近大型建築項目之宿舍及住宅項目，包括青俊苑 (約 465 伙)、香港專業教育學院(青衣)學生宿舍 (樓面面積約為 157,000呎)及正招標之細山路用地 (樓面面積約為 470,000呎)，預期新增人口接近 20,000 人，但 Mott MacDonald 完全未有諮詢相關之九龍巴士公司及葵青聯運小巴公司有關應付龐大人流提供交通服務之能力。

28. 事實上藍澄灣及長青村青桃樓每每於上班及下班等繁忙時間均出現極長候車人龍，過去多年區議員與九龍巴士公司及葵青聯運小巴公司多番商討，均未能解決問題。最大原因是九龍巴士公司及葵青聯運小巴公司車長及車輛資源不足，未能提供足夠班次疏導人流。

29. 對外交通配套未能應付激增人口。即使按照 Mott MacDonald 推算的 15 班次交通安排。在報告" Traffic Impact Assessment Report" item 3.4.5 中提及需要增加對外增加巴士班次如圖(TABLE 3.5)。這會對區外交通構成一定的負荷，例如 42A, 43C, 242X 等巴士會在繁忙時間增加彌敦道不小於 6 架次巴士的負荷，港島區(948 及 948P) 增加 3 架次巴士的負荷，荃灣、葵青區(43, 43A, 43M, 243P) 增加 8 架次巴士的負荷及東九龍增加 3 架次巴士的負荷。試問在繁忙的彌敦道及港島區路面如何能增加這麼多的巴士架次? 而規劃處及顧問公司不但沒有在報告中提及有關的潛在未能解決的問題，更沒有咨詢其他區議會(如油尖旺，港島、九龍東及荃灣區議會)的意見，將來受苦的不單是青衣島居民，而是做成全港性交通失衡，禍及社會經濟發展。

30. 例子，有數年前房屋署向葵青區議會及城規會建議於葵聯道 80 號及葵盛圍前葵順臨時房屋區，興建 4座公營房屋發展計劃 (即今日之葵聯村)，當日信誓旦旦會解決交通及社區配套問題，但結果入伙後出現並未有兌現承諾提供交通及社區配套，問題到今日仍未能解決，葵青區議會各區議員多次於區議會追問有關官員如何解決交通配套問題，但皆不得要領。

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藍澄灣管業處
香港新界青衣青衣路1號1樓
Rambler Crest Estate Management Office
Level 1, Rambler Crest, 1 Tsing Yi Road
Tsing Yi, New Territories, Hong Kong.
電話 Tel: 3165 1500 傳真 Fax: 3165 1529

31. 最近 1 次有葵青區議會議員於區議會追問有關官員如何解決葵聯村交通及社區配套問題之葵青區議會會議紀錄 (2015 年 5 月 14 日) 如下：http://www.districtcouncils.gov.hk/kwt/doc/2012_2015/tc/dc_meetings_minutes/150514_95_區議會會議記錄.pdf.pdf: 由於房屋署於上1次葵青區興建公營房屋發展計劃並未有兌現承諾提供交通及社區配套，加上完全未有諮詢相關之九龍巴士公司及葵青聯運小巴公司有關應付龐大人流提供交通服務之能力,明顯令該交通影響評估報告出現重大錯誤及遺漏,不符合公眾合理預期。

32. 政府就是次計劃所提交 Mott MacDonald 的顧問報告手法實在非常粗疏，實在令人十分婉惜，完全沒有考慮周圍在興建中的房屋如長青村對上居屋，美景後方將會興建的房屋, IVE 的新宿舍及新近落成的物流中心，只是人流已增加了數千人，再加上此項目將會入住的萬多人，報告中只提及用 15 班巴士及擴闊少許路面便可解決此問題，從任何角度考慮都是難以令人信服，嚴重底估實際須要，是否真是如外面所說政府不會理會任何程序，配套及反對聲音，堅決要起足夠數量公屋向梁振英交數? 事件令人十分擔憂. 此外，周圍道路因接近貨櫃碼頭及物流中心，每天有大量重形車輛使用，只是在過去 2 個月已發生 3 次交通意外，引致交通嚴重擠塞，令到大部份青衣南街坊也須用上最少半小時至一小時才能到達最接近的 MTR 站. 在現時青衣南交通已經十分不理想的情況下，如將來再增多約 15,000 的人流，估計交通將會進一步難以負荷，故此懇請各城規會委員勿做政府幫凶，必須利用本身專業考慮，在未解決交通配套此問題時，必須予以否決此等不人道的方案.

33. 現在青衣南的住宅範圍包括長青村，藍澄灣，美景花園，IVE 等的食水，電，上網，煤氣等喉管都集中在此段路，因此，此段路長期需封閉一條行車線去舖設施工。此路段無論任何時間都有重型貨櫃車，巴士，運油車及其他車輛經過，道路的使用已經飽和，以致損壞嚴重，經常需要維修，道路留下凹凸不平的痕跡，如在青鴻路休憩用地興建房屋，到時增加的人口都要經此段道路。由於此路段非常繁忙，曾經發生多次交通意外，引致整個青衣區交通癱瘓，緊急車輛無路可行，附近居民的生命都受到威脅。

34. 附近有貨櫃碼頭，貨倉和油庫；貨櫃車，太型貨車和運油車頻密使用附近道路進出，由於行車相對緩慢，大大減慢行車時間，影響道路流量。加上快將落成使用的物流中心，可預計將更多太型或重型車輛使用附近道路，將會加深影響流量。在顧問報告並沒有計算這些因素，亦沒有考慮現有道路的承載能力，忽略這些車輛在道路使用上的影響，將會令將來長期交通阻塞，整個青衣南交通都受嚴重影響。到時無論增加多少班次也不能疏導交通。居民要長期受交通阻塞之苦。

35. 在青衣 22B 區一帶，長青村，美景花園，藍澄灣，連同興建中的青俊苑，近細山路屋村，教育學院及其宿舍和三座酒店，現時每平方公里內已有人口達 4 萬多。同時該地段又毗鄰大型貨櫃碼頭、多個物流中心、和記電訊大廈，流動人口絡繹不絕，道路系統使用繁忙，為應

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Tsing Yi, New Territories, Hong Kong.
電話 Tel: 3165 1500　傳真 Fax: 3165 1529

付當區固定居民及流動人口如學生及物流/社區設施等職員出入，公共交通工具經常大排長龍， 人車爭路等危險情境更屢見不鮮。 而當附近地段如在青鴻路的三幅預留土地(即臨時貨櫃場及露天停車場現地址)興建物流中心、教育學院擴建部份及長青村新屋苑將來相繼落成後，由於路面面積限制，現有或擬新增的道路系統及公共/商業/私人交通工具根本已經不敷應用，如強行再興建新屋苑，無論對現時及將來居民及其他道路使用者均帶來極嚴重負面影響，大塞車情況亦將會更加嚴重。到時居民必然怨聲載道! 然而有宮員聲稱會在擬建的3800 公屋落成後會作交通使用檢討或廣闊青衣路，這實在是騙人之說。一來衣路一帶路面窄，一面是斜坡油站，一面是公園公屋，根本沒有多餘空間廣闊路面。二來，就算有空間廣闊行車道，但所需的金錢及時間不非，並不能解決燃眉之急，受害者只有是新入伙的三千戶居民，青衣南一帶的公召私營居民，什至影響整個青衣島交通，影響貨櫃車出入，影響香港經濟。

36. 就顧問公司報告中，只在 2015 年 4 月 28 日早上 6:45 至 9:29 分進行交通評估，位置為長青邨青桃樓，但鄰近建屋位置的藍澄灣設有小巴站(路線: 88G/88F)、美景花園設有 243M 巴士總站，如日後公屋落成，相關居民有機會使用相關服務，但完全沒有進行檢查，而其中 88F/88G 小巴的服務，經常因酒店住客、附近商業大廈職員等等因素，引經常輪候長達半小時的情況，運輸署亦多次跟進，亦回覆有關情況不理想要作出改善，但至今仍未解決，如日後人口大幅增加，難以應付需要。另進行檢查的日子為香港文憑試考試期，部份學生以及考生因此沒有上學，未能反映居民實際情況

37. 顧問報告中沒有提及青沙幹線至青衣路車流量評估，在房屋署與顧問公司在報告中，所建議興建 5 座公屋，以其中 3 座樓宇沒有隔音屏障阻擋聲音，只依賴減音窗進行減聲，而青衣西南部有一系列的大型物流中心，汽車檢驗中心相繼落成，將做成青沙幹線至青衣路的車流量大增，而運輸署亦就有關情況，需要就青衣路以及航運路一帶進行改善。根據<香港規劃標準與準則>第九章 4.2.7 根據英國運輸署「計算道路交通噪音」的程序作出可靠的噪音聲級預測。香港在應用這計算方法時，交通流量最高的一小時的道路交通噪音以分貝(A)L10(1 小時)來表達，假設繁忙時間交通流量達 2000 架次，車輛速度為 70 公里/每小時，其正面噪音聲級分貝(A)L10(1 小時)為 81 分貝，扣除減音窗的減音量 4-8 分貝，仍會超出法定的 70 分貝，因此質疑報告沒有詳細資料，交代青沙幹線至青衣路的交通流量

38. 現時青衣南對外的公營交通已是嚴重不足, 區內居民常常需要等很長時間才可乘坐巴士或是專線小巴進出此區, 若再加上新增細山路及長青村正在興建的屋苑, 現有居民將會更加苦不堪言. 如再因此計劃而再增多萬多居民而政府在區域交通上再沒明顯的大幅改善, 交通問題將會雪上加霜. 此影響不單只是在青衣南, 可引伸至整條青康路(長青邨, 長康邨, 青華苑, 青盛苑) 和青衣半山(長亨邨, 長宏邨 和曉峰園)的居民. 同時因青衣南人口車流的增加, 交通擠塞對物流業的運作亦會有循環負面的影響.

藍澄灣
RAMBLER CREST
藍澄灣業主委員會
Owners' Committee of Rambler Crest

藍澄灣管業處
香港新界青衣青衣路1號1樓
Rambler Crest Estate Management Office
Level 1, Rambler Crest, 1 Tsing Yi Road
Tsing Yi, New Territories, Hong Kong.
電話 Tel: 3165 1500 傳真 Fax: 3165 1529

39. 按此計劃書所講稍作加寬的道路，是不可能應付青衣人口大增而導至新增加的車流量. 因青康路和南橋沒有在是次申請作大幅改動來迎合新增的兩萬人口. 此路段是青康路社區對外的重要交通命脈. 規劃處及其顧問公司的報告明顯沒有以此作出考慮. 當中的顧問報告亦作出極偏頗的評估，其內容亦過份草率，顯然是為政府強推政策而護航.

40. "在顧問報告中提及九巴說會""增加班次""(15 班)去應付新增的客量要求，但其實運輸署之前才以路線重組去減了我們 43C 線，在彌敦道容量受限制下，如何能再加車?

41. 另外九巴在現行編制上已經出現嚴重脫班情況. 其中一個例子是我在 9 月 14 日下午 6 時 20 分在佐敦廟街等待 42A 時，見著九巴 app 上所示的班次不斷出現""到達""，但根本上沒有車到. 最後等了 25 分鐘才上到車. 番查該時段 42A 的班次為 6-9 分鐘一班，但顯然易見是達不到基本要求，九巴在現時惡劣的表現下，如何在新屋村建成後令我們交通不會惡化?

42. 青衣南交通狀況一向未如理想，藍澄灣居民更是首當其衝，因藍澄灣座落青衣南橋則，巴士及小巴等皆以此地為離開青衣前之尾站，因大多巳在較前車站已經上滿，所以飛站情況多有發生，本邨居民每朝候車時間極長，如再加上新落成公屋之 12000 人口及細山路及正在興建中的長青村居屋項目的約 3600 人口，情況只會更為惡化。政府所委托之顧問公司，所作顧問報告多有不盡不實之處，例如其中對就業人口之估算實為大大低估，而新增加之人口絕非如報告所說只需增加 15 班巴士就能疏導。

43. 另外關於將來增加交通配套之建議，顧問公司提意於青衣路加建巴士總站，然而細山路路面極窄，迴旋處進入細山路之入口只有一條行車線，如果在青衣路加設巴士總站，只要稍有一點常識都能想到，巴士排隊停站時將令整個迴旋處交通癱瘓，而此迴旋處乃青衣南出市區必經之路，後果可想而知. 顧問公司又提意於細山路加闊行人路，然而青衣路臨近青鴻路斜坡，加上 ESSO 油站就在青衣路上，請問要如何加闊? 難道起在半空嗎? 或是迫遷油站? 顧問報告只說加闊，卻完全未提及實際該如何操作，當中粗疏可用不可思議形容.

44. 現時青衣南對外的公營交通已是嚴重不足，區內居民常常需要等很長時間才可乘坐巴士或是專線小巴進出此區，若再加上新增細山路及長青村正在興建的屋苑，現有居民將會更加苦不堪言. 如再因此計劃而再增多萬多居民而政府在區域交通上再沒明顯的大幅改善，交通問題將會雪上加霜. 此影響不單只是在青衣南，可引伸至整條青康路(長青邨，長康邨，青華苑，青盛苑) 和青衣半山(長亨邨，長宏邨 和曉峰園)的居民. 同時因青衣南人口車流的增加，交通擠塞對物流業的運作亦會有循環負面的影響.

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香港新界青衣青衣路1號1樓
Rambler Crest Estate Management Office
Level 1, Rambler Crest, 1 Tsing Yi Road
Tsing Yi, New Territories, Hong Kong.
電話 Tel: 3165 1500 傳真 Fax: 3165 1529

46. 就顧問公司報告中，只在 2015 年 4 月 28 日早上 6:45 至 9:29 分進行交通評估，位置為長青邨青桃樓，但鄰近建屋位置的藍澄灣設有小巴站(路線： 88G/88F)、美景花園設有 243M 巴士總站，如日後公屋落成，相關居民有機會使用相關服務，但完全沒有進行檢查，而其中 88F/88G 小巴的服務，經常因酒店住客、附近商業大廈職員等等因素，引經常輪候長達半小時的情況，運輸署亦多次跟進，亦回覆有關情況不理想要作出改善，但至今仍未解決，如日後人口大幅增加，難以應付需要。另進行檢查的日子為香港文憑試考試期，部份學生以及考生因此沒有上學，未能反映居民實際情況

47. 在交通方面，有區議員曾經問過運輸署、九巴，是否將來可有班次增加？如那份顧問報告所提及的增加 15 班次？是否可確切落實到屋苑？是否真的可以解決我們切身的交通問題？九巴也不曾給以“認為可以增加 15 班次”的實質回復。在過往的很多個案中，新建屋邨落成後，公共交通設施絕對不能配合如顧問報告所承諾的服務，而造成很多的運輸配套不配合，令到新舊居民怨聲載道，交通的擠塞，令居民上班、上學都成問題，讓新舊居民都飽受交通問題的煎熬！所以運輸署關於交通的這份顧問報告是絕對不能接受的！

油站側建屋的存在危險

48. 鄰近且呈半包圍儲存大量危險油品之現成大型 Esso 油站，天津大爆炸風險再現，青鴻路公營房屋發展計劃設計中第 1 – 5 座均座落於斜坡，且極接近及呈半包圍現成大型 Esso 油站 (最近距離只十數米，位於青衣南青衣路 15 號美景花園對面)，非常危險。 該現成大型 Esso 油站附有大量加油設施，更有機油更換服務，儲存大量危險油品，而貨櫃車亦可自由進出加油，一旦發生意外，對鄰近建築物包括藍澄灣、美景花園及長青村數以萬計居民將有嚴重潛在安全隱患，不久前發生之天津大爆炸風險再現。

49. 而且該現成大型 Esso 油站 24 小時營業，對鄰近建築物亦會帶來光、噪音、空氣及化學廢物污染，實在不適宜與建人口密集之大型房屋計劃。於斜坡中及儲有大量危險油品之加油站旁興建人口密集之大型房屋，施工只要偶一不慎，稍有火花，隨時會引發沖天巨災，造成生靈塗炭。根據規劃署指引第 12 章，第 3.5.1 節：http://www.pland.gov.hk/pland_tc/tech_doc/hkpsg/full/ch12/ch12_text.htm#3 ，倘若加油站設在已建設區，應選擇位於較空曠而不被其他發展包圍的地點。假使無法符合這項規定，則加油站四周的建築物只適宜為低建發展。現規劃署及房屋署無視鄰近儲存大量危險油品之附有機油更換服務之現成大型 Esso 油站風險，亦不理會規劃署指引，莫視大爆炸風險之餘，亦不符合公眾合理預期。

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50. 於 2015 年 9 月 18 日晚上於青衣長青村舉行之青鴻路公營房屋發展計劃諮詢大會上，經居民多番追問下，已於規劃署工作 28 年之荃灣及西九龍規劃專員周日昌先生亦默認，以往其從未曾於現成大型油站旁興建大型房屋項目，足見該項目潛在風險之高。

51. 目前，大型車輛，如貨柜車已影響青衣，以及鄰近地區如葵芳及荃灣的交通。如有意外，便會嚴重堵塞當區交通。如在青鴻路興建房屋，人口數目相對增加。然而；舒緩交通的設施及安排欠奉，交流擠塞的問題只會更趨吸嚴重！

52. 由於建樓位置於危險斜坡旁、旁邊更有加油站、雨水明渠、污水明渠、污水處理廠等設施，如在施工期間只要稍一不慎，即會導致大型災難事故。

53. 根據<香港規劃標準與準則>第十二章其他規劃標準與準則第 3 點 4.8 項有關在完成危險評估及規劃研究之前，處理潛在危險裝置附近地區的發展申請的臨時規劃指引：4.8.1 當中提及就臨時規劃而言，假設危險評估及規劃研究完成之前，現有的潛在危險裝置是不會遷移的。規劃的原則是，在合理而可行的情況下，設法減少在潛在危險裝置的諮詢區內居住、工作及聚集(包括暫住人口)的人數。凡屬可導致諮詢區人口增加的改變，均不會獲得許可，除非這種限制會導致私人發展權力受到剝削，始作別論。凡屬影響私人權益的決定，均應待危險評估及規劃研究完成後，始能定案。4.8.2：在處理諮詢區內發展項目的申請時，可參照下列指引：(a) 法定或部門內部的規劃圖則所作的修訂，不得導致計劃人口增加(不論在建築物內或其他場所的人口)；(b) 任何契約修訂(包括重批契約)不得導致計劃人口增加(不論在建築物內或其他場所的人口)；(c) 不得批出或分配新用地作住宅用途或人口聚集的場所(不論屬永久或臨時性的發展及重建計劃)；(d) 任何未作承擔的公共工程及房屋署計劃，若會增加建築物內或其他場所的人口，須待危險評估及規劃研究完成後，始能作出決定；以及(e) 對於諮詢區內須予特別考慮的發展項目申請，應提交協調委員會審批。以及 4.9 保護日後的潛在危險裝置用地，當中 4.9.1 指政府會進行選址研究，以鑑定日後可作潛在危險裝置用途的用地。所有潛在危險裝置用地均應位於人口稀少的偏遠地區。在獲鑑定為可設置潛在危險裝置的地區內，當局是無意禁止進行發展的，反之，對於具很好條件設置潛在危險裝置的地區，當局希望協調委員會能夠擔當監察該區發展壓力的角色。4.9.2 對於每幅獲鑑定可作潛在危險裝置用途的用地，均應界定一個「協調委員會監察區」。在這個地區內，倘有任何潛在危險裝置以外的建議，而可能對該幅用地預算設置的潛在危險裝置形成障礙，均應徵詢協調委員會的意見。根據以上規劃指引，政府在當初考慮於青衣路興建油站的時候，已周詳考慮周邊沒有任何大型發展，以及人口的增加，因此規劃署於是次更改休憩用地用途已違反上述指引要求，應立即擱置有關計劃.

54. 在與油站超短距離間興建民居，可能已觸及現有一些城市建築條例，其危險性絕不容低估，城規會必須考慮政府在此計劃上是否已違規？小心把關，以避免日後發生嚴重災害引致人命傷亡，城規會亦會因把關不力而承擔相關責任，故此請必須慎重行事.

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55. 計劃中之五棟公營房屋將會圍繞 ESSO 油站興建，其中最接近之一棟只距離該油站數十米。而該油站除氣油外，更儲存大量機油，一旦發生意外，爆炸將波及附近民居，新落成之公屋將首當其衝。而公屋之地盤與油站距離極近，稍有差池，公屋未落成就已經可能釀成大災難，故此極度反對在該處興建房屋.

56. 青鴻路公營房屋發展計劃設計中第 2 – 5 座極接近 Esso 油站 (距離只數十米)，油站置有大量加油設施及提供機油更換服務，儲存大量危險品而貨櫃車亦可自由進出加油，發生意外機會極大。有關當局沒有吸取天津大爆炸事故經驗，一旦發生意外，對鄰近建築物包括藍澄灣、美景花園及長青邨居民將有嚴重及不可預計的潛在安全隱患，草菅人命。

不能接受規劃處諮詢程序，假諮詢，不尊重民意

57. 葵青區議會議員一致通過動議 - 擱置青鴻路公營房屋發展計劃. 由於青鴻路公營房屋發展計劃有重大交通擠塞及安全隱患，因此於 2015 年 5 月 14 日葵青區議會會議中，全體 24 名葵青區議員亦一致通過動議，要求重新規劃青鴻路用地，在未有規劃完整交通、環境及社區配套之前，擱置青鴻路公營房屋發展計劃。但可惜房屋署完全無視區議會決議及地方公眾反對，強行將計劃提交城市規劃委員會，立下極壞先例，亦有違公眾合理期望。

58. 青衣居民反對青鴻路公營房屋發展計劃，於 2015 年 5 月葵青區議會議員李志強先生聯同美景花園曾就青鴻路公營房屋發展計劃進行居民調查，由於交通、環境及社區配套均完全不足，結果超過 80%居民反對青鴻路公營房屋發展計劃。於 2015 年 6 月葵青區議會議員潘志成先生聯同藍澄灣亦曾就青鴻路公營房屋發展計劃進行居民調查，由於交通、環境及社區配套均完全不足，結果超過 90%居民反對青鴻路公營房屋發展計劃。

59. 葵青區議會議員李志強先生、潘志成先生及張慧貞女士再次表明反對青鴻路公營房屋發展計劃，於 2015 年 9 月 18 日晚上於青衣長青村舉行之青鴻路公營房屋發展計劃諮詢大會上，葵青區議會議員李志強先生、潘志成先生及張慧貞女士指出由於交通、環境及社區配套均完全不足，再次表明反對青鴻路公營房屋發展計劃。

60. 2015 年 5 月中，對區議會介紹簡述是次項目時，只是給了約三天時間讓區議員瞭解規劃處更改用地用途的簡介資料，而根本沒有足夠規劃資料、更沒有足夠時間讓區議員向附近居民反映、介紹發展如何，有何根據、理據去更改這個用地用途，在區議會動議不支持、完全否決該的情況下，規劃處卻仍然我行我素，仍然去城規會更改該處用地用途，在這一做法上根本完全違反了政府一向的辦事程序，也非常非常非常不尊重居民和區議會的意見！完全罔顧市民本身的申訴權利和利益，完全地打破政府官員與居民溝通的橋樑基礎，構成我們居民絕對憤怒，反感反對的源頭！

藍澄灣
RAMBLER CREST

藍澄灣業主委員會
Owners' Committee of Rambler Crest

藍澄灣管業處
香港新界青衣青衣路1號1樓
Rambler Crest Estate Management Office
Level 1, Rambler Crest, 1 Tsing Yi Road
Tsing Yi, New Territories, Hong Kong.
電話 Tel: 3165 1500　傳真 Fax: 3165 1529

61. 是項申請明顯是在咨詢不足及可能已涉及政府行政管理失當的情況下進行. 規劃處繞過地區咨詢架構, 並且在區議會一致反對下, 直接提交城規會討論, 做法不單獨斷且鬼祟. 在未與本區居民協商及咨詢下而申請改變土地用途及試圖以極為偏頗的顧問報告誤導公眾, 實屬失職, 違反一向行之有效的社區咨詢程序, 單方面破壞雙方互信, 希望不要以此令政府行政運作開出極壞之先例. 帶頭令香港社會更加內耗.

62. 9 月 18 日當晚,規劃處周先生承諾會回答居民對顧問報告所提出的所有問題,居民的疑問會得到答案。但直至今天仍然未有任何回覆,致使居民急切等待答覆的期望落空。這完全違背了周先生當晚對衆居民的承諾!!由於 10 月 7 日是城規會公開資訊期的屆滿日, 周先生不聞不問的回避態度, 使得我們無法得到相關資料去研究顧問報告, 從而令我們失去了可研究該份顧問報告的黃金機會! 規劃處對居民拖延及欺騙的策略實在可恥!人神共憤!!

63. 香港過往有不少規劃發展亦同樣引發起社會激烈反對，例如：反高鐵事件、清拆天星碼頭、維港填海、啟德機場舊址的重建規劃等，這反映傳統的公眾諮詢方式已失去效用，無法回應公眾的關注和訴求。由於現行的公眾諮詢方式存在不少問題，根本未能有效吸納和整合公眾對社區發展的不同意見。在整個諮詢過程，既不透明又非常倉促地進行，政府亦選擇性地諮詢特定的對象，如城規會等，受影響的藍澄灣及美景花園居民並不是正式的諮詢對象，更繞過區議員反對，將建議直接提交到城規會，到了兩所屋苑在議員協助下才召開居民大會「落區」講解計劃，難怪居民質疑政府是漠視居民和「假諮詢」。居民藉著請願及居民大會已向政府表達訴求。還有，在諮詢過程中，政府未有及早和全面向居民公開所有相關的資訊，如青鴻路是現時唯一可興建房屋的用地，對青衣南區規劃的影響等等。居民不能夠接受這種不尊重民意又倉促的假諮詢。

64. 政府從來沒有諮詢附近居民關於更改該處休憩用地用途，他們自己直接上城規會，在 9 月 18 日才對附近居民作出該專案簡介。9 月 18 日對居民作出簡介至 10 月 7 日城規會諮詢期完結，短短十多二十天的時間，現有居民及區議員根本沒有時間可以完全知道，完全瞭解該更改該休憩用地用途的方向、資料，根本對公開諮詢的人是不公平、不公義的！

65. 我們居民對於一些全英文的所謂顧問報告，可以說是並未能完全瞭解，我們曾經要求有相關的中文顧問報告，規劃處也從無回應。從城規會一個公開諮詢的角度來看，這是對居民不公平、不公義的另一表現!

66. 而在規劃處的注釋中，休憩用地作斜坡、樹木等應予保留為居民所用。政府說該處休憩用地只為大約 4 多公頃，佔整個青衣區 40 多公頃的 10%，但我想說的是，該處休憩用地，無論對藍澄灣、美景花園或是長青邨的居民來說，是一個市肺，是過濾一些污濁空氣（如來自貨櫃碼頭）所必需的，你們拿走此處居民休憩是佔居民 100%的康樂用地，居民百份百需要這個綠色休憩土地！所以我們反對更改該處休憩用地的規劃用途！

藍澄灣
RAMBLER CREST

藍澄灣業主委員會
Owners' Committee of Rambler Crest

藍澄灣管業處
香港新界青衣青衣路1號1樓
Rambler Crest Estate Management Office
Level 1, Rambler Crest, 1 Tsing Yi Road
Tsing Yi, New Territories, Hong Kong.
電話 Tel: 3165 1500 傳真 Fax: 3165 1529

67. 被發現被偷步施工中，有圖為證，部份樹木已被連根拔起。房屋署已不理會葵青區區議會一致反對下，繞過葵青區區議會直接將青鴻路公營房屋發展計劃遞交城市規劃委員會審批，破壞了正常合法程序，嚴重破壞了與計劃周邊居民的溝通基礎。

休憩用地用途為該地市肺及污染緩衝分隔帶

68. 該休憩用地為當年興建 9 號貨櫃碼頭時，政府承諾將該休憩用地作為補償給美景花園及長青村居民，為極重要污染緩衝分隔帶，將美景花園及長青村與 9 號貨櫃碼頭作適當分隔，避免嚴重光、噪音、空氣污染及交通擠塞，因此該綠化地帶不宜作大型住宅發展，應維持作休憩用地。

69. 該地為藍澄灣居民僅有之唯一市肺，亦為鄰近美景花園及長青村數以千計居民之重要市肺，有效緩衝因鄰近 9 號貨櫃碼頭帶來之各項污染，包括最嚴重之空氣污染。 因此，休憩用地為該地極重要市肺及污染緩衝分隔帶，改劃該休憩用地用途並不符合公眾合理預期。

70. 於 2015 年 9 月 18 日晚上於青衣長青村舉行之青鴻路公營房屋發展計劃諮詢大會上，規劃署簡介時指出康文署內部評估顯示該發展計劃所在之休憩用地斜坡非常危險，不適宜興建任何休憩設施，足見該發展計劃潛在風險之高。

71. 按照規劃文件 S/TY/26 7.74 項 " The open space in front of the existing residential development at Mayfair Gardens will provides a variety of recreational facilities to the residents and the students of the adjacent technical institute. It also serves as a buffer area between the residential developments and the Container Terminal. " 但在建議修定草稿 S/TY/26A 7.7.4 項中卻刪除 "It also serves as a buffer area between the residential developments and the Container Terminal." 一段，這顯然和當年規劃青鴻路休憩用地用以補償美景花園因興建九號貨櫃碼頭相背馳。實對美景花園居民不公。

72. 附近休憩用地嚴重不足，根據規劃署香港規劃標準與準則，每區每 100,000 名居民應享有 20 公頃面積之休憩用地，但由於地理位置問題，青衣區絕大部份之休憩用地均位於西面，以座落於東南面之青鴻路公營房屋發展計劃為中心起 200 米計算，休憩用地本來已經非常不足，如該 4.29 公頃之休憩用地被改劃為青鴻路公營房屋住宅用地，雙重效應下 (附近休憩用地大幅減少而附近人口大幅增加)，休憩用地將會變得嚴重不足。

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藍澄灣管業處
香港新界青衣青衣路1號1樓
Rambler Crest Estate Management Office
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Tsing Yi, New Territories, Hong Kong.
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73. 根據城市規劃委員會於 2000 年 7 月 20 日就有關上環餘樂里將休憩用地改劃為住宅用地之上訴最終裁決否決案例，休憩用地之計算應以 200 米之可步行到達距離 (walkable distance) 作重要考慮。http://www.devb.gov.hk/tpab/filemanager/en/content_19/13-99.pdf

74. 青衣青鴻路並非唯一可以起房屋的土地，青衣北邊有更合適。有關當局應該考慮及研究，向居民交代為何青鴻路是唯一可建房屋的地方。

75. 葵青區一向是全港環境最差的區域，特別是在接近貨櫃碼頭一帶，空氣質素便越不理想，而該休憩用地面積約 4 公頃，按政府文件顯示，此地段當初是住宅區與貨櫃碼頭的緩衝地帶，而且廣植超過 1800 樹木，有淨化空氣及阻隔噪音的作用，加上是有一定斜度的斜坡，不能理解為何會將如此不理想的地方強行劃作興建房屋？再者，按照規劃處網頁所示，休憩用地其中一個原因是該處 "可能是不適合發展的斜坡土地"，而此土地已從 1992 年規劃到現在，如果是適合發展，為何荒廢了23年至今天才決定發展呢？此點實在是令人誹疑所思，我們有極大理由相信此地從頭至今的規劃都是不適宜興建任何建築物. 如是次城規會批準此項發展，相信青衣南已沒有多餘休憩用地可用及作為住宅區與貨櫃碼頭的緩衝地帶，因政府將預留休憩用地不合理地劃至該區 8 公里範圍，覆蓋了青衣島大部份地方，難道要居民日後要搭車才能到達最接近的休憩用地嗎？如此不理居民死活的政策，希望城規會能夠否決該項目，勿做千古罪人，繼尖沙咀海濱長廊事件後再次令市民失望.

76. 在物色土地興建新增公營房屋，須得到區議會和地區居民支持，以及有長遠規劃。除了諮詢外，政府應採取更有效的方法，誘導社區持份者一同參與規劃區居民對在區內興建公屋提出反對意見，政府在諮詢初期，只提供規劃大綱藍圖，並沒有擬備有效的公眾參與策略及搭建有效平台，與居民一同規劃地區。

77. 在政府的規劃方面，規劃處周日昌先生在 9 月 18 日的項目簡介會曾經提及，該處休憩用地是青衣島唯一最適合的房屋建造用地，但我們質疑的是，如果這一塊原本被規劃在斜坡上的休憩用地是唯一適合房屋建造的用地，那麼其餘 30 多公頃的休憩用地是否就是全部不適合？你們是否有報告反映其他的休憩用地是不適合建造房屋？我的問題是，可以用以興建房屋而不影響附近居民的休憩用地，一定不會青鴻路休憩用地，因為該處根本不適合建造房屋！

78. 現青鴻路之休憩用地是青衣南部(長青村，美景花園及藍澄灣一帶)的近乎唯一的休憩用地，按青衣南部居住人口推算將為 42,200 人及流動人口 12,800 人(看下圖一人口分佈)。假若青鴻路休憩用地被改劃後，青衣南部由藍澄灣起200米範圍內 (根據城市規劃委員會於 2000年 7 月 20 日就有關上環餘樂里將休憩用地改劃為住宅用地之上訴最終裁決否決案例，休憩用地之計算應以 200 米之可步行到達距離 (walkable distance)作重要考慮。)只剩美景花園及青鴻路公園這兩個不足 2 公頃的休憩用地，試問這兩個細小的休憩地方如何應付將近 4 萬 2 千人的激增人口在城市規劃中的 8.4 公頃要求呢?

藍澄灣
RAMBLER CREST

藍澄灣業主委員會
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藍澄灣管業處
香港新界青衣青衣路1號1樓
Rambler Crest Estate Management Office
Level 1, Rambler Crest, 1 Tsing Yi Road
Tsing Yi, New Territories, Hong Kong.
電話 Tel: 3165 1500　傳真 Fax: 3165 1529

79. 整幅地皮基本上全是斜坡，就算真能建屋，成本亦比平地起樓高昂。應青衣南居民及區議會要求，康文署曾於數年前於此地加建一休憩公園，當年康文署就是以22B斜坡不適合作大型建設為理由.拒絕為該休憩用地優化建設公園或建設康樂設施。故最終公園面積大大縮細至今天的青鴻路公園。但今天在同是一個斜坡位置，為何卻可興建如此大型的房屋項目？難道在斜坡上興建房屋會比興建公園更安全及更合適？顯然政府是以雙重標準，不顧居民身心健康而強行推有關項目上馬。

80. 此一地皮由1992年開始已劃為休憩用地，當中總共種植了超過1800多棵樹木，而且於藍澄灣落成後一直為居民提供難得的綠化環境及清新空氣。此地亦為美景及長青邨居民提供與9號貨櫃碼頭之有效的緩衝地帶，避免居民宜接受光害，噪音等影响。如將此地改建房屋，則等於將此一屏障毀掉，而落成後的公屋亦將直接承受貨櫃碼頭之光害，空氣污染與噪音等問題滋擾。

81. 我們非常質疑,規劃處揀選該處青鴻路休憩用地是否唯一一幅適合發展做公屋用途的休憩用地?根據規劃圖,青衣區裏有40多公頃的土地被規劃為休憩用地,規劃處究竟有沒有將這40多公頃的,規劃處規劃為休憩用地的土地作評估?有否顧問報告或被承認的文獻支持其餘的休憩用地是不適合的?!規劃處有沒有研究或叫顧問公司做報告去揀選其他現有土地去改變用途作公屋發展用？在這些改變土地用途中的大前提是不影響現有居民的環境及生活!我們在規劃圖裏看到青衣還有很多土地是可以改變用途的!既然規劃處現在是用變更土地用途的方法去覓地,為什麼不揀選其他如貨櫃地等的用地作為發展公屋用?而要將這一大片種植逾1800棵植物的綠化地活生生地鏟平?

82. 按"香港規劃標準與準則", 在規劃區域內每10萬居民要有合共20公頃"地區休憩用地" 及"鄰舍休憩用地"。現時青衣島休憩用地共43.7公頃，按政府統計署估計青衣島人口在2016年有約21萬。在一些大形住宅項目於2018年相繼完工後(包括擬發展的公屋項目)，估計人口達26萬人。按每10萬人口需要20公頃的休憩用地計算，扣除青鴻路四公頃的休憩用地，青衣島尚欠約10公頃的休憩用地。為什麼城規會怎可以罔規劃這基本的規劃原則於不理呢?

83. 按現行《城市規劃委員會條例》，綠化地帶及休憩用地的規劃意向主要是保育已建設地區和市區邊緣地區內的現有天然環境，抑制城市範圍擴展，供居民就近休憩康樂；並規定不宜進行發展。政府貿然強奪藍澄灣及美景花園的市肺，廢止其原有功能，剝奪市民的自然環境和公共休憩空間，依法無據，於理不合。

84. 在擬興建公屋的現地址(青衣　22B 區，青衣路及青鴻路交界)是由於毗鄰貨櫃碼頭發出噪音、光污染及空氣污染，故早年城規會已把該地規劃成『綠化及休憩』地區。以潔淨空氣及為毗鄰美景花園，長青村以至藍澄灣改善污染情況及提供適當的公共休憩空間以作補償。該處理應進一步興建綠化及社區設施如公園給公眾人士使用。以藍澄灣為例，由於藍澄灣毗鄰

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RAMBLER CREST

藍澄灣業主委員會
Owners' Committee of Rambler Crest

藍澄灣管業處
香港新界青衣青衣路1號1樓
Rambler Crest Estate Management Office
Level 1, Rambler Crest, 1 Tsing Yi Road
Tsing Yi, New Territories, Hong Kong.
電話 Tel: 3165 1500　傳真 Fax: 3165 1529

有大型貨櫃碼頭及物流中心，空氣質素極差，屋苑居民患有呼吸道相關疾病比例甚高，而藍澄灣及美景花園中間僅存之綠化用地，令空氣質素不致繼續惡化，亦不致更嚴重地影響附近居民健康。於該處綠化用地興建屋苑，會成為一大空氣屏障，造成屏風效應，嚴重影響通風廊，同時減少綠化會進一步增加二氧化碳及懸浮粒子數量。由於藍澄灣、美景花園及長青村向海地方已被 3 幢酒店遮擋，若在另一邊興建屋苑，就會被一大堆樓宇包圍，不論對附近屋苑景觀、空氣質素、空氣流動及居民身心健康及作息均有極大負面影響，長遠對社區健康大大不利

85. 政府從 1992 年已經規劃了此地作為休憩、康樂用地 ，還種植有 1800 餘棵植物，到 2002 年，藍澄灣入伙，規劃處也從未意圖更改過上述地方用途，仍然保留為休憩、康樂用地。香港地小，房屋建造用地的缺乏，並不是這一兩年的事，而是香港一值存在的問題。既然上述這塊休憩用地在過去香港缺乏房屋建造用地的二十年裡，依然從未更改過該地的規劃用途，已足以證明該處休憩用地是不適宜建造房屋的事實。

長遠社區規劃 康樂 設施嚴重不足

86. 根據規劃署香港規劃標準與準則, 以青鴻路公營房屋發展計劃為中心起計之康樂設施嚴重不足。 以附近藍澄灣、長青村、美景花園、青俊苑、細山路發展項目及青衣教育學院宿舍計, 人口已經超過 30,000 人, 公眾康樂設施應有: 羽毛球場 (每 8,000 人 1 個): 共需 3 個, 乒乓球桌 (每 7,500 人 1 個): 共需 4 個, 網球場 (每 30,000 人 2 個): 共需 2 個, 籃球場 (每 10,000 人 1 個): 共需 3 個, 排球場 (每 20,000 人 1 個): 共需 1 個, 5 人足球場 (每 30,000 人 1 個): 共需 1 個, 7 人足球場 (每 30,000 人 1 個): 共需 1 個, 滾軸溜冰場 (每 30,000 人 300 平方米): 共需 1 個, 緩跑徑 (每 30,000 人 500 – 1,000 米): 共需 1 條, 兒童遊樂場 (每 5,000 人 400 平方米): 共需 6 個. 事實上, 以上應有之公眾康樂設施已經嚴重不足, 公眾康樂設施達標率不足 50%, 若再新增青鴻路公營房屋發展計劃之 11,600 人, 附近康樂設施將會更形嚴重不足, 令社區康樂設施出現極嚴重爭奪, 附近居民生活質素將顯著下降。連同新增青鴻路公營房屋發展計劃之人口, 附近總人口將達 42,000 人, 因青鴻路公營房屋發展計劃而應新增公眾康樂設施應有: 羽毛球場: 共需 2 個, 乒乓球桌: 共需 1 個, 籃球場: 共需 1 個, 排球場: 共需 1 個, 兒童遊樂場: 共需 2 個, 然而, 青鴻路公營房屋發展計劃中之新增公眾康樂設施只有 1 個籃球場及 2 個羽毛球場, 完全未能應付居民所需。

87. 真正的社區規劃並不單只是增加公共交通班次。興建房屋後，人口增加逾萬，發展計劃中提及的社區設施如會堂和學校等設施，都較青鴻路偏遠。而有關交通配套設施的資料不足，政府應該提供相關配套設施的詳細資料及給予更多的時間，諮詢居民意見。

藍澄灣
RAMBLER CREST

藍澄灣業主委員會
Owners' Committee of Rambler Crest

藍澄灣管業處
香港新界青衣青衣路1號1樓
Rambler Crest Estate Management Office
Level 1, Rambler Crest, 1 Tsing Yi Road
Tsing Yi, New Territories, Hong Kong.
電話 Tel: 3165 1500　傳真 Fax: 3165 1529

88. 擬興建公營房屋的地積狹小，政府卻要興建達 3,800 個單位，引入 12,000 人口，各項配套例如學校(中小學及幼稚園) 、長者設施、停車位、醫院、診所、街市等社區設施本不能承擔。即使在上址興建少量商店(按計劃只有約 4000 平方米樓面積，相信到時只能容納十多商戶，絕對不能應付市民所需)、停車位(按計劃只有百多個車位，與住戶比例不足 5%)及幼稚園設施，亦未能滿足該區(青衣南)的整體需求。

89. 生活配套亦會因新增的人口而不足. 青衣南除了本區居民, 亦有三間酒店(1500 房間), 香港專業教育學院師生, 電訊大樓員工及大量物流從業員使用本區商場和服務. 現有的配套本已經嚴重不足. 若按此計劃只增加約 4000 平方米商場, 根本不足應付如此龐大的區內需求. 加上新興建的商場很大機會是由領展來招租及管理. 極大機會不會按地區居民需要而招租, 而是按回報率(如酒店遊客的另類高消費)需要而出租. 這可對民生及本區居民毫無幫助, 反而更對現有的設施增加負荷, 建議城規會應該退還有關計劃直至各方面作出積極改善, 並且透過區議會議決通過後才批準有關項目.

90. 計劃中興建公屋的位置毗鄰大型貨櫃碼頭(九號貨櫃碼頭)、物流中心及 3 幢酒店, 大量遠洋貨船、貨櫃車、旅遊巴及酒店專車進出。該地段飽受光污染、噪音污染及空氣污染嚴重。不適宜作長期居住。即使當年在一馬路之隔的藍澄灣及毗連酒店位置興建酒店及附服務式住宅，規劃處已因有關環境及污染問題，把藍澄灣及毗連酒店位置劃成『商用區域』，只能作為臨時居所，不能長住。在樓宇建築時更需要符合環境因素安裝加厚玻璃及中央鮮風系統等，才獲批准作酒店及服務式住宅。現擬興建的『青鴻路公營房屋興建計劃』只是一馬路之隔。同時受九號貨櫃馬頭的環境污染影響比藍澄灣更加嚴重，故為將來有關居民健康設想，應另覓地方興建住宅給有公屋住戶或需要人士。

91. 此政府用地, 按政府之前說法和現有實際環境是不適宜作長時間居住. 因有貨櫃瑪頭運作的各項污染. 影響將來居民的生活和健康

92. 按規劃處提議的計劃, 只會更加剝削本區現有居民 (已嚴重不足) 的資源配套, 包括交通和民生. 此項目對交通影響之大不單只在美景花園, 藍澄灣, 長青邨的青衣南現居民, 其影響可輻射至青康路上游居民的民生, 故此在規劃處在沒有全面改善有關交通, 環境及民主等有關配套時, 請城規會積極考慮否決此計劃.

93. 關於新屋邨萬多人的垃圾和衛生管理, 屋邨前方土地為青鴻路政府暫時出租貨櫃場地, 環境衛生可因新屋邨興建或建成入伙後急速變差 , 青衣過往已有本地登革熱個案. 青衣南之所以幸免, 除了人口比例正常, 政府和各私人屋苑努力保證公共衛生良好條件外, 現有的綠化帶亦產生自然生態平衡作用. 另外, 新屋邨亦只在藍澄灣旁不多於 50 米興建. 在兩屋邨極緊密的空間中, 垃圾處理和公共衛生問題在規劃報告中並沒有提及, 可見其不完善之處, 足以看見政府為強行推此項目上馬而欠缺周詳考慮.

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藍澄灣業主委員會
Owners' Committee of Rambler Crest

藍澄灣管業處
香港新界青衣青衣路 1 號 1 樓
Rambler Crest Estate Management Office
Level 1, Rambler Crest, 1 Tsing Yi Road
Tsing Yi, New Territories, Hong Kong.
電話 Tel: 3165 1500　傳真 Fax: 3165 1529

94. 地方醫院及消防人力及設施均不足以應付新增人口. 青衣區並無醫院, 當居民有急症時需跨區到荃灣或荔景附近醫院才能獲得治療, 根據諮詢文件圖則編號 S/TY/26 及 S/TY/27 清楚指出青衣區床位短缺已超過 1,100 張, 醫管局亦明確指出荃灣或荔景附近醫院床位已飽和, 根本完全沒有能力跨區應付青衣區之新增居民需求。

95. 而青鴻路公營房屋發展計劃極為接近現成大型 Esso 油站, 建築時及入伙後將大大增加大型災難事故發生機會率, 但現時青衣區消防局並無足夠人手及設施應付大型油站之大型災難事故。

96. 青衣區只有 1 間賽馬會診所和長康村健康院/診所, 而瑪嘉烈醫院就服務整個葵青及東涌區, 而且又是疾病預防控制中心，在現存的公共醫療資源下, 怎樣服務急遽增人口的需求呢？

97. 從長遠社區規劃而言，青衣北岸遠較青鴻路合適建房屋。因該處面積大數倍，又鄰近地鐵及公路，附近又無民居，對居民影響較少，更可建成超大屋邨，讓輪候人士可加快上樓，入住後又無噪音等滋擾，是最佳選擇。政府如何規劃青衣社區? 嚴重交代背後理念? 為何青鴻路是目前唯一興建房屋的地方?

建築設計 規劃 成本及影響

98. 數百個藍澄灣及美景花園住宅景觀被嚴重遮擋, 呈三文治式發展. 有關住宅發展樓宇過高, 實為屏風樓, 對數百個藍澄灣及美景花園住宅景觀造成嚴重影響, 當中特別以藍澄灣第 1 座所有 6 樓至 50 樓之 D、E、F、G 單位, 第 2 座所有 6 樓至 50 樓之 D、E、F、G 單位, 第 3 座所有 6 樓至 50 樓之 D、E、F、G 單位, 第 5 座所有 6 樓至 50 樓之 D、E 單位及第 6 座所有 6 樓至 50 樓之 D、E 單位最受影響, 大部份單位之景觀被嚴重遮擋, 但由於規劃署及房屋署巧妙利用不同角度錯誤演繹, 於都會規劃小組委員會文件 S/TY/26 及 S/TY/27 中並未有被規劃署及房屋署作正確報告, 並不符合公眾合理預期, 完全令附近居民不能接受。

99. 青鴻路公營房屋發展計劃為高密度住宅項目, 樓高 140 米, 其東面同為高密度及樓高 140 米之住宅及酒店項目藍澄灣 (5 幢住宅及 3 幢酒店), 西有同為高密度及樓高 140 米之住宅項目美景花園 (8 幢住宅), 由於全屬高密度項目, 呈三文治式發展, 有如屏風樓令大量單位之景觀被嚴重遮擋, 對附近之空氣流通有非常負面影響。根據城市規劃委員會於 2000 年 7 月 20 日就有關上環餘樂里將休憩用地改劃為住宅用地之上訴最終裁決否決案例, 高密度住宅項目不應呈三文治式發展, 對社區之健康不利。
http://www.devb.gov.hk/tpab/filemanager/en/content_19/13-99.pdf

100. 斜坡起樓成本高昂. 青鴻路公營房屋發展計劃之 5 座樓宇設計均座落於斜坡, 成本高昂。加上, 鄰近 9 號貨櫃碼頭帶來之各項污染, 包括光污染、噪音污染及空氣污染, 樓宇設備配套

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Owners' Committee of Rambler Crest

藍澄灣管業處
香港新界青衣青衣路1號1樓
Rambler Crest Estate Management Office
Level 1, Rambler Crest, 1 Tsing Yi Road
Tsing Yi, New Territories, Hong Kong.
電話 Tel: 3165 1500　傳真 Fax: 3165 1529

昂貴，該建屋計劃並不符合成本效益，亦不符合公眾合理預期。

101. "政府盲搶地，今次建房屋的地方是樓同樓之間，重要在斜波上起。要起樓，好多樹被斬，泥土變鬆，附近有可能變了石屎，新種樹木生長困難。帶來的山泥傾瀉風險會增加。

102. 過去不時有業主投訴危險斜坡維修費用高昂，例如早前薄扶林一幢大廈接獲危險斜坡修葺令，維修工程便涉及 200 多萬元，每戶平均攤分 10 多萬元。日常維修費亦會計入管理費，以牛池灣嘉峰臺為例，被多達 9 個總面積逾 18 萬平方呎的斜坡包圍，單是每年維修斜坡費用便高達 20 萬元.

103. 技術上雖然可行，但成本會較平地建屋為高。樓就起左了，向政府交了數，但環境及社會代價，以致人命代價，由誰承受？

104. 在顧問報告裡，在視野遮擋這個問題上，從來沒有在藍澄灣 5 樓平臺的視野上去做一個觀景的研究。我們看到新擬建的建築物只是距離藍澄灣大概 100 至 150 米，如果用藍澄灣相同的高度，到了 140 個 MPD，將會完全遮擋現有視線，更甚者，藍澄灣本身所享有的陽光，在白天裡只餘下 1、2 個小時的日照！這一切都完全沒有被如實反映在那份顧問報告裡！那份所謂的顧問報告只是用了一個避重就輕、蒙蔽居民的方法、方向去介紹附近環境的視野在新擬建房屋下是不受影響，這是對附近一帶居民的絕對不公平！

105. 青衣北及西南部均有更佳選擇，實不應於人煙稠密、交通極繁忙之屋苑間興建大型屋苑，令民怨沸騰，長遠對社區健康發展大大不利。

106. 根據 1999 年 8 月路政署與安建顧問公司就九號幹線詳細可行性研究報告書環境影響評估內容摘要中，第 2.2.4 段指出，模擬數據分析結果表示青沙幹線所產生的額外音量至長青邨將會少於 1 分貝，但對專業教育學院員工宿舍位於三樓以上的員工宿舍將預計比標準水平多於 3 分貝，而專業教育學院的課室噪音量將預計多於環境影響評估程序的技術備忘錄的標準水平，因此需要直接的緩解噪音方法是在九號幹線連接道的西邊設置 300 長，5.1 米高，延伸 2.8 米的懸臂式分隔牆，這樣才可將宿舍的噪音減至 70 分貝以下。而 2001 年 4 月當時政府運輸局向立法會交通事務委會就九號幹線青衣至長沙灣段和長沙灣至沙田段的文件第 14 段，亦查證在沒有隔音屏障下噪音高達 74 分貝。因此現選址興建公屋工程比興建當時青沙幹線更接近藍澄灣、美景花園、長青邨、專業教育學院一帶，更需要做一系列的平整工程，所帶來的噪音定必超出標準，對於附件的居民以及日後入住居民帶來嚴重影響.

107. 根據<香港規劃標準與準則>第七章第 7.6 條，渠務保留地在任何情況下應提供不設限制的通路，以通往渠務保留地。除在特殊情況下，有關範圍內不得設置構築物。但就建屋計劃中，將計劃於渠務保留地上興建通道或建築物，質疑是否附合條例原意.

藍澄灣
RAMBLER CREST

藍澄灣業主委員會
Owners' Committee of Rambler Crest

藍澄灣管業處
香港新界青衣青衣路1號1樓
Rambler Crest Estate Management Office
Level 1, Rambler Crest, 1 Tsing Yi Road
Tsing Yi, New Territories, Hong Kong.
電話 Tel: 3165 1500　傳真 Fax: 3165 1529

108. 於 2015 年 9 月 15 日早上 9 時，有藍澄灣 3 座高層居民發現正在城市規劃委員會諮詢中之改劃休憩用地為青鴻路公營房屋發展計劃(圖則編號: S/TY/26 及 S/TY/27)，正被偷步施工勘探中，部份樹木已被連根拔起，剷出一片平路。我們馬上聯絡葵青區區議員潘志成先生及藍澄灣業委會會員，經商討後，區議員潘志成先生及藍澄灣業委會立即向規劃署及地政署作出投訴，而事後地政署回覆施工勘探者已確認為房屋署人員。 有見事態極為嚴重，已到警署備案，以作進一步跟進。由於房屋署繼不理會葵青區區議會一致反對下，繞過葵青區區議會直接將青鴻路公營房屋發展計劃遞交城市規劃委員會審批，立下極壞先例。到今日房屋署竟然未經城市規劃委員會批准下偷步施工勘探，視法治及既定程序如無物。

109. 建議用地未獲城規會通過，便偷步進行勘探，質疑規劃署、房屋署在向城規會提交計劃書的時候，未有詳細就土地進行建屋的可行性研究。以及懷疑偷步進行斬樹，而早前就此事去信規劃署、房屋署作出投訴及交代斬樹數目及品種，但至今仍沒有收到回覆，使本人有理由懷疑有古樹被斬除之可能性，亦就此事已向警方備案跟進.

110. 在房屋署的初步設計裡，我們看到他們的設計是儘量將樓宇的密度及高度往最高的可能去建造，完全漠視對附近環境觀景及對藍澄灣居所的採光的影響！房屋署的設計擬建高度是達到最高點，這是完全不可接受的！因為這樣的設計完全沒有考慮到對附近環境的影響！他們不應只顧及擬建房屋可達到的最多戶數最多可容納的人數。

111. 根據環境影響評估條例指南 8/2010，第 2 點 Approach to LVIA 在整條條文，顧問公司需要就興建的樓宇提供多角度預視圖片但從報告中，既然沒有位於直接受體藍澄灣正面向建屋位置的預視圖片，質疑是否觸犯上述條例。另就條例中，十分重視區議會的意見，但規劃署就用地的諮詢完全漠視區議會的意見及議決，只在會議前三天送達文件給葵青區議會秘書處，會議上多名議員就用地要求提供相關的環評報告等資料，但一直沒有回覆，引致區議會全體通過動議，反對有關用地更改用途。及後區議員亦就用地更改用途發出書面聲明，要求規劃署注重區議會議決，擱置更改土地用途，以及提交文件供區議會進行討論，但規劃署一直沒有回覆及提供相關資料，便將有關資料遞交城規會，完全漠視區議會的意見.

112. 青鴻路公營房屋發展計劃毗鄰大型 9 號貨櫃碼頭及 3 幢酒店，大量遠洋貨船、貨櫃車、旅遊巴及酒店專車進出，釋放大量有害物質，無論光污染、噪音污染及空氣污染均非常嚴重，附近屋苑居民患有呼吸道相關疾病比例甚高，因此該休憩用地並不適宜作大型住宅發展之用。

113. 由於擬興建危險斜坡位置，斜坡地面需要平整，以約一公里的範圍計算，成本至少上億元。該處的雨水明、渠污水明渠亦需巨額費用加以平整。同時屋內更要裝設加厚玻璃及為每個單位安裝及運作中央鮮風系統，建築及營運成本高昂。因鄰近 8 號幹線青衣段出口，交通繁忙，在該地建屋亦要加建隔音屏障，所費不菲。如堅持在上址興建公屋非但成本高昂，同時亦有不少技術上限制。如作公屋出租或其他形式出售不但未能收回成本，同時亦製造很大的營運及管理費用。如以上費用由納稅人承擔，實為不公。

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RAMBLER CREST

藍澄灣業主委員會
Owners' Committee of Rambler Crest

藍澄灣管業處
香港新界青衣青衣路1號1樓
Rambler Crest Estate Management Office
Level 1, Rambler Crest, 1 Tsing Yi Road
Tsing Yi, New Territories, Hong Kong.
電話 Tel: 3165 1500　傳真 Fax: 3165 1529

污染及環境影響的誤導

114. 造成熱島效應，青鴻路公營房屋發展計劃之土地用途改變及密集建築發展會造成熱島效應，該屏風樓嚴重影響青衣路通風廊，特別是設計中之第 4 及 5 座樓宇呈 L 字型排列，影響至大。 大量而密集的高聳建築物不單令氣溫上升，滯留在城市中的熱力亦使空氣質素變差，帶來空氣污染，增加健康風險、社區電費及醫療負擔，對附近之藍澄灣、美景花園及長青村數以萬計居民將帶來長期嚴重健康隱患。居民健康受損，增加公共醫療負擔。

115. 在擬興建公屋的現地址(青衣　22B 區，青衣路及青鴻路交界)是由於毗鄰貨櫃碼頭發出噪音、光污染及空氣污染，故早年城規會已把該地規劃成『綠化及休憩』地區。以潔淨空氣及為毗鄰美景花園，長青村以至藍澄灣改善污染情況及提供適當的公共休憩空間以作補償。該處理應進一步興建綠化及社區設施如公園給公眾人士使用。以藍澄灣為例，由於藍澄灣毗鄰有大型貨櫃碼頭及物流中心，空氣質素極差，屋苑居民患有呼吸道相關疾病比例甚高，而藍澄灣及美景花園中間僅存之綠化用地，令空氣質素不致繼續惡化，亦不致更嚴重地影響附近居民健康。於該處綠化用地興建屋苑，會成為一大空氣屏障，造成屏風效應，嚴重影響通風廊，同時減少綠化會進一步增加二氧化碳及懸浮粒子數量。由於藍澄灣、美景花園及長青村向海地方已被　3 幢酒店遮擋，若在另一邊興建屋苑，就會被一大堆樓宇包圍，不論對附近屋苑景觀、空氣質素、空氣流動及居民身心健康及作息均有極大負面影響，長遠對社區健康大大不利.

116. 根據區議會第 22/2015 文件顯示，這裡提及透過樓宇座向及設計減音窗及強光，並且與道路保持適當距離以達到減底噪音效果. 但藍澄灣的環評報告中部份內容，透過當時與政府的會議中知悉，為了令環境適合居民居住，所以該項目必須加裝隔音玻璃及鮮風供應系統等設施，而前面酒店則用於阻隔來自貨櫃碼頭的噪音及強光，而環保處亦有上門量度噪音，但為了符合規定，所有指標也必須關上窗戶量度的，時至今天，藍澄灣居民仍然飽受強光，噪音及空氣污染等滋擾. 現在青鴻路擬建公屋位置距離藍澄灣只有數十米，而當中大部份地方也沒有類似如藍澄灣前面酒店項目作為屏障，相信該公營房屋項目會是直接受體，將來入住居民將會受到多方面困擾，故此環境評估應比藍澄灣更為嚴謹. 現時青沙公路及青鴻路每天均有大量重形車輛行駛，加上旁邊一個今年剛開始運作及將會完成的新物流中心，已可預計強光，空氣污染加上交通流量勢必加劇，但有關報告對於環保設計方面顯然極度不足，內容粗疏，嚴重底估有關承受能力，使人極度懷疑該處是否適合興建公營房屋，如該項目強行上馬，將對現有居民及將入住居民健康大有影響，故此希望各城規會委員否決有關方案.

117. 區議會文件第 22/2015 號提到透過樓宇座向及設計包括減音窗，以及與道路保持適當間距等方案以達到減低噪音效果，但這些方案只在幫助新落成的公屋住戶。 現時青沙公路和青鴻路常有大形車行走，行車和貨櫃碼頭的噪音已對一座住戶做成一定滋擾，加上新的物流中

藍澄灣業主委員會
Owners' Committee of Rambler Crest

藍澄灣管業處
香港新界青衣青衣路1號1樓
Rambler Crest Estate Management Office
Level 1, Rambler Crest, 1 Tsing Yi Road
Tsing Yi, New Territories, Hong Kong.
電話 Tel: 3165 1500　傳真 Fax: 3165 1529

心，行經的大形車輛數量必曾多，若政府强行更改土地用途，不但把原本樹林給收噪音的工能廢除，新建的大廈更加會把噪音返射到本屋苑其他坐數的單位，政府不應把所有負面影响都轉移到現有居民身上。

118. 根據<香港規劃標準與準則>第九章 4.2.7 根據英國運輸署「計算道路交通噪音」的程序作出可靠的噪音聲級預測。政府部門亦經常會使用上述預測，而香港在應用這計算方法時，交通流量最高的一小時的道路交通噪音以分貝(A)L10(1 小時)來表達。以顧問公司報告中指早上繁忙一小時行經青衣路來回車輪為 2181 部，以速度 50 公里/每小時計算，利用「計算道路交通噪音」的程序作出可靠的噪音聲級預測，得出噪音應為 80 分貝，超出<香港規劃標準與準則>第九章 4.1 噪音標準摘要的所有住宅樓，包括臨時房屋的噪音標準-噪音源:道路交通噪音分貝(A)L10(1 小時)的 70 標準。而房屋署就噪音所作出的改善建議，只為住戶安裝減音窗設施，但根據環境保護署就減音窗評估為太約 4-8 分貝，以 80 分貝減去最高隔聲量 8 分貝，仍超出標準 2 分貝，因此就噪音問題未解決下，應擱置有關建議。

119. 在噪音方面亦是一個大問題，區議會文件第 22/2015 號提到透過樓宇座向及設計包括減音窗，以及與道路保持適當間距等方案以達到減低噪音效果，但這些方案只在幫助新落成的公屋住戶。

120. 現時青沙公路和青鴻路常有大形車輛行走，行車和貨櫃碼頭的噪音已對一座住戶做成一定滋擾，加上新的物流中心，行經的大形車輛數量必然曾多，若政府强行更改土地用途，不但把原本樹林吸收噪音的工能廢除，新建的大廈更加會把噪音返射到本屋苑其他坐數的單位，政府不應把所有負面影响都轉移到現有或將來的公屋居民身上。

訴求

我們希望城市規劃委員會委員可以將以上各問題紀錄在案，向有相關部門尋求以上共 120 條問題的解釋，說明及答案。對在未有完整解釋，說明及答案之前，委員會委員應如同葵青區議會會議中，全體 24 名葵青區議員一致通過的動議：在未有規劃完整交通、環境及社區配套之前，擱置/否決青鴻路公營房屋發展計劃。

藍澄灣業主委員會　謹啟

主席　陳碧齊　謹啟
二零一五年十月五日

葵青區議會

潘志成區議員

辦事處地址:青衣長宏邨宏善樓地下 WING C 室　　電話:[redacted] 傳真:[redacted]

本處編號：2015090600(a)

致：北角渣華道 333 號
北角政府合署 17 樓
規劃署署長
凌嘉勤先生, JP
傳真：[redacted]

反對在青鴻路更改休憩用地興建樓宇

本人近日得悉，城規會提出申請在青衣青鴻路休憩地方改變用途作興建樓宇，完全漠視區議會及藍澄灣居民的意見。由於房屋署及　貴署沒有詳細交代當地的交通評估、環境評估、房屋設計、高度、座向等資料，在未有規劃完整交通、環境及社區配套之前，強行在青鴻路休憩用地建屋，嚴重影響藍澄灣居民的日常生活，並對他們造成困擾，大部份藍澄灣居民均對在此地建屋表示反對。現本人代表藍澄灣居民，希望　貴署能與房屋署商討，在其他合適的土地興建公營房屋，以應付社會各階層人士需要。

懇請示覆，有勞之處，先此致謝！

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葵青區議員

潘志成

葵青區議會

潘志成區議員

辦事處地址:青衣長宏邨宏善樓地下 WING C 室　　電話:36902948 傳真:36902949

本處編號：2015092300(a)

致：北角渣華道 333 號
北角政府合署 17 樓
規劃署署長
凌嘉勤先生, JP
傳真：2877 0389

反對在青鴻路更改休憩用地興建樓宇

本人首先在此感謝　貴署在 2015 年 9 月 18 日晚上 7 時至 10 時，派員抽空出席'青鴻路公屋發展計劃居民簡介會'，聽取居民的意見。由於居民對政府的計劃持有相反的意見，認為在青鴻路斜坡及在油站附近建屋是十分危險，嚴重影響藍澄灣居民的生命安全，希望　貴署能接納及聽取居民意見，撤回在青鴻路休憩用地興建樓宇。

本人較早前得悉，城規會提出申請在青衣青鴻路休憩地方改變用途作興建樓宇，完全漠視區議會及藍澄灣居民的意見。由於房屋署及　貴署沒有詳細交代當地的交通評估、環境評估、房屋設計、高度、座向等資料，在未有規劃完整交通、環境及社區配套之前，強行在青鴻路休憩用地建屋，嚴重影響藍澄灣居民的日常生活，並對他們造成困擾，大部份藍澄灣居民均對在此地建屋表示反對。現本人代表藍澄灣居民，希望　貴署能與房屋署商討，在其他合適的土地興建公營房屋，以應付社會各階層人士需要。

懇請示覆，有勞之處，先此致謝！

葵青區議員

潘志成

RECEIVED
2015 OCT -5 A 10:17
TOWN PLANNING BOARD

1.反對更改青鴻路休憩用地，不滿政府漠視區議會及居民意見

2．斜坡起樓成本高，潛在危險誰擔當

3．回避議員問題，漠視區議會議決

4．油站在咫尺，爆炸風險難預算

5．漠視環境保育，千棵大樹難逃一劫

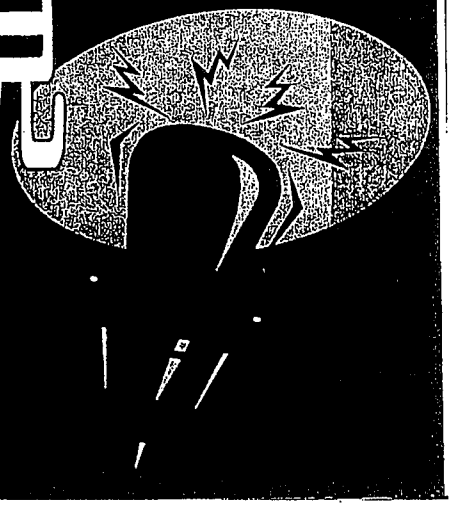
6．強奪休憩空間，強建密集屏風樓

7．政府強奪市肺，罔顧居民健康

致：規劃署署長

反對更改青鴻路休憩用地

不滿政府漠視區議會及居民意見



Form No. S6 表格第 S 6 號

For Official Use Only 請勿填寫此欄	Reference No. 檔案編號	
	Date Received 收到日期	

1. The representation should be made to the Town Planning Board (the Board) before the expiry of the specified plan exhibition period. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board, 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申述必須於指定的圖則展示期限屆滿前向城市規劃委員會（下稱「委員會」）提出，填妥的表格及支持有關申述的文件（倘有），必須送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會秘書收。

2. Please read the "Town Planning Board Guidelines on Submission and Publication of Representations, Comments on Representations and Further Representations" before you fill in this form. The Guidelines can be obtained from the Secretariat of the Board (15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong - Tel.: 2231 4810 or 2231 4835) and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F., Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories), or downloaded from the Board's website at http://www.info.gov.hk/tpb/.
填寫此表格之前，請先細閱有關「根據城市規劃條例提交及公布申述、對申述的意見及進一步申述」的城市規劃委員會規劃指引。這份指引可向委員會秘書處（香港北角渣華道 333 號北角政府合署 15 樓 - 電話：2231 4810 或 2231 4835）及規劃署的規劃資料查詢處（熱線：2231 5000）（香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輋路 1 號沙田政府合署 14 樓）索取，亦可從委員會的網頁下載（網址：http://www.info.gov.hk/tpb/）。

3. This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters, preferably in both English and Chinese. The representation may be treated as not having been made if the required information is not provided.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。提出申述的人士須以打印方式或以正楷填寫表格，填寫的資料宜中英文兼備。倘若未能提供所需資料，則委員會可把有關申述視爲不曾提出論。

1. Person Making This Representation (known as "Representer" hereafter)
提出此宗申述的人士（下稱「申述人」）

Name 姓名 / 名稱 (Mr./Mrs./Miss/Ms./~~Company/Organization~~* 先生 / 夫人 / 小姐 / 女士 / ~~公司 / 機構~~ *)

葵青區議員 潘志成

2. Authorized Agent (if applicable) 獲授權代理人 (如適用)

Name 姓名 / 名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生 / 夫人 / 小姐 / 女士 / 公司 / 機構 *)

不適用

3. Details of the Representation
申述詳情

Draft plan to which the representation relates 與申述相關的草圖	S/TY/27

* Delete as appropriate * 請刪去不適用者
Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Parts 1, 2 and 3 第 1 、第 2 及第 3 部分

Form No. S6 表格第S6號

3. Details of the Representation (Continued) (use separate sheet if necessary)
申述詳情（續）（如有需要，請另頁說明）

Nature of and reasons for the representation 申述的性質及理由

Subject matters@ 有關事項@	Are you supporting or opposing the subject matter? 你支持還是反對有關事項？	Reasons 理由
A1項、A2項 B1項、B2項 C項	☐ support 支持 ☑ oppose 反對	═══ 見附頁 ═══
	☐ support 支持 ☐ oppose 反對	
	☐ support 支持 ☐ oppose 反對	

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

@ Please describe the particular matter in the plan to which the representation relates. Where the representation relates to an amendment to a plan, please specify the amendment item number provided in the Schedule of Amendments.
請形容圖則內與申述相關的指定事項。如申述與圖則的修訂有關，請註明在修訂項目附表內的修訂項目編號。

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」
「✓」at the appropriate box 請在適當的方格內加上「✓」號

4. Plans, Drawings and Documents 圖則、繪圖及文件

Please list location plans, sites plans, other relevant plans, drawings and other documents submitted with the representation. For coloured drawings/plans or plans/drawings larger than A3 size, 90 copies each should be provided. For other supplementary documents, e.g. reports on impact assessment, 90 copies each should be submitted.

請列明連同申述一併遞交的位置圖、地盤平面圖、其他相關圖則、繪圖及其他文件。倘有圖則/繪圖爲彩圖或超過A3大小，須一式90份。至於其他補充文件（例如：影響評估報告），則須一式90份。

不適用

5. Signature 簽署

Signature 簽署 X

潘志成

Name in Block Letters 姓名（以正楷填寫）

"Representer" /Authorized Agent* 「申述人」/ 獲授權代理人 *

葵青區議員

Position (if applicable) 職位（如適用）

Professional Qualification(s) 專業資格

Member 會員 / Fellow 資深會員 * of

☐ HKIP ☐ HKIA ☐ HKIS ☐ HKIE ☐ HKILA

Others 其他 .....

on behalf of 代表 .....

Company/Organization Name and Chop (if applicable)

公司 / 機構名稱及蓋章（如適用）

Date 日期 2015年10月07日

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this representation will be used by the Secretary of the Board and Government departments for the following purposes:

   (a) the processing of this representation which includes making available the name of the "representer" for public inspection when making available this representation for public inspection; and

   (b) facilitating communication between the "representer" and the Secretary of the Board/Government departments

   in accordance with the provisions of the Town Planning Ordinance and the relevant Town Planning Board Guidelines.

   委員會就這宗申述所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

   (a) 處理這宗申述，包括公布這宗申述供公眾查閱，同時公布「申述人」的姓名供公眾查閱；以及

   (b) 方便「申述人」與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the "representer" in this representation may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

   「申述人」就這宗申述提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. A "representer" has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.

   根據《個人資料（私隱）條例》（第 4 8 6 章）的規定，「申述人」有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址爲香港北角渣華道 333 號北角政府合署 15 樓。

* Delete as appropriate　　* 請刪去不適用者

Please fill "NA" for inapplicable item　　請在不適用的項目填寫「不適用」

「✓」at the appropriate box　　請在適當的方格內加上「✓」號

致：城市規劃委員會

本人就規劃署向　貴會提出修訂 S/TY/27 圖則的土地用途，當中 A1、A2、B1、B2、C 項進行申述及提出意見，亦就顧問公司報告存在的問題提出意見:

1.前言

規劃署於 2015 年 5 月 11 日正式遞交文件向葵青區議會提出上述用地更改土地用途，亦於 2015 年 5 月 14 日進行討論，短短 3 日的時間，令議員難以向居民進行諮詢及聽取意見，而規劃署向　區議會所遞交的文件，只有 4 頁簡介以及 2 張圖則，詳細的資料完全欠缺(如：交通評估、環境評估等……)，令議員們感到規劃署是次諮詢過急，亦就更改用地存在問題表示關注，迫使葵青區議會議員一致推過"葵青區議會要求重新規劃青鴻路/青衣路用地，在未有規劃完整交通、環境及社區配套之前，擱置在上述選址興建大型屋邨"動議，希望規劃署能考慮擱置有關計劃，亦就計劃向居民進行諮詢，聽取居民意見。本人亦於 2015 年 7 月區議會大會上亦作出聲明，要求規劃署正視區議會議員的意見及區議會動議。但規劃署最終一直沒有再向區議會提交文件及進一步解釋，便向　貴會提交文件，完全漠視區議會的意見及參與。

2.漠視區議會以及居民的意見

本人於 2015 年 5 月 11 日至 14 日於藍澄灣進行更改土地用途問券調查，共收到 541 有效問卷，根據調查結果，96.6%反對/1.8%中立/1.6%支持，而其中擔心更改用地後的影響: 交通 480 份、環境 509 份、樹木 437 份、景觀 474 份、空氣流通 498 份、社區設施 342 份、其他 181 份，亦於 2015 年 5 月 18 日向政府遞交有關資料。另一葵青區議員李志強於 2015 年 5 月在美景花園、長青邨進行有關上述調查，其調查結果，亦顯示支持 94.6%/中立 4%/反對 94.6%，而藍澄灣業委會亦就上述土地反對更改用途進行簽署行動，共收到 2200 多個簽名。根據上述資料，足以顯示居民就上述土地用途的建議的不滿及擔憂，但規劃署一直沒有就上述意見書回應及派員跟進有關事宜。

3.顧問公司報告抽樣存在問題

(A)交通評估不完善以及誤導

就顧問公司報告中，只在 2015 年 4 月 28 日早上 6:45 至 9:29 分進行交通評估，位置為長青邨青桃樓，但鄰近建屋位置的藍澄灣設有小巴站(路線: 88G/88F)、美景花園設有 243M 巴士總站，如日後公屋落成，相關居民有機會使用相關服務，但完全沒有進行檢查，而其中 88F/88G 小巴的服務，經常因酒店住客、附近商業大廈職員等

等因素，引經常輪候長達半小時的情況，運輸署亦多次跟進，亦回覆有關情況不理想要作出改善，但至今仍未解決，如日後人口大幅增加，難以應付需要。另進行檢查的日子為香港文憑試考試期，部份學生以及考生因此沒有上學，未能反映居民實際情況

因此葵青區議會亦就青衣西南進行了公共交通服務調查，根據 2015 年葵青區議會公共交通服務調查結果於長青邨青桃樓、藍澄灣小巴站進行公共交通服務調查，有關調查分別 09 月 24-27 日進行，其中調查結果 42A、948、88F、88G，均出現交通服務不足負荷的情況，其他車輛亦均飽和，於連續 4 天的交通服務調查，42A 都出現 3-4 超戴沒法上車或飛站的情況，而 948 情況更嚴重(見附件)，88F/88G 於繁忙時均出現爆滿的情況，居民需要輪候 15-20 分鐘才能登車，與顧問公司的數據出現極大的落差。

另就整個規劃署、顧問公司報告中，沒有提及青沙幹線返青衣路的車流量報告，難以評估用地日後入伙後，車流量所做成的噪音、空氣污染及將可能做成的交通擠塞的影響，另位於青鴻路入口物流中心相繼落成，車流量定必增加，但顧問報告中沒有就此作出推測，因此對此報告中的車流量評估成疑。

另以 2015 年 7 月-9 月於青衣橋兩側為例，已發生 4 次交通意

外，引致做成青衣西南部大擠塞，擠塞多達一小時以上，令居民出入做成嚴重影響，就報告的道路車流量足以應付存疑。

(B)環境

噪音問題

建議中的噪音解決方案效果存疑，嚴重影響日後入往居民的生活根據<香港規劃標準與準則>第九章 4.2.7 根據英國運輸署「計算道路交通噪音」的程序作出可靠的噪音聲級預測。香港在應用這計算方法時，交通流量最高的一小時的道路交通噪音以分貝(A)L10(1 小時)來表達。以顧問公司報告中指早上繁忙一小時行經青衣路來回車輪為 2181 部，以速度 50 公里/每小時計算，利用「計算道路交通噪音」的程序作出可靠的噪音聲級預測，得出噪音應為 80 分貝，**超出**<香港規劃標準與準則>第九章 4.1 噪音標準摘要的所有住宅樓，包括臨時房屋的噪音標準-噪音源:道路交通噪音分貝(A)L10(1 小時)的 70 標準。而房屋署就噪音所作出的改善建議，只為住戶安裝減音窗設施，但根據環境保護署就減音窗評估為太約 4-8 分貝，以 80 分貝減去最高隔聲量 8 分貝，仍超出標準 2 分貝，因此就噪音問題未解決下，應擱置有關建議。

欠缺青沙幹線的車流量評估

報告中沒有提及青沙幹線至青衣路車流量評估，在房屋署與顧問公司在報告中，所建議興建 5 座公屋，以其中 3 座樓宇沒有隔音屏障阻擋聲音，只依賴減音窗進行減聲，而青衣西南部有一系列的大型物流中心，汽車檢驗中心相繼落成，將做成青沙幹線至青衣路的車流量大增，而運輸署亦就有關情況，需要就青衣路以及航運路一帶進行改善。根據<香港規劃標準與準則>第九章 4.2.7 根據英國運輸署「計算道路交通噪音」的程序作出可靠的噪音聲級預測。香港在應用這計算方法時，交通流量最高的一小時的道路交通噪音以分貝(A)L10(1 小時)來表達，假設繁忙時間交通流量達 2000 架次，車輛速度為 70 公里/每小時，其正面噪音聲級分貝(A)L10(1 小時)為 81 分貝，扣除減音窗的減音量 4-8 分貝，仍會超出法定的 70 分貝，因此質疑報告沒有詳細資料，交代青沙幹線至青衣路的交通流量

建議用地位置鄰近青沙幹線落斜青衣路段，鄰近貨櫃碼頭及物流中心，多年來藍澄灣居民就車輛路經此路所帶來的噪音向環保署投訴，要求興建隔音屏障，但環保署根據藍澄灣建屋的附例，在量度噪音時需要居民關閉窗戶，才錄得沒有超標。而藍澄灣亦因噪音問題，在建屋時需要加入特製玻璃窗，以及安裝鮮風抽氣系統，才能批准興建，足以証明噪音問題嚴重。恐怕公屋入伙後，居民所帶來的噪音滋擾十分嚴重，而房屋署亦不見會協助鮮風抽氣系統，難度真的要居民

長期關窗生活，因此不適宜位置建屋。

建屋所帶來的噪音影響

根據 1999 年 8 月路政署與安建顧問公司就九號幹線詳細可行性研究報告書環境影響評估內容摘要中，第 2.2.4 段指出，模擬數據分析結果表示青沙幹線所產生的額外音量至長青邨將會少於 1 分貝，但對專業教育學院員工宿舍位於三樓以上的員工宿舍將預計比標準水平多於 3 分貝，而專業教育學院的課室噪音量將預計多於環境影響評估程序的技術備忘錄的標準水平，因此需要直接的緩解噪音方法是在九號幹線連接道的西邊設置 300 長，5.1 米高，延伸 2.8 米的懸臂式分隔牆，這樣才可將宿舍的噪音減至 70 分貝以下。而 2001 年 4 月當時政府運輸局向立法會交通事務委會就九號幹線青衣至長沙灣段和長沙灣至沙田段的文件第 14 段，亦查證在沒有隔音屏障下噪音高達 74 分貝。因此現選址興建公屋工程比興建當時青沙幹線更接近藍澄灣、美景花園、長青邨、專業教育學院一帶，更請要做一系列的平整工程，所帶來的噪音定必超出標準，對於附件的居民帶來嚴重影響

(C)社區設施配套

根據香港規劃標準與準則第四章，康樂、休憩用地及綠化，當中引述康樂活動範圍廣泛，從打麻雀和看電視等家居娛樂、晨運和打

太極靜態康樂活動，以至參與運動及體育比賽不等。因此的規劃標準與準則，爲休憩用地及康樂設施的規劃、分佈和設計，提供一個公平的基礎。 休憩用地用以滿足人口對動態和靜態康樂活動的需要，既可設於毗鄰住宅的地點(即「鄰舍休憩用地」)，亦可設於核心位置，為更廣泛的地區服務(即「地區休憩用地」)。較諸「地區休憩用地」和「鄰舍休憩用地」，位於市區要衝的「區域休憩用地」服務範圍更廣，更可發展成為主要的旅遊點。以下列出的休憩用地供應標準，並不包括美化市容地帶、郊野公園、綠化地帶和海岸保護區等綠化用地。其中地區休憩用地以及鄰舍休憩用地，其標準每 100,000 人 10 公頃，即每人 1 平方米。青衣人口 192441，而青衣西南人口達 89099 人，休憩用地大部份位於青衣東北部，居民使用康樂設施，均需要乘坐交通工具十分不便，而現申請更改土地用地的地方更是藍澄灣、美景花園、長青邨剩下的另一休憩用地。

(D)其他

油站側建屋的存在危險

根據<香港規劃標準與準則>第十二章其他規劃標準與準則第 3 點 4.8 項有關在完成危險評估及規劃研究之前，處理潛在危險裝置附近地區的發展申請的臨時規劃指引: 4.8.1 當中提及就臨時規劃而言，假設危險評估及規劃研究完成之前，現有的潛在危險裝置是不會

遷移的。規劃的原則是，在合理而可行的情況下，設法減少在潛在危險裝置的諮詢區內居住、工作及聚集(包括暫住人口)的人數。凡屬可導致諮詢區人口增加的改變，均不會獲得許可，除非這種限制會導致私人發展權力受到剝削，始作別論。凡屬影響私人權益的決定，均應待危險評估及規劃研究完成後，始能定案。 4.8.2: 在處理諮詢區內發展項目的申請時，可參照下列指引：(a) 法定或部門內部的規劃圖則所作的修訂，不得導致計劃人口增加(不論在建築物內或其他場所的人口)；(b) 任何契約修訂(包括重批契約)不得導致計劃人口增加(不論在建築物內或其他場所的人口)；(c) 不得批出或分配新用地作住宅用途或人口聚集的場所(不論屬永久或臨時性的發展及重建計劃)；(d) 任何未作承擔的公共工程及房屋署計劃，若會增加建築物內或其他場所的人口，須待危險評估及規劃研究完成後，始能作出決定；以及(e) 對於諮詢區內須予特別考慮的發展項目申請，應提交協調委員會審批。以及 4.9 保護日後的潛在危險裝置用地 ，當中 4.9.1 指政府會進行選址研究，以鑑定日後可作潛在危險裝置用途的用地。所有潛在危險裝置用地均應位於人口稀少的偏遠地區。在獲鑑定為可設置潛在危險裝置的地區內，當局是無意禁止進行發展的，反之，對於具很好條件設置潛在危險裝置的地區，當局希望協調委員會能夠擔當監察該區發展壓力的角色。 4.9.2 對於每幅獲鑑定可作潛在危險裝置用途的用地，均應界定一個「協調委員會監察區」。在這個地區內，倘有

任何潛在危險裝置以外的建議，而可能對該幅用地預算設置的潛在危險裝置形成障礙，均應徵詢協調委員會的意見。 根據以上規劃指引，政府在當初考慮於青衣路興建油站的時候，已周詳考慮周邊沒有任何大型發展，以及人口的增加，因此規劃署於是次更改休憩用地用途已違反上述指引要求，應立即擱置有關計劃

就顧問公司報告中，就未來建屋的視覺景觀的資料不盡不實，矮化區議會意見

根據環境影響評估條例指南 8/2010，第 2 點 Approach to LVIA 2.1 LVIA shall be directed towards predicting and judging of the magnitude and significance of the effects that new development/redevelopment may have on landscape resources/characters and visual amenities. 2.2 LVIA should be an independent and informed professional assessment of the impacts from a DP. It should be based on the reasonable case scenario and/or where there is uncertainty the worst case scenario. Both positive and negative landscape and visual impacts should be given due consideration in the process. 2.3 It is recognised that, unlike other impact assessments, LVIA relies more upon experienced professional judgment and less on quantitative measurements. Hence, it is important to adopt a structured and systematic approach in LVIA to facilitate the public to understand the potential landscape and visual impacts arising from the DP. 2.4 In assessing the significance of impacts in LVIA, it is necessary to differentiate between judgment on the significance of change, which involves a greater degree of subjective opinion, and measurement of magnitude of change, which is normally a more objective and quantifiable task. Assessment should always be supported by quantified data, clear evidence, logical deduction, reasoned argument and informed judgment. 2.5 Based on the best information available at the time of the assessment, LVIA might report the main concerns on landscape and visual issues raised by

interested parties1. 2.6 Information in the LVIA should be consistent with that used for other impact assessments covered by the same EIA report such as : □ noise assessment in respect of the location, extent and size of noise barriers/enclosures, □ ecological impact assessment in respect of the quantification of landscape features and the potential impacts on them, and □ assessment of waste management implications, e.g. in respect of potential loss of topsoil, vegetation removal and other landscape resources. 1 In general, interested parties may include: □ Advisory Council on the Environment (ACE) □ Advisory Committee on the Appearance of Bridges and Associated Structures (ACABAS), □ Country and Marine Parks Board (C&MPB), □ District Councils (DCs), □ Harbour-front Enhancement Committee, □ Town Planning Board (TPB),and □ Public comment from consultation forum (if any/applicable as stated in para. 3.1(b)). 2.7 For easy understanding, annotated illustrative materials such as computer-generated photomontages, oblique aerial photographs, photographs, plans, elevations and section drawings should be extensively used to convey the findings of LVIA to the readers. Descriptive text should provide a concise and reasoned argument. 2.8 As LVIA involves appraisal of landscape and visual resources, professional judgment of impact significance and formulation of sensible mitigation measures, it is therefore recommended that professional landscape architects, planners and/or urban designers, or other competent persons be appointed to carry out the full scope of LVIA as identified in the study brief.在整條條文，顧問公司需要就興建的樓宇提供多角度預視圖片但從報告中，既然沒有位於直接受體藍澄灣正面向建屋位置的預視圖片，質疑是否觸犯上述條例。另就條例中，十分重視區議會的意見，但規劃署就用地的諮詢完全漠視區議會的意見及議決，只在會議前三天送達文件給葵青區議會秘書處，會議上多名議員就用地要求提供相關的環評報告等資料，但一直沒有回覆，引致區議會全體通過動議，反對有關用地更改用途。及後區議員

亦就用地更改用途發出書面聲明，要求規劃署注重區議會議決，擱置更改土地用途，以及提交文件供區議會進行討論，但規劃署一直沒有回覆及提供相關資料，便將有關資料遞交城規會，完全漠視區議會的意見

<u>質疑渠務保留地 上興建建築物</u>

根據<香港規劃標準與準則>第七章第 7.6 條，渠務保留地在任何情況下應提供不設限制的通路，以通往渠務保留地。除在特殊情況下，有關範圍內不得設置構築物。但就建屋計劃中，將計劃於渠務保留地上興建通道或建築物，質疑是否附合條例原意

此致

潘志成

07/10/2015

2877 0249 / 2522 8476

Form No. S6
表格第S6號

REPRESENTATION RELATING TO DRAFT PLAN UNDER SECTION 6(1) OF THE TOWN PLANNING ORDINANCE (CAP. 131)

根據《城市規劃條例》（第131章）第6(1)條就草圖作出申述

就草圖作出申述
Representation Relating to Draft Plan

參考編號
Reference Number: 150824-141501-73812

提交限期
Deadline for submission: 07/10/2015

提交日期及時間
Date and time of submission: 24/08/2015 14:15:01

提出此宗申述的人士
Person Making This Representation: 先生 Mr. 葵青區議員林立志

申述詳情
Details of the Representation :

與申述相關的草圖
Draft plan to which the representation relates: S/TY/27

申述的性質及理由
Nature of and reasons for the representation:

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
A1, A2, B1, B2, C	反對 Oppose	本人贊同新建公屋可舒緩公屋輪候人士，協助基層市民上樓。然而，由於此地鄰近長青邨、美景花園、藍澄灣及青衣專業教育學院，加上未來將於409小巴總站、曉峰園旁、美景花園旁改劃住宅用地，房屋署及規劃署務必對交通配套如何配合新增人口進行詳細評估，以配合新增公共交通及社區配套設施的需求。 本人認為，應先作下列改善建議，否則不應將此幅土地改為住宅用途： 1. 重新規劃青衣西南的巴士/小巴服務 2. 加快更新東涌線訊號系統，以加密港鐵班次 3. 增加出入口及乘車站點/路線，利用青鴻路/青沙公路疏導人流，避免與由長亨/長宏/長康/長青沿青康路開往青衣南橋的車輛造成嚴重擠塞 本人認為整個青衣島應進行可持續發展的規劃，搬遷重工業/油庫等，以建設成「美麗島」。

對草圖的建議修訂(如有的話)
Proposed Amendments to Draft Plan(if any):

059

就草圖作出申述
Representation Relating to Draft Plan

參考編號
Reference Number: 150824-141501-73812

提交限期
Deadline for submission: 07/10/2015

與申述相關的草圖
Draft plan to which the representation relates: S/TY/27

「申述人」的詳細資料 **Particulars of "Representer"**

「申述人」 **"Representer":** 先生 Mr. 葵青區議員林立志

聯絡人
Contact Person :

通訊地址
Postal Address : 新界青衣長亨邨巴士總站1號林立志議員辦事處

電話號碼
Tel No. : [redacted]

傳真號碼
Fax No. : [redacted]

電郵地址
E-mail address : [redacted]

tpb

寄件者: Herbert LAI [redacted]
寄件日期: 31日08月2015年星期一 18:24
收件者: tpbpd@pland.gov.hk
副本: [redacted]'Winnie Or'
主旨: Comments on Planning Application - S/TY/26
附件: Letter to Town Planning dd 20150831.pdf

Dear Sir,

We'd like to comment on the planning application no. S/TY/26 and relevant document is attached for your perusal.

Should you have any questions, please do not hesitate to contact the undersigned. Thank you.

Thanks and regards,

Herbert LAI

SPM/Cheung Ching Estate & Cheung Hang Estate

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****

Easy Living Consultant Ltd.

No.20-29, G/F , Ching Wai House, Cheung Ching Estate, Tsing Yi

T: 2495 2224 F:2436 0337

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Easy Living Website – http://www.hkeasyliving.com

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就規劃申請提出意見

Comments on Planning Application

請勿填寫此欄 For Official Use Only	檔案編號 Reference No.	
	收到日期 Date Received	

重要提示：

Important Notes:

(1) 意見必須於指定的法定期限屆滿前向城市規劃委員會（委員會）提出；
the comment should be made to the Town Planning Board (the Board) before the expiry of the specified statutory period;

(2) 委員會考慮申請的暫定會議日期已上載於委員會的網頁(www.info.gov.hk/tpb/)。考慮規劃申請而舉行的會議(進行商議的部分除外)，會向公眾開放。如欲觀看會議，請最遲在會議日期的一天前以電話(2231 5061)、傳真(2877 0245或2522 8426)或電郵(tpbpd@pland.gov.hk)向委員會秘書處預留座位。座位會按先到先得的原則分配；
the tentative date of the Board to consider the application has been uploaded to the Board's website (www.info.gov.hk/tpb/). The meeting for considering planning applications, except the deliberation parts, will be open to the public. For observation of the meeting, reservation of seat can be made with the Secretariat of the Board by telephone (2231 5061), fax (2877 0245 or 2522 8426) or e-mail (tpbpd@pland.gov.hk) at least one day before the meeting. Seats will be allocated on a first-come-first-served basis;

(3) 供委員會在考慮申請時參閱的文件，會在發送給委員會委員後存放於規劃署的規劃資料查詢處(查詢熱線 2231 5000)，以及在會議當日存放於會議轉播室，以供公眾查閱；及
the paper for consideration of the Board in relation to the application will be available for public inspection after issue to the Board Members at the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) and at the Public Viewing Room on the day of meeting; and

(4) 在委員會考慮申請後，可致電2231 4810或2231 4835查詢有關決定，或是在會議結束後，在委員會的網頁上查閱決定摘要。
after the Board has considered the application, enquiry about the decision may be made at tel. no. 2231 4810 or 2231 4835 or the gist of the decision can be viewed at the Board's website after the meeting.

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates** S/TY/26.

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

詳見附頁.

「提意見人」姓名／名稱 Name of person/company making this comment 賴天祐 高級物業經理

簽署 Signature _____ 日期 Date 31.8.2015

代表鄧物業服務有限公司

宜居顧問服務有限公司
EASY LIVING CONSULTANT LIMITED

長青邨物業服務辦事處 CHEUNG CHING ESTATE PROPERTY SERVICES MANAGEMENT OFFICE
新界青衣長青邨青槐樓地下 20-29 號 No.20-29,G/F., Ching Wai House, Cheung Ching Estate, Tsing Yi, N.T. 電話 Tel: 2495 2224 傳真 Fax: 2436 0337

本函檔號 : EL/CC/TPB/STY26/1
來函檔號 :

城市規劃委員會秘書 （經電郵 tpbpd@pland.gov.hk）
香港北角渣華道 333 號
北角政府合署 15 樓

敬啟者:

有關就規劃申請提出意見事宜

本公司為青衣長青邨的管理公司，近期接到不少居民就區內的城市規劃修訂項目提出意見，希望本處代為向城規會反映。意見重點如下:

- 增加房屋供應乃大部份香港市民所想及所需，對於增加住宅用地基本上是同意的。
- 目前青衣南區的交通經已極為繁忙，道路上充斥著公共、私人交通工具及重型車輛，在普遍居民的眼中已近飽和。
- 於 8 月 20 日上午約 9 時正，在青衣因為有壞車關係，再次出現大塞車，青衣南區交通近乎癱瘓。警方將青衣路迴旋處的多個路口封閉，強制經青衣南橋前往青衣的車輛繞道到青衣路及青沙公路交界的迴旋處再折返至青衣路部長青邨青葵樓對外路段。
- 座落青康路的新居屋樓盤青俊苑快將落成，鄰近人口將會增加。

宜居顧問服務有限公司
EASY LIVING CONSULTANT LIMITED

長青邨物業服務辦事處 CHEUNG CHING ESTATE PROPERTY SERVICES MANAGEMENT OFFICE
新界青衣長青邨青槐樓地下 20-29 號 No.20-29,G/F., Ching Wai House, Cheung Ching Estate, Tsing Yi, N.T. 電話 Tel: 2495 2224 傳真 Fax: 2436 0337

- 現時城規會有意把(1)位於青衣路及青鴻路之間的一塊用地及(2)毗連青衣路及青沙公路的兩塊用地，合共 3 塊用地改劃為「住宅(甲類)4」地帶，落成後區內人口勢必大增。
- 區內居民極為憂慮交通配套能否配合**所有**新落成住宅項目。
- 希望城規會能就區內交通配套提供具體及有效的方案，讓區內居民釋疑。

懇請城市規劃委員會能認真考慮並接納上述意見。如有任何疑問，請致電 2495 2224 與本人聯絡。

長青邨物業服務辦事處
高級物業經理
賴天祐

賴天祐

2015 年 8 月 31 日

寄件者: 青年新政 Jon [redacted]
寄件日期: 04日09月2015年星期五 15:27
收件者: tpbpd@pland.gov.hk
主旨: 青鴻路公屋發展計劃之建議 (Approved Tsing Yi Outline Zoning Plan No. S/TY/26 and S/TY/27)

敬啟者:

針對青衣路及青鴻路之間的一塊用地改劃作公營房屋發展。本人於收集有關地區居民之意見後，現向 貴處提出以下建議。

青鴻路公屋發展計劃之建議

交通規劃問題

現況及計劃帶來問題:
政府的顧問報告當中並未完全反映公屋發展計劃對藍澄灣交通造成的影響，例如只以巴士流量來估算未來交通的負荷，但其實暫時只得兩條小巴線，根本不能以此作根據。
青年新政建議:
政府需於計劃中增設公共運輸系統，包括需於計劃中切實交代新增巴士線的規劃。而新增巴士線亦需聯繫到港鐵站或市區，以方便居民日常生活及工作。以現時居民交通需要及未來交通之增長，至少要增加 3-4 條巴士線以解決藍澄灣居民對交通問題之擔心。

環境問題

現況及計劃帶來問題:
工作進行期間帶來的噪音及空氣污染問題。除此之外，亦會對附近環境帶來污染問題。
青年新政建議:
政府需於現階段交代工程進行期間如何減少噪音問題，例如大量噪音工序的施工時間、如何將工程造成之塵土減少。除此之外，我們亦會密切關注該區通風廊的影響。除此之外，我們亦建議規劃當局可以藉此計劃檢討一下附近之環境問題。如何有效地疏導重型貨車，減少貨櫃車對青衣南所帶來之噪音及空氣污染。

社區配套問題

現況及計劃帶來問題:
公屋發展計劃將會把原本的休憩用地改為住宅用地。因此休憩用地會因而減少。而附近暫時亦缺乏康樂設施。
青年新政建議:
我們建議政府需為青衣南區定下一個康樂及社區配套改善計劃，並與新公屋計畫一同落實。康樂設施方面我們建議增建一個中型休憩公園及緩跑徑以應付美景花園、藍澄灣、新公屋計劃以及細山路住宅發展之需求。除此之外，我們建議政府可一拼參慮於青衣路之休憩用地發展。另外，我們亦希望政府可以於附近用地中尋找可轉為休憩用地之可能性。因為其實附近都有多個露天停車場及貨櫃場，如政府可以十號貨櫃碼頭用地作交換(因十號貨櫃碼頭發展計劃已擱置，當中用地更合適物流發展)，以換取更多適當發展空間。
另外，其他社區配套亦需考慮到。我們亦建議規劃中需照顧到社區中增加之老年人及兒童，適當地規劃社區設施。當中包括考慮將長青邨之流動圖書館轉為一個固定的圖書館。我們當然會建議政府去考慮增設社區中心。

規劃內容及落實

青年新政建議:
我們積極跟進政府的規劃進度及內容，要求政府多加咨詢，確保計劃對居民之影響減至最少。土地用途已轉變，因此我們會向政府發出強烈的要求，正視居民的需求，而不是於公屋落成才考慮如何補償。因為青衣南絕對需要一個全盤規劃，並需與公屋計劃一併落實。

此致

青年新政 青衣南區 社區主任
葉荏碩

青年新政
Youngspiration

青年新政
YOUNGSPIRATION

[redacted]
Tel: [redacted]

敬啟者：

青鴻路公屋發展計劃之建議

針對青衣路及青鴻路之間的一塊用地改劃作公營房屋發展。本人於收集有關地區居民之意見後，現向　貴處提出以下建議。

RECEIVED
2015 OCT -5 A 10:
TOWN PLANNING BOARD

1. 交通規劃問題

現況及計劃帶來問題：

政府的顧問報告當中並未完全反映公屋發展計劃對藍澄灣交通造成的影響，例如只以巴士流量來估算未來交通的負荷，但其實暫時只得兩條小巴線，根本不能以此作根據。

青年新政建議：

政府需於計劃中增設公共運輸系統，包括需於計劃中切實交[illegible]線的規劃。而新增巴士線亦需聯繫到港鐵站或市區，以方便居民[illegible]常生活及工作。以現時居民交通需要及未來交通之增長，至少要增加 3-4 條巴士線以解決藍澄灣居民對交通問題之擔心。

2. 環境問題

現況及計劃帶來問題：

工作進行期間帶來的噪音及空氣污染問題。除此之外，亦會對附近環境帶來污染問題。

青年新政建議：

政府需於現階段交代工程進行期間如何減少噪音問題，例如大量噪音工序的施工時間、如何將工程造成之塵土減少。除此之外，我們亦會密切關注該區通風廊的影響。除此之外，我們亦建議規劃當局可以藉此計劃檢討一下附近之環境問題。如何有效地疏導重型貨車，減少貨櫃車對青衣南所帶來之噪音及空氣污染。

3. 社區配套問題

現況及計劃帶來問題：

公屋發展計劃將會把原本的休憩用地改為住宅用地。因此休[illegible]而減少。而附近暫時亦缺乏康樂設施。

青年新政建議：

我們建議政府需為青衣南區定下一個康樂及社區配套改善計劃，並與[illegible]公屋計畫一同落實。康樂設施方面我們建議增建一個中型休憩公園[illegible]

以應付美景花園、藍澄灣、新公屋計劃以及細山路住宅發展之需求。除此之外，我們建議政府可一拼參慮於青衣路之休憩用地發展。另外，我們亦希望政府可以於附近用地中尋找可轉為休憩用地之可能性。因為其實附近都有多個露天停車場及貨櫃場，如政府可以十號貨櫃碼頭用地作交換(因十號貨櫃碼頭發展計劃已擱置，當中用地更合適物流發展)，以換取更多適當發展空間。

另外，其他社區配套亦需考慮到。我們亦建議規劃中需照顧到社區中增加之老年人及兒童，適當地規劃社區設施。當中包括考慮將長青邨之流動圖書館轉為一個固定的圖書館。我們當然會建議政府去考慮增設社區中心。

<u>規劃內容及落實</u>

青年新政建議：

我們積極跟進政府的規劃進度及內容，要求政府多加咨詢[illegible]保計劃對居民之影響減至最少。土地用途已轉變，因此我們會向政府發出強烈的要求，正視居民的需求，而不是於公屋落成才考慮如何補償。因為青衣南絕對需要一個全盤規劃，並需與公屋計劃一併落實。

青年新政
YOUNGSPIRATION

此致

規劃署

青年新政青衣南社區主任

葉荏碩謹啟

二零一五年九月十八日

民意如山不可欺

堅決反對建公屋

青年新政

與申述相關的草圖: S/TY/27

《青年新政青鴻路公民反建議結果》

RECEIVED
2015 OCT -7 P 5:36
TOWN PLANNING BOARD

街市: 8

圖書館: 3

康文設施/體育館: 34

俘留原狀: 65

青年新政於 5 月份對約 100 位藍澄灣居民進行了問卷調查，超過 9 成居民反對於青鴻路新建公屋。

青年新政再於 9 月-10 月採訪超過 100 位反對於青鴻路改變土地用途建公屋的藍澄灣居民，假如居民能決定該土地的用途，約 2/3 的居民表示仍希望保持原貌，另 1/3 的居民則表示希望新建康文設施/體育館。

此訪問顯示，大部分居民不希望現有自然環境受損，而同時居民本身亦認為現有康文設施不足，對康文設施有急切需求，故如有空置土地興建康文設施會更為切合居民的生活需要。

青年新政 青政南
葉在碩 社區主任
tel: [redacted]

與申述相關的草圖：S/TY/27

(居民錄音謄本一) [redacted]譚太

我反對青鴻路公屋發展計劃。

藍澄灣本身有空氣污染問題，本身每一座大廈都有中央抽風系統，因有這中央通風系統，可以將窗門關上仍有氧氣，加上九號貨櫃碼頭光污染的影響，我們有茶色玻璃，即是一種濾光玻璃、加厚玻璃，不是隨便興建。我們住之前曾查過前面是休憩處，亦知道這屋苑本身有這問題存在，因為價錢問題，所以我們願意去買，你明白嗎？現在圖則是起密集的屏風樓，我們本身後面已有一幅屏風，再在前面再起一幅屏風，是否合情合理？加上這位置面積小，根本沒有人相信可以起樓。其實不是只為自己，起屏風樓在我們這位置上是絕對不適合。

首先要解決大廈空氣污染，第二是光污染，將來起公屋能夠跟我們一樣嗎？有濾光玻璃、有冷氣、有中央通風系統，都可以或者接受。

另一樣同樣是嚴重，交通完全沒有配套，現在說是萬二千人，將來還有幾千人，用甚麼來解決交通呢？我們自己屋苑交通應該沒有問題，尚可以。但將來加這麼多人來，都不知道你們是怎樣解決交通，除非可以空降幾架直昇機。這是真的，並非我們作大。如果城規會這地方也拿來用，有沒有考慮原有居民的情況？我們屋苑的設施，你也做到嗎？如果起公屋，你會做同樣的嗎？如果唔做，就是對公民不正常。除非將整個碼頭搬走，拆走我們後面的屏風酒店，加上交通，那就沒有問題，我就贊成。

我在今年大約5月第一次知道這計劃，在報紙報導中得知，其中當中是有隱瞞，好像擔心人們會知，完全事前沒有諮詢。

現時交通缺乏，基本等 15 至 20 分鐘，大約 7 點半至 8 點半要等，我要幫我的家人排隊等車，小巴 88F、88G 一定不足，全靠加班 M 車，否則會很嚴重，M 車原先是去船塢，全靠滲入 M 車，才可以接受，否則會很嚴重。

這空地建議保留原貌，因為我們屋苑是靠這綠色氧氣呼吸，所以點解我們屋苑反對激烈、劇烈是有原因。我們的抽風系統是對正公園仔，如果斬伐樹木，我們便沒有抽氣，只有抽塵。不是阻景的原因，因為現在起樓也是很密集，但最重要是我們後面是屏風，前面又起屏風樓，那就只剩一條冷巷？若果只顧新屋，而不顧我們舊屋，其實是很嚴重。起公屋，都要起中央抽氣系統、濾光玻璃、雙層玻璃。起公屋會用這重資本？還有我們用分體式冷氣，全屋都是用冷氣，不開窗都可以，根本上是服務式住宅。起這屋苑其實我也是受害者，但我知道這屋苑是有這些設施才去買，雖然有這缺憾，但考慮過也會買，起碼光污染有濾光。

與申述相關的草圖：S/TY/27

（居民錄音謄本二）[redacted]謝小姐

我不贊成青鴻路公屋發展計劃。

第一，交通配套已是一個問題，再一下子加多萬幾人，我相信交通負荷一定不可以有任何改善，更加會越來越差。交通配套已是一個問題，加上道路已飽和，所以我覺得政府要怎樣擴闊道路也不可以，因爲唯一一條的出路就是南橋的出路，一下子要加車，短時間之內可以加到這麼多車嗎？即使加車後，那條路可不可以在短時間內負荷得到。返工放學都是同一段時間，沒有可能說問題不在，閉著眼說這些我覺得很不應該。

現在該地方有樹蔭，我相信可以改善得更好，可以擴闊休憩地方，或可以做海濱長廊給我們跑步、做緩步徑。現時有樹的話，我相信有很多珍貴的動物，如果斬伐樹木，我覺得很不環保。加上那些珍貴的動物，我相信政府也未知有沒有，完全沒有做評估就說沒有，那些樹木不珍貴嗎？樹木是用很多年種出來，斬伐後說會再種，我覺得既不環保，而根本不可能在短時間內回復現在多樹木。那些樹木原先是用來做綠化給現在的居民，但現在卻要斬伐來起樓，我覺得對本身居民很不負責任，亦對將來萬幾人也不負責任，因爲他們周圍環境已沒有任何樹木可以令人舒適，越來越擠迫、越來越壓迫，一直是石屎森林，我們原先有一眞眞正正的森林，但若這土地改變計劃，就變成石屎森林。

與申述相關的草圖：S/TY/27

(居民錄音謄本三) [redacted] 川上先生

我反對青鴻路公屋興建計劃。

本來是休憩用地，而且地方面積很小，對藍澄灣居民及將來住的居民都有負面影響，所以我反對今次興建計劃。

交通方面，我7時已經要排隊等小巴，如果遲10分鐘人龍已經長一倍，所以我儘量在7時已經要排88G小巴，7時後排隊要等10分鐘左右。

藍澄灣社區配套不足夠，給小朋友的娛樂設施本來已不足夠，譬如想要打籃球，要到對面用籃球場；樓下的公園面積也很小，不夠我們居民的需要，希望增加社區配套。

青鴻路作休憩用途會較好，第一附近配套已不足夠，而樹木不應該被大量斬伐起公屋，應保留綠色的地方給居民一個舒適，在大壓力之餘也可以放鬆一下。

環境方面，青鴻路與藍澄灣鄰近有一蛇仔路，附近亦有一高速公路，加上斬伐樹木會排放更多二氧化碳，我覺得對居民居住環境造成負面影響。

與申述相關的草圖：S/TY/27

(居民錄音謄本四)[redacted] CONNIE NG

我反對青鴻路公屋發展計劃。

實在太近，那裡的樹本不是一朝一夕種出來，難得有一片樹木，拆來起公屋。第一，附近居民太近，附近亦很密集，亦見到其他空地不用拆樹木亦可以起。我很明白香港人不夠地起公屋，並不是這樣插針，令本來有屋住的人不開心，新住的人也不知將來會怎樣，總之大家也不開心。加上對正公屋的人，他們怎樣接受這樣密集的屋。我住後面其實影響不大，但我真的很反對。

現時交通已經好不方便、不足夠，朝早等小巴等好耐，平時等超過半小時，等三至四架小巴也不能上車，天氣一差，過了九點亦很長龍，平時好少少，但一下雨就很惡劣。的士也沒有，根本想離開也很難；又沒有地鐵，根本離不開，沒有可能行去地鐵。現在已經是這樣，還要加多幾座公屋，我也不知會怎樣，何況路很窄，還要加多巴士，根本就是出不到去。

與申述相關的草圖：S/TY/27

(居民錄音謄本五) 藍澄[redacted]陳小姐 KIT

我反對青鴻路公屋發展計劃。

因為我與美景花園已經很近, 若果中間要建屋, 這樣通氣方面會不好。加上，該地段面積很小，可以建屋嗎?

平時返工已經要等小巴，又有很多旅客，已經不足，還要加多更多人居住，會更辛苦。每日返工要預早最少 15 分鐘等小巴，我在港島區工作, 要搭小巴到青衣城或葵芳, 這兩架小巴要等最少 15 分鐘以上, 這裡已不是多車，如果有更多人交通會更加不便。

社區配套方便，買餸的地方不足夠，因為即使到長青的選擇亦不多，或者要出青衣街市，對我們來說是不足夠。

環境保護方便，我與美景花園已經很近，中間要建屋的話，工程所產生的是我吸入體內的，青鴻路根本不適合起樓。

與申述相關的草圖：S/TY/27

（居民錄音謄本六）[redacted]曹小姐

我反對青鴻路公屋發展計劃。

沒有經過深思熟慮規劃空地幫市民改善生活，完全是想起就起，有沒有親身來到體驗一下是怎樣，如果藍澄灣前面再起五棟公營房屋，藍澄灣就好像三文治一樣夾在中間，空氣完全不佳。後面已有酒店，前面要起公營房屋，我們被夾在中間的市民，如果你是當中居住，你會怎樣？沒有將心比已去想這問題，然後草草了事，還要沒有經咨詢，完全是做錯了。

交通上，我們在青衣南橋這面，配套沒有北橋那面好，如果經南橋出去，42A 是經常乘搭的交通工具，或者要轉接一點，要小巴轉地鐵，可能沒有大多數人會採納這方法。以前會好一點，有 42A 及 43C，但後來 43C 取消了，只有 42A，所以有時返工放工時間，特別是繁忙時間，根本是上不到車。美孚、長沙灣的位置已排長龍，要等 2 至 3 架車也是滿座，上不到車，這是很嚴重的問題，已跟巴士公司反映過，但完全沒有改善。直至後來，終於在繁忙時間加班次方便市民，但我覺得作用不大，因為有返工放工的市民，也有其他市民，不時巴士已不足，如果要加多五棟房屋，多人入住會令交通更加擠迫。我是輪班工作，所以一般返工放工時間不太受影響，但我九時出街搭藍澄灣的小巴其實已經「打蛇餅」，還有酒店的旅客堆在小巴站，所以情況很差。

環境方面，第一，斬樹很不環保，綠化是只講不做，斬樹建屋應先咨詢市民，但沒有做到。第二，青鴻路鄰近油站，有沒有考慮安全性問題，會搬走油站還是怎樣？我覺得沒有做長遠看法，沒有為居民設想。

我在 2 至 3 個月前知道這計劃，透過屋苑通告才知道事情，才給予反映，但之前完全不知道這事，所以到知道的時候大家反應很大。

青鴻路我希望可以保持原狀，因為斬很多樹不是好的方法。青鴻路鄰近油站，安全是一個問題，油站與居民要保持一定距離，當有事故時，由誰負責？難道到時才負責？能補償受傷害或失去生命財產的人所受的損失嗎？由政府承包？傷害已造成了，不是一句「我負責」就可以了事。

規劃署

反對將青鴻路休憩用地改為住宅用地.

S/TY/27.

政府於要在青鴻路建一公共屋邨，請問如何解決以下問題：

- 現時長青美景及藍澄灣已有二萬多居民，早上繁忙時間在長青邨一帶的巴士站均大排長龍，因為該處是離開青衣的最後一個站，加上科技學院8000學生及酒店群的5000名旅客，對巴士之需求十分之大。目前的情況已有問題，未來如何處理？
- 現時長青正興建兩座居屋，未來亦於美景後山興建兩座私人屋苑，估計增加近四千人，現時又要再增加一萬二千人，請問政府有那些方案可以在早上繁忙時間疏導這額外的一萬多人？
- 青衣路路窄車多，兩旁難以擴建，請問政府如何能增加路面的承載量？
- 貨櫃碼頭內正興建一座大型的物流中心，建成後每日估計可能會增加數千兩貨車出入，大部份這些車輛都會經過青衣路的迴旋處前往各區。
- 本人在青衣路的迴旋處曾進行車流統計，早上繁忙時間平均每小時1100部車駛經迴旋處，非繁忙時間約有700部。若日後加上這萬多乘客需求以及新物流中心的車輛，該處將會成為樽頸位造成大塞車。政府有何方法解決？
- 政府如何處理現有之油站？
- 以前藍澄灣及酒店群的設計是用來作為隔音屏障，現時卻將公屋作為屏障，那是否表示居民將會長期承受食貨櫃碼頭的噪音及燈光滋擾？
- 政府可否考慮興建架空鐵路將長青、美景及藍澄灣一帶的居民帶往地鐵站？
- 香港有七成的地均用作綠化地及郊野公園等，而青衣北岸公路有很大的一片未開發綠化地，將可比現在在建議的地點大近十倍，附近亦沒有民居，為何政府不作長遠考慮在該處建屋，而偏偏要在人口密集道路不足的地方插針起樓，更要在貨櫃碼頭及距離油庫不遠的地方建屋，讓市民長期承擔環境的滋擾？

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2015 OCT -5 A 10:17
TOWN PLANNING BOARD

李志強

4-9-2015

敬啟者:

針對青衣路及青鴻路之間的一塊用地改劃作公營房屋(S/TY/26 及 S/TY/27 發展計劃)提出反對。本人現向 貴處提出以下意見。

交通規劃問題

現況及計劃帶來問題:
政府的顧問報告當中並未完全反映公屋發展計劃對藍澄灣交通造成的影響，例如只以巴士流量來估算未來交通的負荷，但其實暫時只得兩條小巴線，根本不能以此作根據。因藍澄灣座落青衣最東南，巴士小巴等皆以此地為離開青衣前之尾站，飛站情況多有發生，往往候車時間時間極長。
Mott MacDonald 只於 2015 年 4 月 28 日 (星期 2) 1 天於長青村進行專利巴士及公共小巴載客量調查, 調查地點並不恰當。事實上青鴻路公營房屋發展計劃更為鄰近藍澄灣公共小巴站, 如青鴻路公營房屋發展計劃落成後將對藍澄灣公共小巴需求造成極嚴重人流壓力。查藍澄灣現時每當上學及上班時間均出現極長候車人龍, 如 Mott MacDonald 於藍澄灣公共小巴站進行公共小巴載客量調查, 當會得出極為負面結果, 證明 Mott MacDonald 交通影響評估報告出現重大錯誤及遺漏, 避重就輕, 製造不實數據以求蒙混過關。
本人要求政府重新評估此區域之交通流量，以及要求未解決交通問題前，不令另外增加人口及加劇交通問題。

環境問題
工作進行期間帶來的噪音及空氣污染問題。除此之外，亦會對附近環境帶來污染問題。政府未有交代工程進行期間如何減少噪音問題，例如大量噪音工序的施工時間、如何將工程造成之塵土減少。我們亦要規劃當局可以藉此計劃檢討一下附近之環境問題。如何有效地疏導重型貨車，減少貨櫃車對青衣南所帶來之噪音及空氣污染。本人亦要求政府重新審視環境評估，並需進行環評。

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Town Planning Board

社區配套問題

公屋發展計劃將會把原本的休憩用地改為住宅用地。因此休憩用地會因而減少。而附近暫時亦缺乏康樂設施。康樂設施方面我們建議增建一個中型休憩公園及緩跑徑以應付美景花園、藍澄灣、新公屋計劃以及細山路住宅發展之需求。除此之外，我們建議政府尋找青衣另外附近用地之可能性。因為其實附近都有多個露天停車場及貨櫃場，如政府可以十號貨櫃碼頭用地作交換(因十號貨櫃碼頭發展計劃已擱置，當中用地更合適物流發展)，以換取更多適當發展空間。
另外，其他社區配套亦需考慮到。我們亦建議規劃中需照顧到社區中增加之老年人及兒童，適當地規劃社區設施。我們當然會建議政府去考慮增設社區中心。

規劃內容及落實

本人要求政府多加咨詢，確保計劃對居民之影響減至最少。我強烈要求政府正視居民的需求，而不是於公屋落成才考慮如何補償。因為青衣南絕對需要一個全盤規劃，並需與公屋計劃一併落實。

此致

[redacted]

00206

31/OCT 2015

就草圖作出申述
Representation Relating to Draft Plan

參考編號
Reference Number: 151007-163005-06015

提交限期
Deadline for submission: 07/10/2015

提交日期及時間
Date and time of submission: 07/10/2015 16:30:05

提出此宗申述的人士
Person Making This Representation: 先生 Mr. Chris Lee

申述詳情
Details of the Representation :

與申述相關的草圖
Draft plan to which the representation relates: S/TY/27

申述的性質及理由
Nature of and reasons for the representation:

有關事項 Subject Matters	性質 Nature	理由 Reason
A1項: 全速落實改劃為公共屋邨用地	支持 Support	全速落實改劃為公共屋邨用地，把現時長青邨居民搬遷到A1位置，重建長青邨，利用新型公屋設計，火速增加青衣南的房屋比例。 由於長青邨是舊式公屋設計，人口密度相當底,浪費了很多可用空間,重建能大大增加公屋供應量，事實可見到長青邨街市和商場使用率相當底，人流極少。 相反，長青邨停車場長期暴滿,因為停車場管理公司用公屋價錢出租給鄰近私人住宅，此舉不公平和公器私用的情況明顯嚴重。可見到私人住宅車位需求大，建議設計公屋時，要大大增加商場，街市和停車場（屋苑和公眾）的比率。
A2項: 全速落實改劃為公共屋邨用地	支持 Support	全速落實改劃為公共屋邨用地，把現時長青邨居民搬遷到A2位置，重建長青邨，利用新型公屋設計，火速增加青衣南的房屋比例。 由於長青邨是舊式公屋設計，人口密度相當底,浪費了很多可用空間,重建能大大增加公屋供應量，事實可見到長青邨街市和商場使用率相當底，人流極少。 相反，長青邨停車場長期暴滿,因為停車場管理公司用公屋價錢出租給鄰近私人住宅，此舉不公平和公器私用的情況明顯嚴重。可見到私人住宅車位需求大，建議設計公屋時，要大大增加商場，街市和停車場（屋苑和公眾）的比率。

對草圖的建議修訂(如有的話)
Proposed Amendments to Draft Plan(if any):

交通建議：
1) 重開24小時新界專線小巴（由葵芳地鐵至青衣南）

00964

2) 開設24小時紅色小巴來住尖沙咀，旺角，至青衣南
3) 增加巴士班次青衣南至青衣機鐵站
4) 增設巴士線由青衣南至大埔 (經青沙公路)
5) 增設巴士線由青衣南到屯門碼頭（經屯門公路-乘客可在轉車站前往其它目的地）

重建長青邨建議：
有效地增加公屋，停車場，街市和商場面積使用面積，分二兩段進行搬遷長青邨區民至A1和A2項 第一段搬遷：青榕，青槐，青葵和青桃樓 第二段搬遷：青柏，青松，青楊和青梅樓

減低青康交通負荷建議：
1) 興建行車天橋連接青鴻路至青衣南橋直接往反青衣南至九龍
2) 加建行車天橋連接藍澄湾至青衣南橋直接往反青衣南至九龍
3) 擴展青衣路行車道面積，全路由二線擴展至三線行車

就草圖作出申述
Representation Relating to Draft Plan

參考編號
Reference Number: 150817-144806-70511

提交限期
Deadline for submission: 07/10/2015

提交日期及時間
Date and time of submission: 17/08/2015 14:48:06

提出此宗申述的人士
Person Making This Representation: 小姐 Miss Emilia Tam

申述詳情
Details of the Representation :

與申述相關的草圖
Draft plan to which the representation relates: S/TY/27

申述的性質及理由
Nature of and reasons for the representation:

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
A1 把位於青衣路及青鴻路之間的一塊用地由「休憩用地」改劃為「住宅(甲類)4」地帶，並訂定建築物高度制	反對 Oppose	環境已經十分之擠迫， 酒店屏風樓已經另藍澄灣和長青一帶空氣不流通，不固居民的居住環境在不適當細小的土地上起樓， 阻擋美景藍澄灣，青榕，青桃空氣流通！ 樓與樓之間已經密集， 再在中間位置建高密度住宅， 完全莫視長青村一帶居民健康。首先興建屏風酒店原意是希望阻擋貨運頭的糟音， 酒店已經另到鄰近空氣質數變差！ 現在城市規劃委員會 當局概不負責問題， 為了盡快解決土地問題， 不理居民反對。草草提出不合適土地用途來興建高密度住宅。
A2	反對 Oppose	城市規劃委員會當局完全不了解青衣一帶交通問題， 所有青衣南，長享，長康，長青區，美景，藍澄灣和酒店，所有接連巴士到其他地方都是共用。本身青衣南區巴士已經長期擠迫， 等候時間長！ 真是難以想像青衣南區未來青俊苑1400人，美景新增私人住宅2300人， 再加上青鴻路之間五座居屋12000人， 足足多了一倍人口！這是一再加重青衣交通的擠塞問題。可見這個計劃書只是為了安置人口， 但沒有想辯法解決青衣完有交通問題。只是提出加開班次。 等作解決人口增加問題。城市規劃委員會當局完全不了解青衣一帶交通問題， 所有青衣南，長享，長康，長青區，美景，藍澄灣和酒店，所有接連巴士到其他地方都是共用。本身青衣南區巴士已經長期擠迫， 時間長！ 真 這是一再加重青衣交通的擠塞問題。只見這個計劃書為

		安置人口， 但沒有想辦法完有交通問題。
B1，B2，C1	反對 Oppose	A1- A2項已經是不合適興建高密度住宅， 至B1，B2，C1 無需再過份開發土地。影響原來青衣南區的綠化地方。 無需再提出再一步傷害青衣南區的環境， 請保育樹木、環保， 保持交通暢通！

對草圖的建議修訂(如有的話)

Proposed Amendments to Draft Plan(if any):

完全是一個低級的計劃書！圖則的地方是細小插針式起樓。應該要遠地已經是屏風樓的地方發展！加劇空氣，貨櫃糟音的地方。惡氣一帶環境！！ 最小要除清BLOCK4- 5 不能阻擋 美景／青榕／藍澄灣居民原有的視野空間 。

TPB/R/S/TY/27-748

就草圖作出申述
Representation Relating to Draft Plan

參考編號
Reference Number: 150810-102041-80280

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提交日期及時間
Date and time of submission: 10/08/2015 10:20:41

提出此宗申述的人士
Person Making This Representation: 夫人 Mrs. Judy Ma

申述詳情
Details of the Representation :

與申述相關的草圖
Draft plan to which the representation relates: S/TY/27

申述的性質及理由
Nature of and reasons for the representation:

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
A1, A2, B1, B2	反對 Oppose	1. 本人入住藍澄灣已超過10年以上，雖然貨櫃碼頭發出的強光污染及大量貨櫃車所造成的噪音，卻仍吸引我們繼續居住基於青鴻路及青衣路交界的一大片綠悠悠的樹木。這片地內有超過1,800棵樹木，雖不是甚麼珍貴林木，但當中卻扮演重大角色。例如：樹木能釋放大量氧氣讓四周空氣清新；同時能吸收大量熱氣，讓四周環境熱度降低。樹林亦可吸引各種雀鳥居住，平衡生態環境。這些樹木對政府來說可能沒有價值，但對我們這班長居藍澄灣及鄰近居民實在是有深厚感情和意義。例如：工餘我們既可遠眺一大片綠地，又可安靜地享受大自然的涼風，細聽飛鳥的歌聲，這些都是藍澄灣居民日常生活的重要部份，是不可或缺的。這片地亦同時可教育我們下一代要關注保護環境及綠化地球意識，是小孩成長過程中的重要一課。 2. 青衣路及青鴻路地段是不適合興建任何樓宇。因為興建任何樓房將會做成嚴重屏風效應。藍澄灣大部分居民

014

需依靠外來鮮風以保持室內空氣流通；由於藍澄灣洗手間是密封設計(俗稱黑厠)，住客必須將窗戶大開，保持新鮮空氣流通，確保環境衛生。如政府漠視民意，一意孤行地興建大量的住宅樓宇、商場、巴士站等等，只會排出更多廢氣，做成空氣污染。另藍澄灣居民及附近周邊居民亦因長期承受碳排放廢氣的影響，必然對健康造成嚴重問題及損害，引致及構成公營醫院沉重的醫療成本和壓力，最終只會對社區帶來絕對負面的影響。

3. 如興建插針式5座房屋，肯定將原來屋外的天然光線及對外景觀(山景、美景及香港教育學院) 大部份被遮擋，使藍澄灣室內無法引入天然光線，造成光源不足，引致視力受損。另外這幅地位對正西面，中午時份氣溫往往高出2度以上，這5層插針房屋另到周邊溫度持續上升，另居民飽受高溫煎熬。長期需依靠空調降溫及長期開燈照明，增加耗電量和排碳量，造成嚴重空氣污染，影響居民健康，更浪費地球資源，有違國際積極提倡的環保精神。

4.由於興建房屋的位置貼近加油站，倘若油站或住宅不幸發生火警時，將會對鄰近居民構成極大災害，生命財產受到嚴重威脅；消防處在此密集樓宇地形下勢必增加拯救災民的難度，再者如真的發生意外，誰人能承擔此嚴重事故責任？

5大量居民遷往青衣路及青鴻路地段做成人流繁雜，影響周邊治安，造成居民人命財富的威脅，這點亦令藍澄灣及鄰近居民十分憂慮。

6大量居民遷入青衣路及青鴻路地段，造成環境衛生問題，3,800戶公屋居民加上藍澄灣原有接近1,600戶的居民，總數達20,000人之多，在這狹小擠迫的空間，將會制做大量油煙、大量垃圾、大量污水；引致蒼蠅、鼠患和蚊患茲生等問題，這會嚴重影響公眾衛生健康。一旦社區爆發疫症，又是我們這批小市民受害。

		7青衣路及青鴻路地段已荒廢了10年以上，規劃處亦已將這地規劃成休憩/綠化地意向是提供鄰近居民(藍澄灣、美景花園、長青村、香港教育學院) 作戶外公共空間作各種動態或靜態康樂用途的土地。根據香港規劃標準與準則，這幅地正正種了大量茂密樹木於斜坡上，為顧及市容起見，這些土地需保留，所以政府強插針式將5座房屋建於此地是不恰當。此外，興建這5座房屋於斜坡上，其潛伏傾倒危機是不容忽視，到時居民要承受生命財產及人命傷亡的威脅。政府和納稅人更要承擔龐大維修保養費用。另外建屋於斜坡的建築費成本肯定比建於平地為高，浪費公帑。 8若以整個藍澄灣為中心點，延伸至青衣路及青鴻路地段，已經被周邊大型物流，工業區、貨櫃碼頭、停車場及3所酒店包圍，而這有小小綠化及休憩地帶是給予藍澄灣、美景花園、長青村居民的補償及作緩衝區。政府絕不能剝奪我們這批居民的利益。和不合理。 9.在周邊的交通和配套設施未有完善規劃下，政府硬要興建住宅，造成大量居民遷入，小社區根本不能負荷這些壓力，影響社區鄰舍的和諧氣氛，社會怨氣逐漸浮現惡化，這是香港普羅大眾市民所不願意發生的問題。 10. 政府為解決住屋問題的同時，首要考慮是原居上址的居民意向為先(包括藍澄灣、美景花園及長青邨)；交通、環境配套既重要，但選址亦要恰當，以便得到普羅大眾及各方團體配合支持，才能有效地推行政府的長遠房屋計劃。但現在政府草擬上址建屋，位置處於大部份斜坡和緊貼油站，潛伏危險性極高，更把原有一大片綠地樹林削走，影響藍澄灣居民整體生活質素下降，這是極不公平。
C	反對 Oppose	距離太遠，面積過小，無法應付大量居民日常生活。
II a + b	反對 Oppose	距離太遠，對居民受惠不大。另外康

		樂文娛場所面積過細

對草圖的建議修訂(如有的話)
Proposed Amendments to Draft Plan(if any):

將3-5 座樓宇取消興建，改建為康樂文娛場所，以減低受影響居民的生活

TPB/R/S/TY/27-960

就草圖作出申述
Representation Relating to Draft Plan

參考編號
Reference Number: 150913-225051-60870

提交限期
Deadline for submission: 07/10/2015

提交日期及時間
Date and time of submission: 13/09/2015 22:50:51

提出此宗申述的人士
Person Making This Representation: 女士 Ms. Au Yeung Man

申述詳情
Details of the Representation :

與申述相關的草圖
Draft plan to which the representation relates: S/TY/27

申述的性質及理由
Nature of and reasons for the representation:

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
A1 把位於青衣路及青鴻路之間的一塊用地由「休憩用地」改劃為「住宅(甲類)4」地帶，並訂定建築物高度限制。	反對 Oppose	休憩用地有過千棵樹木，若因建成住宅而要犧牲樹木，十分可惜。 另外， 將起的住宅與現在的藍澄灣十分近， 引來空氣流通問題。
A 2 把毗連青衣路及青沙公路顯示為「道路」的兩塊用地改劃為「住宅(甲類)4」地帶，並訂定建築物高度限制。	反對 Oppose	油站在附近， 若樓宇太近油站， 居民十分危險。 現時， 在繁忙時間， 青衣南交通已有很大問題， 青衣南交通不能承受多5座公屋市民使用量
C 把香港高等科技教育學院南面一塊顯示為「道路」的用地改劃為「政府、機構或社區」地帶。	反對 Oppose	平日繁忙時間已有交通阻塞問題， 若將道路改建用途， 更令交通問題變得更嚴重

對草圖的建議修訂(如有的話)
Proposed Amendments to Draft Plan(if any):

072

就草圖作出申述
Representation Relating to Draft Plan

參考編號
Reference Number: 150913-225051-60870

提交限期
Deadline for submission: 07/10/2015

與申述相關的草圖
Draft plan to which the representation relates: S/TY/27

「申述人」的詳細資料 **Particulars of "Representer"**

「申述人」 **"Representer":** 女士 Ms. Au Yeung Man

聯絡人
Contact Person :

通訊地址
Postal Address :

電話號碼
Tel No. :

傳真號碼
Fax No. :

電郵地址
E-mail address : [redacted]

TPB/R/S/TY/27-C1

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1. The comment should be made to the Town Planning Board (the Board) before the expiry of the specified period for making comment on the representation. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board, 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.
意見必須於指定對申述提出意見的期限屆滿前向城市規劃委員會（下稱「委員會」）提出，填妥的表格及支持有關意見的文件（倘有），必須送交香港北角渣華道333號北角政府合署15樓城市規劃委員會秘書收。

2. Please read the "Town Planning Board Guidelines on Submission and Publication of Representations, Comments on Representations and Further Representations" before you fill in this form. The Guidelines can be obtained from the Secretariat of the Board (15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong - Tel.: 2231 4810 or 2231 4835) and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F., Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories), or downloaded from the Board's website at http://www.info.gov.hk/tpb/.
填寫此表格之前，請先細閱有關「根據城市規劃條例提交及公布申述、對申述的意見及進一步申述」的城市規劃委員會規劃指引。這份指引可向委員會秘書處（香港北角渣華道333號北角政府合署15樓 - 電話：2231 4810或2231 4835）及規劃署的規劃資料查詢處（熱線：2231 5000）（香港北角渣華道333號北角政府合署17樓及新界沙田上禾輋路1號沙田政府合署14樓）索取，亦可從委員會的網頁下載（網址：http://www.info.gov.hk/tpb/）。

3. This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters, preferably in both English and Chinese. The comment may be treated as not having been made if the required information is not provided.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。提出意見的人士須以打印方式或以正楷填寫表格，填寫的資料宜中英文兼備。倘若未能提供所需資料，則委員會可把有關意見視爲不曾提出論。

1. Person Making This Comment (known as "Commenter" hereafter)
提出此份意見的人士（下稱「提意見人」）

Name 姓名/名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生/~~夫人~~/~~小姐~~/~~女士~~/~~公司~~/~~機構~~*)

× 荃灣區議員 潘志成

RECEIVED 14 DEC [illegible] Town Planning Board

2. Authorized Agent (if applicable) 獲授權代理人 (如適用)

Name 姓名/名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生/夫人/小姐/女士/公司/機構*)

== 不適用 ==

3. Details of the Comment
意見詳情

Draft plan to which the comment relates 與意見相關的草圖	S/TY/27
Representation(s) to which the comment relates (please specify the representation number) 與意見相關的申述（請註明申述編號）	TPB/R/S/TY/27-171

002

* Delete as appropriate　　* 請刪去不適用者
Please fill "NA" for inapplicable item　請在不適用的項目填寫「不適用」

Form No. S6A
表格第S 6 A號

COMMENT ON REPRESENTATION RELATING TO DRAFT PLAN UNDER SECTION 6A(1) OF THE TOWN PLANNING ORDINANCE (CAP. 131)

根據《城市規劃條例》（第131章）第6A(1)條對草圖的申述提出意見

附件:

本人 潘名俊 (姓名) 反對更改青鴻路休憩用地以發展公營房屋(按計劃 S/TY/27 中 A1, A2, B1 B2, C 項)。 並支持申述書 TPB/R/S/TY/27-171 及其他反對更改青鴻路休憩用地持相近意見的申述書中就『反對更改青鴻路休憩用地以發展公營房屋』的意見，並且作出以下的進一步意見:

更改土地用途後對長遠社區規劃康樂設施做成嚴重不足。擬興建公營房屋的地積狹小，政府卻要興建達 3,800 個單位，引入 12,000 人口，各項配套例如學校(中小學及幼稚園) 、長者設施、停車位、醫院、診所、街市等社區設施本不能承擔。即使在上址興建少量商店、停車位及幼稚園設施，亦未能滿足青衣南什至新建成的屋村的整體需求。

葵青區議會會議上，多名議員向規劃署要求提升進一步資料以便進行討論，但規劃署一直沒有回覆，便直接將任有資料直接送交城規會審批，完全漠視區議會意見

我非常認同更改土地規劃，對美景花園居民不公。按照規劃文件 S/TY/26 7.7.4 項 " The open space in front of the existing residential development at Mayfair Gardens will provides a variety of recreational facilities to the residents and the students of the adjacent technical institute. It also serves as a buffer area between the residential developments and the Container Terminal. " 但在建議修定草稿 S/TY/26A 7.7.4 項中卻刪除 "It also serves as a buffer area between the residential developments and the Container Terminal." 一段, 這顯然和當年規劃青鴻路休憩用地用以補償美景花園因興建九號貨櫃碼頭相背馳。實對美景花園居民不公。

我非常同意該地段污染嚴重，不宜興建住宅長住。在擬興建公屋的現地址(青衣 22B 區, 青衣路及青鴻路交界)是由於毗鄰貨櫃碼頭發出噪音、光污染及空氣污染，故早年城規會已把該地規劃成『綠化及休憩』地區。以潔淨空氣及為毗鄰美景花園，長青村以至藍澄灣改善污染情況及提供適當的公共休憩空間以作補償。該處理應進一步興建綠化及社區設施如公園給公眾人士使用。以藍澄灣為例，由於藍澄灣毗鄰有大型貨櫃碼頭及物流中心，空氣質素極差，屋苑居民患有呼吸道相關疾病比例甚高，而藍澄灣及美景花園中間僅存之綠化用地，令空氣質素不致繼續惡化，亦不致更嚴重地影響附近居民健康。 於該處綠化用地興建屋苑，會成為一大空氣屏障，造成屏風效應，嚴重影響通風廊，同時減少綠化會進一步增加二氧化碳及懸浮粒子數量。 由於藍澄灣、美景花園及長青村向海地方已被 3 幢酒店遮擋，若在另一邊興建屋苑，就會被一大堆樓宇包圍，不論對附近屋苑景觀、空氣質素、空氣流動及居民身心健康及作息均有極大負面影響，長遠對社區健康大大不利。

3. Details of the Comment (Continued) (use separate sheet if necessary)
意見詳情（續）（如有需要，請另頁說明）

Detailed comments on the representation(s) mentioned above 對上述所提及的申述的意見詳情

=== 見附頁 ====

4. Plans, Drawings and Documents 圖則、繪圖及文件

Please list location plans, sites plans, other relevant plans, drawings and other documents submitted with the comment. For coloured drawings/plans or plans/drawings larger than A3 size, 90 copies each should be provided. For other supplementary documents, e.g. reports on impact assessment, 90 copies each should be submitted.

請列明連同意見一併遞交的位置圖、地盤平面圖、其他相關圖則、繪圖及其他文件。倘 有圖則/繪圖爲彩圖或超過A3大小，須一式90份。至於其他補充文件（例如：影響評估報告），則須一式90份。

.....

.....== 不適用 ==.....

.....

5. Signature 簽署

Signature 簽署 × .....

× POON CHI SHING .....

Name in Block Letters 姓名（以正楷填寫）

"Commenter" /Authorized Agent* 「提意見人」/ 獲授權代理人 *

.== 不適用 ==.....

Position (if applicable) 職位（如適用）

Professional Qualification(s) 專業資格

Member 會員 / Fellow 資深會員 * of

☐ HKIP ☐ HKIA ☐ HKIS ☐ HKIE ☐ HKILA

Others 其他 .....

on behalf of 代表 .....== 不適用 ==.....

~~Company/Organization Name and Chop (if applicable)~~

~~公司/機構名稱及蓋章（如適用）~~

Date 日期 2015年12月10日

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this comment will be used by the Secretary of the Board and Government departments for the following purposes:
   (a) the processing of this comment which includes making available the name of the "commenter" for public inspection when making available this comment for public inspection; and
   (b) facilitating communication between the "commenter" and the Secretary of the Board/Government departments

   in accordance with the provisions of the Town Planning Ordinance and the relevant Town Planning Board Guidelines.

   委員會就這份意見所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

   (a) 處理這份意見，包括公布這份意見供公眾查閱，同時公布「提意見人」的姓名供公眾查閱；以及
   (b) 方便「提意見人」與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the "commenter" in this comment may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

   「提意見人」就這份意見提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. A "commenter" has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.

   根據《個人資料（私隱）條例》（第 4 8 6 章）的規定，「提意見人」有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址爲香港北角渣華道 333 號北角政府合署 15 樓。

* Delete as appropriate — * 請刪去不適用者

Please fill "NA" for inapplicable item — 請在不適用的項目填寫「不適用」

「✓」at the appropriate box — 請在適當的方格內加上「✓」號

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	Date Received 收到日期	

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意見必須於指定對申述提出意見的期限屆滿前向城市規劃委員會（下稱「委員會」）提出，填妥的表格及支持有關意見的文件（倘有），必須送交香港北角渣華道333號北角政府合署15樓城市規劃委員會秘書收。

2. Please read the "Town Planning Board Guidelines on Submission and Publication of Representations, Comments on Representations and Further Representations" before you fill in this form. The Guidelines can be obtained from the Secretariat of the Board (15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong - Tel.: 2231 4810 or 2231 4835) and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F., Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories), or downloaded from the Board's website at http://www.info.gov.hk/tpb/.
填寫此表格之前，請先細閱有關「根據城市規劃條例提交及公布申述、對申述的意見及進一步申述」的城市規劃委員會規劃指引。這份指引可向委員會秘書處（香港北角渣華道333號北角政府合署15樓 - 電話：2231 4810或2231 4835）及規劃署的規劃資料查詢處（熱線：2231 5000）（香港北角渣華道333號北角政府合署17樓及新界沙田上禾輋路1號沙田政府合署14樓）索取，亦可從委員會的網頁下載（網址：http://www.info.gov.hk/tpb/）。

3. This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters, preferably in both English and Chinese. The comment may be treated as not having been made if the required information is not provided.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。提出意見的人士須以打印方式或以正楷填寫表格，填寫的資料宜中英文兼備。倘若未能提供所需資料，則委員會可把有關意見視爲不曾提出論。

1. Person Making This Comment (known as "Commenter" hereafter)
提出此份意見的人士（下稱「提意見人」）

Name 姓名/名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生/夫人/小姐/女士/公司/機構*)

× 荃灣業主會

2. Authorized Agent (if applicable) 獲授權代理人 (如適用)

Name 姓名/名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生/夫人/小姐/女士/公司/機構*)

== 不適用 ==

3. Details of the Comment
意見詳情

Draft plan to which the comment relates 與意見相關的草圖	S/TY/27
Representation(s) to which the comment relates (please specify the representation number) 與意見相關的申述（請註明申述編號）	TPB/R/S/TY/27-171

003

* Delete as appropriate * 請刪去不適用者
Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Form No. S6A
表格第S 6 A號

COMMENT ON REPRESENTATION RELATING TO DRAFT PLAN UNDER SECTION 6A(1) OF THE TOWN PLANNING ORDINANCE (CAP. 131)

根據《城市規劃條例》（第131章）第6A(1)條對草圖的申述提出意見

藍澄灣
RAMBLER CREST

藍澄灣業主委員會
Owners' Committee of Rambler Crest

藍澄灣管業處
香港新界青衣青衣路1號1樓
Rambler Crest Estate Management Office
Level 1, Rambler Crest, 1 Tsing Yi Road
Tsing Yi, New Territories, Hong Kong.
電話 Tel: 3165 1500　傳真 Fax: 3165 1529

檔案編號：RCOC/L018/2015

敬啓者：

反對青衣青鴻路公營房屋發展計劃（圖則編號:S/TY/26 及 S/TY/27）之申述書意見

本會乃新界青衣路一號藍澄灣的業主委員會。因應較早前由公眾向　貴會就更改青鴻路休憩用地以興建房屋遞交之申述書(包括 960 份反對，1 份有條件下不反對)，反對聲音明確清晰，本會對此反對意見均表示同意及支持！

本會深知長遠房屋發展及合適的土地使用對香港的繁榮穩定非常重要。本會翻查近三年記錄，城規會亦以此為由，強行把數幅休憩用地、綠化地帶、甚至農地改變規劃為興建住宅用途，引起不少地區人士及社會廣泛關注，甚至面對司法覆核，影響政府的興建房屋進度及目標。我們認為作為土地用途的把關者，城規會有極大責任嚴格按照城市規劃原則，平衡地區人士及持份者意見，同時亦要考慮整體環境情況、社區設施及交通配套是否適合入住於新建房屋人士的實質需要，以及對鄰近現有居民的影響。以免日後受到不同持份者的挑戰，令政府面對更多的司法覆核，勞民傷財，有礙社會和諧。

綜合本會提出之申述書(TPB/R/S/TY/27-171)及其餘 959 份反對意見及唯一一份在有條件的前題下的不反對的申述書，非常清晰的指出擬改變土地用途的青鴻路地段(圖則編號: S/TY/26 及 S/TY/27)是絕對不適宜興建房屋，更不適合引入上萬人口在該地段。一如以上申述書所述，該地段在十多年前已經被城規會策略地規劃為休憩用地用途，目的是為興建九號貨櫃碼頭時為美景花園，IVE 及長青村提供綠化緩衝區，以減少九號貨櫃碼頭對青衣南的空氣、噪音及光污染。但是，政府不但沒有珍惜此綠化地帶的重要性，卻竟然提出砍掉 1,800 棵樹本，廢除綠化地帶的緩衝作用以興建房屋以容納上萬人的屋村。強行令該批新遷入人士在更近距離直接面對九號貨櫃碼頭所引致的空氣、噪音及光污染。這實在有違該土地的規劃原意、更違反城市規劃原則。懇請各委員在考慮時三思。

在引入逾萬人口的同時亦為鄰近地區(藍澄灣，美景花園，長青村，細山路及長青村新興建中的房屋，IVE 等一帶)，青衣南，甚至整個青衣的交通負荷及社區設施造成嚴重的負面影響。在申述書中我們多次提及顧問公司 Mott MacDonald 的顧問報告中就交通評估、觀景影響及社區設施配套的估算，不但評估方法、抽取數據的日期及統計方法都十分粗疏、不盡不實，大有誤導城規會委員之嫌。而在二零一五年五月十四日的葵青區議會會議中，亦有多位區議員質疑顧問報告中提及的多開 15 班次公共交通是否真的能夠解決上萬人口在繁忙時間的交通需要，以及區外道路(例如彌敦道)能否容納新增的巴士線(例如 42A, 43C)？按照顧問公司推算的數字，即使加開 15 班次的巴士能解決在長假期前、大部份學校

藍澄灣業主委員會
Owners' Committee of Rambler Crest

藍澄灣管業處
香港新界青衣青衣路1號1樓
Rambler Crest Estate Management Office
Level 1, Rambler Crest, 1 Tsing Yi Road
Tsing Yi, New Territories, Hong Kong.
電話 Tel: 3165 1500　傳真 Fax: 3165 1529

已經放假的情況下的交通需求(因顧問公司錄取數據的日期為復活節前夕),但是加開的車輛大大增加了青康路及青衣路的路面壓力。同時,顧問報告並沒有提及其他車輛如私家車,校巴,商用車輛等對該路面構成的負面影響(詳情請參考 TPB/R/S/TY/27-224)。對於近月在青衣路、青康路及青衣大橋發生的多宗交通事故造成青衣交通大癱瘓,我們都歷歷在目。請城規會委員審慎估計假若在增加 15 班次的公共交通同時再加上為支援新屋村而帶來不勝其數的私家車,校巴及商用車輛;試問在狹窄的青康路、青衣路和青衣大橋能否應付得來? 查青衣為香港貨運業的重要樞紐,亦是香港的重要經濟支柱。萬一該地發生交通事故,因城規會通過更改青鴻路休憩用地以興建房屋,引入大批人流及車流,把原本已接近飽和的路段百上加斤,造成更嚴重的交通阻塞,所引致的經濟損失或人命傷亡,試問各委員能否擔當有關責任?

同時,顧問公司並沒有認真考慮及提供科學化的數據,證明新建五座主水平基準高達 140 米的樓宇並沒有對藍澄灣,美景花園,長青村等現有屋苑造成屏風效應及熱島效應;亦沒有交代該五座樓宇在落成後將會把藍澄灣ＤＥＦＧ座的日照減少至每天僅餘１—２小時。而顧問公司觀景模擬並沒有提及在藍澄灣５樓平臺及１—５座Ｄ—Ｇ單位在不同角度的實質影響。那份所謂的顧問報告只是用了一個避重就輕、蒙蔽居民的方法、方向去介紹附近環境的視野在新擬建房屋下是不受影響,這是對附近一帶居民絕對不公平!再者,本會在本年 10-12 月先後發現房屋處安排承辦商在該地段做土地磡察工程。我們亦就此報警備案及多次去信各政府部門及城規會投訴。而令本會大惑不解的是,為什麼房屋處在未有正式磡察該土地是否適合興建房屋之前,竟然偷步先向城規會提出申請改變土地用途,造成既定事實?此等欺騙行為十分可恥!請各委員能擦亮眼睛,以免被顧問報告及有關當局瞞騙。

然而,即使該地能成功被更改土地用途以興建房屋,新屋村興建時及入住後亦會為社會造成昂貴成本。查擬興建的屋村位於九號貨櫃碼頭旁,以藍澄灣為例,新的屋村必須裝設隔音門窗並 24 小時關閉,同時要提供 24 小時運作的中央鮮風及冷氣系統以解決九號貨櫃碼頭所發出的噪音、空氣及光污染,才符合環評標準。以現時一般公共屋村的設計及營運來看,根本不符合經濟原則。同時,擬興建的屋村是興建於危險斜坡、青衣主要排水道及油站旁邊。平整有關危險斜坡,重整引水道及加固油站設施以減低在施工時及落成入住後油站爆炸的潛在風險所費不菲。最後所有成本只有由納稅人承擔有關費用,城規會的一個錯誤決定,實在對其他納稅人並不公平。難道青衣島或香港其他地區真的沒有其他更合適、更具成本效益的地方興建房屋嗎?請各委員在為梁振英政府所定立的建屋目標"跑數"的同時,請憑良心考慮整體社會成本,新入住居民的健康、生活需求及對鄰近屋苑的深遠影響,作出獨立及明志的決定。

健康的社區規劃必須可持續發展,地區持份者的支持實在不可或缺。面對本屋苑居民及近千份申述書的申述,已清晰表達之反對意見。同時於二零一五年五月十四日葵青區議

藍澄灣管業處
香港新界青衣青衣路1號1樓
Rambler Crest Estate Management Office
Level 1, Rambler Crest, 1 Tsing Yi Road
Tsing Yi, New Territories, Hong Kong.
電話 Tel: 3165 1500　傳真 Fax: 3165 1529

藍澄灣業主委員會
Owners' Committee of Rambler Crest

會會議中，全體 24 名葵青區議員曾一致通過動議：在未有規劃完整交通、環境及社區配套之前，擱置/否決青鴻路公營房屋發展計劃。有鑑於此，本會希望城市規劃委員會聆聽及考慮公眾對題述事宜的共同意見，否決更改青鴻路休憩用地以興建房屋之申請。

期望　貴會能順應民意，切勿漠視社會人士的意見！

此致
香港北角渣華道 333 號
北角政府合署 15 樓
城市規劃委員會秘書處
(請秘書處代為複印並轉發給城規會主席及每一位委員)

藍澄灣業主委員會
For and on behalf of
Rambler Crest
Owners' Committee
陳碧齊
Authorized Signature(s)

主席　陳碧齊　謹啓
2015 年 12 月 9 日

副本抄送：葵青區議會

3. Details of the Comment (Continued) (use separate sheet if necessary)
意見詳情（續）（如有需要，請另頁說明）

Detailed comments on the representation(s) mentioned above 對上述所提及的申述的意見詳情

=== 見附頁 ====

4. Plans, Drawings and Documents 圖則、繪圖及文件

Please list location plans, sites plans, other relevant plans, drawings and other documents submitted with the comment. For coloured drawings/plans or plans/drawings larger than A3 size, 90 copies each should be provided. For other supplementary documents, e.g. reports on impact assessment, 90 copies each should be submitted.

請列明連同意見一併遞交的位置圖、地盤平面圖、其他相關圖則、繪圖及其他文件。倘 有圖則/繪圖爲彩圖或超過A3大小，須一式90份。至於其他補充文件（例如：影響評估報告），則須一式90份。

.....

.....== 不適用 ==.....

.....

5. Signature 簽署

Signature 簽署 × .....

"Commenter" /Authorized Agent* 「提意見人」/ 獲授權代理人 *

× 陳碧霄（藍灣業主委員會主席） == 不適用 ==

Name in Block Letters 姓名（以正楷填寫） Position (if applicable) 職位（如適用）

Professional Qualification(s) 專業資格

Member 會員 / Fellow 資深會員* of

☐ HKIP ☐ HKIA ☐ HKIS ☐ HKIE ☐ HKILA

Others 其他 .....

on behalf of 代表 == 不適用 ==

~~Company/Organization Name and Chop (if applicable)~~

~~公司/機構名稱及蓋章（如適用）~~

Date 日期 2015年12月 10日

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this comment will be used by the Secretary of the Board and Government departments for the following purposes:
   (a) the processing of this comment which includes making available the name of the "commenter" for public inspection when making available this comment for public inspection; and
   (b) facilitating communication between the "commenter" and the Secretary of the Board/Government departments

   in accordance with the provisions of the Town Planning Ordinance and the relevant Town Planning Board Guidelines.

   委員會就這份意見所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

   (a) 處理這份意見，包括公布這份意見供公眾查閱，同時公布「提意見人」的姓名供公眾查閱；以及
   (b) 方便「提意見人」與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the "commenter" in this comment may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

   「提意見人」就這份意見提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. A "commenter" has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.

   根據《個人資料（私隱）條例》（第４８６章）的規定，「提意見人」有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址爲香港北角渣華道 333 號北角政府合署 15 樓。

* Delete as appropriate
Please fill "NA" for inapplicable item
「✓」at the appropriate box

* 請刪去不適用者
請在不適用的項目填寫「不適用」
請在適當的方格內加上「✓」號

就草圖的申述提出意見
Comment on Representation Relating to Draft Plan

參考編號
Reference Number: 151210-122312-44920

提交限期
Deadline for submission: 11/12/2015

提交日期及時間
Date and time of submission: 10/12/2015 12:23:12

提出此份意見的人士(下稱「提意見人」)
Person Making This Comment (known as "Commenter") hereafter: 夫人 Mrs. Judy Ma

與意見相關的草圖
Draft plan to which the comment relates: S/TY/27

意見詳情
Details of the Comments:

申述編號 **Representation No:**	意見詳情 **Details of Comments:**
	Re : 反對政府將青衣路及青鴻路興建公屋 (青衣S/TY/27) 本人為藍澄灣居民，就政府草擬將青衣路及青鴻路地段興建公營房屋作出強烈反對，原因是按房屋署委托Mott MacDonald顧問公司報告結論是不夠完善，評估只注重於5座公營房屋發展計劃所做成的交通配套、空氣污染、噪音問題及景觀等作出改善。相反顧問公司從沒有就此建屋計劃將會帶給現居民包括藍澄灣、美景花園、長青村及整個青衣南一帶受影響作出適當評估及解決方案，實不公平及將影響現居民生活。所以懇請將此計劃擱置。 以下是本人的質詢及論點： 1.據資料此地於1992年劃作休憩用地。後期康民署計劃興建公園及遊樂場，以提供康樂設施給藍澄灣、美景花園及長青村居民享用。但由於康民署發現地段主要是斜坡，排水渠等，平地極小，如要建公園將要運用大筆公帑，所以擱置並計劃種植大量樹木，以便淨化貨櫃碼頭及加油站所排出的廢氣，確保居民健康。從這點可知道此地段是不適合作任何興建設施。興建公園比興建5棟高密樓相對容易得多，但為何房屋署硬要把5棟公屋興建於此地？是否過於草率？另外現時此地段長滿1878棵樹，建議興建的5棟公屋需將80%以上大樹砍掉，這是極不環保也會提昇該處空氣污染指數、室外溫度上升等環境問題，做成熱島效應，後果不堪設想。斜坡起樓，成本肯定超高，而日後政府還要承擔龐大維修保養費，增加財政壓力和浪費公帑。由於公營房屋鄰近9號貨櫃碼頭，大型物流中心及8號幹線所製造大量噪音，建築用料相對非常昂貴，增加建築成本。另外質疑此斜坡地斜度是否合付建屋標準？建築公司如何確保安全問題？顧問公司是否有作出評估？

2.因藍澄灣居民曾發現有類似保護飛鳥、也有蜥蜴、烏龜等細小昆蟲。居民每朝亦可聽到大量鳥類昆蟲叫聲。由於此地段經過十年以上種植的樹木，及排水渠，形成了一個人造濕地。按照漁農自然護理署，這些人造濕地應加以保護，以確保生態平衡。質疑Mott MacDonald顧問公司是否就這方面作任何生態評估？

3. 此計劃2-5座公屋位置均座落斜坡，而且接近呈半包圍整個Esso加油站。此油站是24小時運作，任何大型貨櫃車都可以使用加油及更換機油。油站本身儲存了大量機油、電油等易燃危險品，在施工時出現的極小火花將有機會做成嚴重火警或爆炸，增加現有居民生命財產受損。雖然現時加油站安全設施良好，但意外是無法預計，一但意外發生，將做成沖天大火，政府如何疏導居民逃生，消防及醫療是否已作出任何調配及安排？如果Mott MacDonald未有評估加油站對居民意外影響，不符合公眾利益預期。另外加油站排出的廢氣亦因大部份樹木被砍掉以增加，直接影響藍澄灣、美景花園及長青村一帶的居民健康。還有加油站是24小時運作所制造的噪音，光污染將影響居民，評估公司是否作出影響評估？另外物流中心現逐步運作，大型貨櫃車將陸續增加，使用此油站服務將會造成更嚴重的噪音、光及空氣污染，(根據規劃署指引，第12章，第3.5.1節) 清楚列明倘若加油站設在已建設區，應選擇位於較空曠而不被其他發展包圍的地點。假使無法符合這項規定，則加油站四周的建築物只適宜為低建發展。顧問公司在未有完善評估各樣風險時和解決方案，政府不應草率起樓。

申述編號 748

4. 這塊休憩用地為青衣西南的市肺及污染緩衝分隔帶
此休憩用地為當年興建 9號貨櫃碼頭時, 政府承諾將該休憩用地作為補償給美景花園及長青村居民, 為極重要污染緩衝分隔帶, 將美景花園及長青村與9號貨櫃碼頭作適當分隔, 避免嚴重光、噪音、空氣污染及交通擠塞, 因此該綠化地帶不宜作大型住宅發展, 應維持作休憩用地。 改劃該休憩用地用途並不符合公眾合理預期。
5. 數百個藍澄灣住宅景觀被嚴重遮擋
有關住宅發展樓宇過高, 實為屏風樓, 對數百個藍澄灣住宅景觀造成嚴重影響, 當中特別以藍澄灣第 1座所有 6樓至 50樓之 D、E、F、G單位, 第 2座所有 6樓至 50樓之 D、E、F、G單位, 第 3座所有 6樓至 50樓之 D、E、F、G單位, 第 5座所有 6樓至 50樓之 D、E單位及第 6座所有 6樓至 50樓之 D、E單位最受影響, 大部份單位之景觀被嚴重遮擋, 但由於規劃署及房屋署巧妙利用不同角度錯誤演繹, 於都會規劃小組委員會文件S/TY/26 及 S/TY/27中並未有被規劃署及房屋署作正確報告, 不符合現有居民合理預期。

6. 評估中可見計劃5座公屋坐落於藍澄灣前面向西，而此處極小季候風略過。因此這5座公營房屋無形建成1個大屏風將僅有的微弱西風擋住，另藍澄灣居民熱上加熱。同時亦將原先天然光阻擋，做成光線不足，長期處於陰暗環境。就顧問評估報告亦未有作出任何評估及建議，質疑是否對現有居民公平？

7. 就計劃興建這5座大型公屋，顧問公司評估報告只著重於影響對建議公營房屋的影響，從未就興建中過程所造做成的空氣污染、噪音、

地盤強光、沙塵及大量建材廢料、污水等等帶給現有居住藍澄灣，美景花園及長青材居民日常生活影響評估。質疑顧問公司之評估報告極為草率及對公眾不負責任？

8. 交通評估欠嚴重不足
青鴻路公營房屋發展計劃共有 5座, 將建約 3,800個單位, 預計人口達 11,600人, 將會大大增加該地交通負苛。 如此大型房屋發展計劃之交通影響評估報告, Mott MacDonald 只於 2015年 3月 31日 (星期 3) 1天於長宏村進行公共交通調查, 未免太過草率。 我們認為 顧問公司應安排最少5個不同工作天進行公共交通調查, 以控制及減低調查誤差風險。同樣地顧問公司 只於 2015年 4月 28日 (星期 2) 1天於長青村進行專利巴士及公共小巴載客量調查亦屬樣本嚴重不足, 造成調查誤差風險極高。
事實公營房屋鄰近藍澄灣，對這處居住居民有著嚴重影響。現時大部份藍澄灣居民都是依靠現存2條專用小巴往來機鐵站及葵芳區，而評估公司只著重巴士人流評估是不能瞭解問題所在。評估公司草草建議增加15班巴士是不負責任及對現居民完全沒有幫助，反而加重青衣南交通負荷。質疑Mott MacDonald是否已諮詢相關之九龍巴士公司及葵青聯運小巴公司有關應付龐大人流提供交通服務之能力，但報告從未提及此重點。另外評估未有將3座酒店住客，員工、貨櫃碼頭，物流中心的工人計算在內，所以這評估絕不準確。

9.路面交通繁忙, 意外頻生
青衣南橋是大部份青衣西南居民出入市區的交通命脈，沒有周全的交通配套計
劃將會造成極大後果。尤其此道路有極多重型貨櫃車及大型貨車使用，一但發生意外將做成嚴重塞車，這不單止青衣南受影響，青衣北橋，葵芳及荃灣等亦會禍及，受苦的是我們小市民。
其實最近青衣路/青康路交匯處至青衣路/青衣鄉事會路交匯處， 短短數百米路程, 已因路面交通繁忙, 造成交通大擠塞:

2015年 7月 12日中午約 12時, 1輛20呎長貨櫃車, 駛經青衣南橋交匯處時,疑轉彎時失控向右翻側, 壓住1條行車線, 司機受傷被困。 消防接報到場, 協助將貨櫃車司機救出, 再由救護員送院治理, 送院時清醒, 警方正調查意外原因。受意外影響, 青衣交匯處來往青衣橋至葵芳一度暫封, 現場交通擠塞。
http://hk.on.cc/.../20150712/bkn-20150712125645772-0712_00822...
最後該宗交通意外令交通大擠塞超過 4小時。
2015年 8月 20日上午約 8時, 青衣交匯處往青衣南橋方向, 近青衣路有壞車,唯一行車線封閉, 一帶擠塞。
http://www.roadshow.hk/news/news-traffic.html?id=350415
由於正直上班及上學時間, 最後附近大量居民及學生均出現嚴重遲到。
2015年 8月 20日上午9時30分, 青衣青康路往青衣南橋方向, 位置近美景花園迴旋處有壞貨櫃車, 龍尾已過長青邨巴士總站, 現場路段受阻, 交通擠塞。
Mott MacDonald是否有著重意外評估影響及應變措施？如沒有，日後如何疏導受影響居民？

10. 路面工程頻繁, 影響交匯處交通容量
Mott MacDonald估算交匯處交通容量時, 並未有考慮路面工程頻繁對交匯處交通容量之重大影響。 以 2015年 6月至 8月為例, 單單由青衣路/青康路交匯處至青衣路/青衣鄉事會路交匯處，短短數百米路程, 已有 3項大型路面工程在同時進行中, 導致該路段大部份本來為雙線行車均改為單線行車, 嚴重影響車流量。 其中最大型工程為水務署於青衣路/青衣鄉事會路交匯處於 2014年 10月開始進行, 預期需時超過 1年直至2015年 11月才完成 (合約編號：11/WSD/11), 令該路段迴旋處及相關路面由雙線行車均改為單線行車, 經常令交通出現嚴重擠塞, 但Mott MacDonald對該大型路面工程之影響竟然隻字不提, 繼續用雙線流暢行車作估算, 造成估算交匯處交通容量時嚴重低估車流量, 與實際情況並不相符, 致令該交通影響評估報告出現重大錯誤及遺漏, 不符合公眾合理預期。
由於青衣路/青康路交匯處至青衣路/青衣鄉事會路交匯處路段車輛使用頻繁, 路面損耗致令維修工程不斷, 加上相關路段地底有大量設施不斷需要路面施工維修, 例如水務署之水管更換及舖設, 各電訊及寬頻網絡之網絡舖設, 及電力公司之電纜舖設, 令路面之維修工程已成常態, 導致相關路段大部份本來為雙線行車均改為單線行車, 嚴重影響車流量。
因此計算路面車流量時必須將路面工程頻繁影響交匯處及道路交通容量考慮在內, 以作正確及全面之評估。

11. 計劃興建公屋的第1-3座，貼近8號幹線、大型停車場，鄰近9號貨櫃碼頭。還有現時Ampletree 淡馬錫 Temasek 大型物流中心已陸續啟用，其發出的強光極為刺眼，已影響居於藍澄灣及美景花園的居民。顧問評估公司是否就這些建設作出嚴謹評估，例如：光污染、空氣污染及噪音污染指數等，以讓公眾瞭解。

12. 12,000人將制造出大量廢氣而藍澄灣鮮風系統正正向住這5座計劃公屋，
無形要藍澄灣5,000個居民吸入12,000人所制造的廢氣和熱氣，影響健康，不符合公眾利益。

13. 大量居民遷往青衣路及青鴻路地段做成人流繁雜，影響周邊治安，造成居
民人命財富的威脅，這點亦令藍澄灣及鄰近居民十分憂慮。

14.大量居民遷入青衣路及青鴻路地段，造成環境衛生問題，3,800戶公屋居民
加上藍澄灣原有接近1,600戶的居民，商場，酒店，總數達25,000人之多，在這狹小擠迫的空間，將會制做大量油煙、大量垃圾、大量污水；引致蒼蠅、鼠患和蚊患茲生等問題，這會嚴重影響公眾衛生健

	康。一旦社區爆發疫症，又是我們這批小市民受害。 15. 顧問公司有沒有就此計劃將帶來整個青衣區的醫料壓力作出評估？ 16.若以整個藍澄灣為中心點，延伸至青衣路及青鴻路地段，已經被周邊大型物 流，工業區、貨櫃碼頭、停車場及3所酒店包圍，而這有小小綠化及休憩地帶是給予藍澄灣、美景花園、長青村居民的補償及作緩衝區。政府絕不能剝奪在這裡居住長達10以上居民的權益。 17. 房屋署偷步施工 於 2015年 9月 15日早上 9時, 有藍澄灣 3座高層居民發現正在城市規劃委員會諮詢中之改劃休憩用地為青鴻路公營房屋發展計劃 (圖則編號: S/TY/26 及 S/TY/27), 正被偷步施工中, 部份樹木已被連根拔起, 剷出一片平路。 我們馬上聯絡葵青區區議員潘志成先生及藍澄灣業委會會員, 經商討後, 區議員潘志成先生及藍澄灣業委會立即向規劃署及地政署作出投訴, 而事後地政署回覆施工者已確認為房屋署人員。 有見事態極為嚴重, 已到警署備案, 以作進一步跟進。 由於房屋署繼不理會葵青區區議會一致反對下, 繞過葵青區區議會直接將青鴻路公營房屋發展計劃遞交城市規劃委員會審批, 立下極壞先例。 到今日房屋署竟然未經城市規劃委員會批准下偷步施工, 視法治及既定程序如無物。 由於Mott Macdonald評估報告太倉促、錯漏，欠說服力，懇請將這大型建屋計劃擱置。

就草圖的申述提出意見
Comment on Representation Relating to Draft Plan

參考編號 **Reference Number:**	151210-122312-44920
提交限期 **Deadline for submission:**	11/12/2015
與意見相關的草圖 **Draft plan to which the comment relates:**	S/TY/27

「提意見人」的詳細資料 **Particulars of "Commenter"**

提出此份意見的人士 (下稱「提意見人」) **Person Making This Comment (known as "Commenter") hereafter:**	夫人 Mrs. Judy Ma
聯絡人 **Contact Person :**	Judy Ma
通訊地址 **Postal Address :**	
電話號碼 **Tel No. :**	
傳真號碼 **Fax No. :**	
電郵地址 **E-mail address :**	[redacted]

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	Date Received 收到日期	

1. The comment should be made to the Town Planning Board (the Board) before the expiry of the specified period for making comment on the representation. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board, 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.
意見必須於指定對申述提出意見的期限屆滿前向城市規劃委員會（下稱「委員會」）提出，填妥的表格及支持有關意見的文件（倘有），必須送交香港北角渣華道333號北角政府合署15樓城市規劃委員會秘書收。

2. Please read the "Town Planning Board Guidelines on Submission and Publication of Representations, Comments on Representations and Further Representations" before you fill in this form. The Guidelines can be obtained from the Secretariat of the Board (15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong - Tel.: 2231 4810 or 2231 4835) and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F., Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories), or downloaded from the Board's website at http://www.info.gov.hk/tpb/.
填寫此表格之前，請先細閱有關「根據城市規劃條例提交及公布申述、對申述的意見及進一步申述」的城市規劃委員會規劃指引。這份指引可向委員會秘書處（香港北角渣華道333號北角政府合署15樓 - 電話：2231 4810或2231 4835）及規劃署的規劃資料查詢處（熱線：2231 5000）（香港北角渣華道333號北角政府合署17樓及新界沙田上禾輋路1號沙田政府合署14樓）索取，亦可從委員會的網頁下載（網址：http://www.info.gov.hk/tpb/）。

3. This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters, preferably in both English and Chinese. The comment may be treated as not having been made if the required information is not provided.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。提出意見的人士須以打印方式或以正楷填寫表格，填寫的資料宜中英文兼備。倘若未能提供所需資料，則委員會可把有關意見視爲不曾提出論。

1. Person Making This Comment (known as "Commenter" hereafter)
提出此份意見的人士（下稱「提意見人」）

Name 姓名/名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生/夫人/小姐/女士/公司/機構*)

× MA YUK CHU JUDY

RECEIVED
11 DEC 2013
Town Planning Board

2. Authorized Agent (if applicable) 獲授權代理人 (如適用)

Name 姓名/名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生/夫人/小姐/女士/公司/機構*)

== 不適用 ==

3. Details of the Comment
意見詳情

Draft plan to which the comment relates 與意見相關的草圖	S/TY/27
Representation(s) to which the comment relates (please specify the representation number) 與意見相關的申述（請註明申述編號）	TPB/R/S/TY/27-171

092

* Delete as appropriate　　* 請刪去不適用者
Please fill "NA" for inapplicable item　請在不適用的項目填寫「不適用」

Form No. S6A
表格第S6A號

COMMENT ON REPRESENTATION RELATING TO DRAFT PLAN UNDER SECTION 6A(1) OF THE TOWN PLANNING ORDINANCE (CAP. 131)

根據《城市規劃條例》（第131章）第6A(1)條對草圖的申述提出意見

附件:

本人 MA YUK CHU, JUDY (姓名) 反對更改青鴻路休憩用地以發展公營房屋(按計劃 S/TY/27 中 A1, A2, B1 B2, C 項)。 並支持申述書 TPB/R/S/TY/27-171 及其他反對更改青鴻路休憩用地持相近意見的申述書中就『反對更改青鴻路休憩用地以發展公營房屋』的意見，並且作出以下的進一步意見:

規劃署、運輸署及房屋署等政府機構應負起把關責任，研究該地公眾康樂設施是否嚴重不足，如實向城規會反映實況。

我非常同意新屋村的建築設計會為區來其他樓宇做成深遠影響。將來會有數百個藍澄灣及美景花園住宅景觀被嚴重遮擋，呈三文治式發展。有關住宅發展樓宇過高，實為屏風樓，對數百個藍澄灣及美景花園住宅景觀造成嚴重影響，當中特別以藍澄灣第 1 座所有 6 樓至 50 樓之 D、E、F、G 單位，第 2 座所有 6 樓至 50 樓之 D、E、F、G 單位，第 3 座所有 6 樓至 50 樓之 D、E、F、G 單位，第 5 座所有 6 樓至 50 樓之 D、E 單位及第 6 座所有 6 樓至 50 樓之 D、E 單位最受影響，大部份單位之景觀被嚴重遮擋，但由於規劃署及房屋署巧妙利用不同角度錯誤演繹，於都會規劃小組委員會文件 S/TY/26 及 S/TY/27 中並未有被規劃署及房屋署作正確報告，並不符合公眾合理預期，完全令附近居民不能接受。 青鴻路公營房屋發展計劃為高密度住宅項目，樓高 140 米，其東面同為高密度及樓高 140 米之住宅及酒店項目藍澄灣 (5 幢住宅及 3 幢酒店)，西有同為高密度及樓高 140 米之住宅項目美景花園 (8 幢住宅)，由於全屬高密度項目，呈三文治式發展，有如屏風樓令大量單位之景觀被嚴重遮擋，對附近之空氣流通有非常負面影響。 根據城市規劃委員會於 2000 年 7 月 20 日就有關上環餘樂里將休憩用地改劃為住宅用地之上訴最終裁決否決案例，高密度住宅項目不應呈三文治式發展，對社區之健康不利。
http://www.devb.gov.hk/tpab/filemanager/en/content_19/13-99.pdf。敬請城規會委員作實地考察，親身了解新項目對現居民的影響。

規劃署、運輸署及房屋署等政府機構應負起把關責任，責成該交通影響評估報告顧問於適當調查地點進行調查，如實向城規會反映交通影響實況。

我非常認同更改土地規劃，對美景花園居民不公。按照規劃文件 S/TY/26 7.7.4 項 " The open space in front of the existing residential development at Mayfair Gardens will provides a variety of recreational facilities to the residents and the students of the adjacent technical institute. It also serves as a buffer area between the residential developments and the Container Terminal. " 但在建議修定草稿 S/TY/26A 7.7.4 項中卻刪除 "It also serves as a buffer area between the residential developments and the Container Terminal." 一段，這顯然和當年規劃青鴻路休憩用地用以補償美景花園因興建九號貨櫃碼頭相背馳。實對美景花園居民不公。

3. Details of the Comment (Continued) (use separate sheet if necessary)
意見詳情（續）（如有需要，請另頁說明）

Detailed comments on the representation(s) mentioned above 對上述所提及的申述的意見詳情

=== 見附頁 ====

4. Plans, Drawings and Documents 圖則、繪圖及文件

Please list location plans, sites plans, other relevant plans, drawings and other documents submitted with the comment. For coloured drawings/plans or plans/drawings larger than A3 size, 90 copies each should be provided. For other supplementary documents, e.g. reports on impact assessment, 90 copies each should be submitted.

請列明連同意見一併遞交的位置圖、地盤平面圖、其他相關圖則、繪圖及其他文件。倘 有圖則/繪圖爲彩圖或超過A3大小，須一式90份。至於其他補充文件（例如：影響評估報告），則須一式90份。

.....

.....== 不適用 ==.....

.....

5. Signature 簽署

Signature 簽署 × .....

× MA YUK CHU, JUDY

Name in Block Letters 姓名（以正楷填寫）

"Commenter" /Authorized Agent* 「提意見人」/ 獲授權代理人 *

== 不適用 ==

Position (if applicable) 職位（如適用）

Professional Qualification(s) 專業資格

Member 會員 / Fellow 資深會員 * of

☐ HKIP ☐ HKIA ☐ HKIS ☐ HKIE ☐ HKILA

Others 其他 .....

on behalf of 代表 == 不適用 ==

~~Company/Organization Name and Chop (if applicable)~~

~~公司/機構名稱及蓋章（如適用）~~

Date 日期 2015年12月 日

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this comment will be used by the Secretary of the Board and Government departments for the following purposes:
   (a) the processing of this comment which includes making available the name of the "commenter" for public inspection when making available this comment for public inspection; and
   (b) facilitating communication between the "commenter" and the Secretary of the Board/Government departments

   in accordance with the provisions of the Town Planning Ordinance and the relevant Town Planning Board Guidelines.

   委員會就這份意見所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

   (a) 處理這份意見，包括公布這份意見供公眾查閱，同時公布「提意見人」的姓名供公眾查閱；以及
   (b) 方便「提意見人」與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the "commenter" in this comment may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

   「提意見人」就這份意見提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. A "commenter" has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.

   根據《個人資料（私隱）條例》（第 4 8 6 章）的規定，「提意見人」有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址爲香港北角渣華道 333 號北角政府合署 15 樓。

* Delete as appropriate
Please fill "NA" for inapplicable item
「✓」at the appropriate box

* 請刪去不適用者
請在不適用的項目填寫「不適用」
請在適當的方格內加上「✓」號

就草圖的申述提出意見
Comment on Representation Relating to Draft Plan

參考編號
Reference Number: 151211-103401-57071

提交限期
Deadline for submission: 11/12/2015

提交日期及時間
Date and time of submission: 11/12/2015 10:34:01

提出此份意見的人士 (下稱「提意見人」)
Person Making This Comment (known as "Commenter") hereafter: 先生 Mr. Lee Wai Fong

與意見相關的草圖
Draft plan to which the comment relates: S/TY/27

意見詳情
Details of the Comments:

申述編號 **Representation No:**	意見詳情 **Details of Comments:**
TPB/R/S/TY/27-737	另覓合適土地建屋 我認為現在選址極不恰當 不應無視區議會及公眾反對，強行提交計劃予城規會 可再考慮低密度建屋及加入環保原素的建築 但當然另覓其他土地建屋更為恰當 既可容納更多居民,也不為現有藍澄灣及美景花園居民構成不便
TPB/R/S/TY/27-734	保育樹木，此圖則不是興建高度密集住宅 不論什麼樹木,我們理應保育 香港已缺乏綠化地,樓房密集 何不另覓土地例如元朗東涌等地
TPB/R/S/TY/27-735	擱置計劃，保留原來規劃 請各位擱置計劃，保留原來用途，令原有居民安居樂業

TPB/R/S/TY/27-C347

就草圖的申述提出意見
Comment on Representation Relating to Draft Plan

參考編號
Reference Number: 151211-102426-75153

提交限期
Deadline for submission: 11/12/2015

提交日期及時間
Date and time of submission: 11/12/2015 10:24:26

提出此份意見的人士 (下稱「提意見人」)
Person Making This Comment (known as "Commenter") hereafter: 小姐 Miss Lee Wing Hin

與意見相關的草圖
Draft plan to which the comment relates: S/TY/27

意見詳情
Details of the Comments:

申述編號 **Representation No:**	意見詳情 **Details of Comments:**
TPB/R/S/TY/27-734	保育樹木，此圖則不是興建高度密集住宅 我認同因為香港綠化地方真的不多,亦無必要如此密集地建屋,東涌尚有等其他地點更適合建屋 現選址於貨櫃碼頭旁,噪音無可避免,望重新選址
TPB/R/S/TY/27-740	另行選擇比較不擠迫的地方興建住宅 我認同因為首選應利用青衣一帶的貨櫃場、停車場及荒廢土地建屋
TPB/R/S/TY/27-746	另覓合適地方興建公屋，興建綠化及社區設施 我認同因為區內已嚴重欠缺綠化及社區設施 請重新加強諮詢，全盤規劃

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就草圖的申述提出意見
Comment on Representation Relating to Draft Plan

參考編號 **Reference Number:**	151211-104910-80872
提交限期 **Deadline for submission:**	11/12/2015
提交日期及時間 **Date and time of submission:**	11/12/2015 10:49:10
提出此份意見的人士 (下稱「提意見人」) **Person Making This Comment (known as "Commenter") hereafter:**	先生 Mr. Wong Wai Yin
與意見相關的草圖 **Draft plan to which the comment relates:**	S/TY/27

意見詳情
Details of the Comments:

申述編號 **Representation No:**	意見詳情 **Details of Comments:**
TPB/R/S/TY/27-907	擱置計劃，另覓合適地方興建公屋 應善用青鴻路多個爛地停車場建屋
TPB/R/S/TY/27-910	擱置計劃 強烈要求城規會否決申請,擱置計劃, 重新規劃 另覓合適地方興建公屋
TPB/R/S/TY/27-941	反對在青鴻路斜坡興建建築物 利用青衣一帶的貨櫃場及停車場建屋 應利用青衣北岸未發展的土地作長遠建屋規劃

就草圖的申述提出意見
Comment on Representation Relating to Draft Plan

參考編號 **Reference Number:**	151211-104436-29250
提交限期 **Deadline for submission:**	11/12/2015
提交日期及時間 **Date and time of submission:**	11/12/2015 10:44:36
提出此份意見的人士 (下稱「提意見人」) **Person Making This Comment (known as "Commenter") hereafter:**	女士 Ms. Au Mei Yee
與意見相關的草圖 **Draft plan to which the comment relates:**	S/TY/27

意見詳情
Details of the Comments:

申述編號 **Representation No:**	意見詳情 **Details of Comments:**
TPB/R/S/TY/27-802	取消第 4 及第 5 座，把商場及康樂設施的興建規模擴大 本人更認為應建大型商場及康樂設施 因原有設施已嚴重不足 應取消3, 4及5座
TPB/R/S/TY/27-801	優化及提昇區內休憩設施的質素 同上,因原有區內設施已嚴重不足 望重新改善計劃,康樂及社區配套
TPB/R/S/TY/27-800	希望政府能提出具體及有效的交通配套方案 同上,請重新評估交通及環境影響 全盤規劃

TPB/R/S/TY/27-C350

就草圖的申述提出意見
Comment on Representation Relating to Draft Plan

參考編號
Reference Number: 151211-105558-50075

提交限期
Deadline for submission: 11/12/2015

提交日期及時間
Date and time of submission: 11/12/2015 10:55:58

提出此份意見的人士 (下稱「提意見人」)
Person Making This Comment (known as "Commenter") hereafter: 小姐 Miss Lee Wing Nei

與意見相關的草圖
Draft plan to which the comment relates: S/TY/27

意見詳情
Details of the Comments:

申述編號 **Representation No:**	意見詳情 **Details of Comments:**
TPB/R/S/TY/27-959	另覓合適地方興建公屋 建議取消第 3, 4 至第 5 座
TPB/R/S/TY/27-949	保持原狀 認為應另覓合適地方興建公屋
TPB/R/S/TY/27-944	重新審視計劃 計劃欠長遠考慮, 請擱置計劃，另覓合適地方興建公屋

Potential Site for Public Housing Development at Tsing Yi Road, Tsing Yi Area 22B

Final Traffic Impact Assessment Report
March 2016

Housing Department
Hong Kong Housing Authority

Mott MacDonald

Potential Site for Public Housing Development at Tsing Yi Road, Tsing Yi Area 22B

Final Traffic Impact Assessment Report
March 2016

Housing Department
Hong Kong Housing Authority

Mott MacDonald Hong Kong Limited
20/F, Two Landmark East, 100 How Ming Street, Kwun Tong, Kowloon, Hong Kong
T +852 2828 5757 F +852 2827 1823 W www.mottmac.com.hk

Record of Issue and Revision

Revision	Date	Originator	Checker	Approver	Description
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B1	May 2015	IP Chun Kit	Julie LAU	James KAM	Submission
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C	June 2015	IP Chun Kit	Julie LAU	James KAM	Submission
C1	July 2015	IP Chun Kit	Julie LAU	James KAM	Submission
C2	July 2015	IP Chun Kit	Julie LAU	James KAM	Submission
D	November 2015	Karen CHAN	Chris LEUNG	Philip WONG	Draft Final Submission
D2	January 2016	Karen CHAN	Chris LEUNG	Philip WONG	Final Submission

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1 Introduction

1.1 Background

1.1.1 The subject site is located at Tsing Yi Road, Tsing Yi Area 22B. Currently the site is a greenery area with no development. The location of the subject site is shown in Figure MMH/323840/TIA_FR_RD/1.1.

1.1.2 It is planned to construct a public rental housing estate with 4 building blocks tentatively (the "Proposed Development") in the subject site. Mott MacDonald Hong Kong Limited was commissioned by Housing Department to prepare a Traffic Impact Assessment (TIA) in support of the Proposed Development. This report describes the traffic impact study undertaken.

1.2 Scope of Study

1.2.1 The main objectives of this TIA study are as follows:

- To review the existing traffic conditions and the public transport services in the vicinity of the subject site;
- To check the transport layout and the internal transport facilities of the Proposed Development;
- To quantify the amount of traffic generated by the Proposed Development;
- To forecast the future traffic flows in the vicinity of the Proposed Development;
- To examine the traffic impact of the Proposed Development to the local road network; and
- To identify any deficiencies in the road network in accommodating the expected additional traffic associated with the Proposed Development.

1.3 Contents of the Report

1.3.1 After this introduction, the remaining chapters contain the following:

- Chapter 2 describes the existing condition and the traffic surveys;
- Chapter 3 outlines the development proposal;
- Chapter 4 presents the traffic impact analysis; and
- Chapter 5 summarises the findings of the traffic impact assessment.

2 The Existing Situation

2.1 The Subject Site

2.1.1 The subject site is located at Tsing Yi Road, Tsing Yi Area 22B. It is bounded by Tsing Yi Road to the north and the west, and Tsing Hung Road to the south. To the further northwest are Mayfair Gardens and Hong Kong Institute of Vocational Education. To the east of the subject site is Rambler Crest.

2.1.2 The subject site is now a shrubbery area with slopes. No structure or building is found inside the subject site. A petrol filling station with independent ingress and egress connecting to Tsing Yi Road is located to the north side of the subject site. An elevated private road is located to the northeast portion of the subject site, connecting between Tsing Yi Road and Rambler Crest. This elevated road runs above part of the subject site, and is not accessible from the subject site.

2.2 The Road Network

2.2.1 The section of Tsing Yi Road to the north of the subject site is a dual-2 carriageway with footpaths on both sides. The southern end of Tsing Yi Road is a cul-de-sac with a roundabout for U-turns, which is sufficiently large to accommodate all types of vehicles to turn around. Tsing Yi Road connects with Sai Shan Road in the form of priority junction, and with Ching Hong Road in the form of roundabout. Together with Tsing Yi Heung Sze Road and Kwai Tsing Road, Tsing Yi Road forms the Tsing Yi Interchange.

2.2.2 Tsing Yi Interchange is of double-roundabout design, with grade-separated carriageways and exclusive turning traffic lanes for some movements. Locating at the southeast part of Tsing Yi Island, the interchange provides access to Kwai Chung and Kowloon via Kwai Tsing Road and to Tsuen Wan and Sha Tin via Tsing Yi Heung Sze Road.

2.3 Traffic Survey

2.3.1 Traffic counts were conducted during the AM and the PM peak periods on Thursday 29 January 2015, in order to quantify the traffic flows in the vicinity of the subject site. The traffic counts were classified by vehicle types to enable the calculation of the traffic flows in passenger car unit (pcu). The surveyed junctions are:

- Tsing Yi Interchange;
- Tsing Yi Road / Ching Hong Road; and
- Tsing Yi Road / Sai Shan Road.

2.3.2 The location of the surveyed junctions is shown in Figure MMH/323840/TIA_FR_RD/2.1, and the junction layouts are shown in Figures MMH/323840/TIA_FR_RD/2.2 - 2.4.

2.3.3 From the survey results, it was found that the AM and the PM peak hour traffic flows occurred at 0800 - 0900 hours and 1700 - 1800 hours respectively. The existing peak hour traffic flows at these junctions are presented in Figure MMH/323840/TIA_FR_RD/2.5.

2.4 2015 Junction Operational Performance

2.4.1 The existing peak hour operational performance of the surveyed junctions was calculated based on the observed traffic counts and the analysis method found in Volume 2 of the Transport

Planning and Design Manual (TPDM). The analysis results are summarised in Table 2.1 and the detailed calculations are found in Appendix 1.

Table 2.1 2015 Junction Operational Performance

Junction	Type and Indicator	AM Peak	PM Peak
Tsing Yi Interchange (northern RA)	RA / RFC	0.624	0.552
Tsing Yi Interchange (southern RA)	RA / RFC	0.501	0.398
Tsing Yi Road / Ching Hong Road	RA / RFC	0.569	0.378
Tsing Yi Road / Sai Shan Road	Priority / RFC	0.435	0.357

Note: RA - roundabout
RFC - Ratio-of-Flow to Capacity

2.4.2 The above results indicate that the surveyed junctions currently operate with ample capacities during the AM and the PM peak hours.

2.5 Public Transport Facilities

2.5.1 MTR Tsing Yi Station is located about 2 km away from the subject site. Some franchised bus and scheduled minibus routes provide feeder services between MTR Tsing Yi Station and the vicinity of the subject site.

2.5.2 Some franchised bus and scheduled minibus routes currently operate along Tsing Yi Road, Sai Shan Road and Ching Hong Road. The stops of these road based public transport services are within 300m from the subject site. Details of the franchised bus and the minibus routes operating in the vicinity of the subject site are given in Table 2.2. The locations of the bus and the minibus stops are shown in Figure MMH/323840/TIA_FR_RD/2.6.

Table 2.2 Existing Road Based Public Transport Services

Route	Routing
KMB 41	Cheung Ching - Kowloon City Ferry
KMB 42	Cheung Hong - Shun Lee
KMB 42A	Cheung Hang - Jordan (To Wah Road)
KMB 43	Cheung Hong - Tsuen Wan West Railway Station
KMB 43A	Cheung Wang - Shek Lei (Tai Loong Street)
KMB 43C	Cheung Hong - Island Harbourview
KMB 43M	Cheung Ching - Kwai Fong Railway Station
KMB 242X	Cheung Hang - Tsim Sha Tsui
KMB 243M	Mayfair Gardens - Discovery Park
KMB 243P	Mayfair Gardens - Discovery Park
KMB 249M	Mayfair Gardens - Tsing Yi Railway Station
KMB 249X	Tsing Yi Railway Station - Sha Tin Central
KMB / NWFB 948	Cheung On - Causeway Bay (Tin Hau)
KMB / NWFB 948P	Cheung On - Causeway Bay (Tin Hau)
LW A31	Tsuen Wan West Railway Station - Airport (Ground Transportation Centre)
KMB N241	Hung Hom Railway Station - Cheung Wang
KMB X42C	Cheung Hang - Lam Tin Railway Station

Route	Routing
NTGMB 88A	Mayfair Gardens - Tam Kon Shan Road
NTGMB 88C	Mayfair Gardens - Kwai Fong Station
NTGMB 88D	Tivoli Garden - Kwai Fong Station
NTGMB 88F	Rambler Crest - Tsing Yi Station
NTGMB 88G	Rambler Crest - Kwai Fong Station
NTGMB 88M	Sai Tso Wan Road - Kwai Fong Station
NTGMB 405	Cheung Hang - Lai King South

Note: KMB: Kowloon Motor Bus
LW: Long Win
NWFB: New World First Bus
NTGMB: New Territories Green Minibus

2.6 Footpaths and Pedestrian Crossing Facilities

2.6.1 The existing eastern footpath at Tsing Yi Road fronting the subject site is very narrow to cater for 2-way pedestrian movements. Pedestrians walk between the railing along the kerbside of the footpath and the corrugated beam barrier adjacent to a steep downhill slope. At some locations of the footpath, the clear width between the railing and the beam barrier is less than 1m. Since no development currently abuts against the footpath, almost nil pedestrians were observed.

2.6.2 The western footpath fronting the Hong Kong Institute of Vocational Education HKIVE has about 1.6m – 1.9m width. Since this footpath serves only the side entrance of HKIVE (which is remoter than the main entrance) and the main entrance of HKIVE is located on Sai Shan Road, very few pedestrians were observed on this footpath.

2.6.3 Existing at-grade pedestrian crossing facilities are provided at various locations along Tsing Yi Road. They provide easy and direct connection from the subject site to Mayfair Gardens, Cheung Ching Estate, and the bus / GMB stops in the vicinity. The existing pedestrian crossing facilities are found to be sufficient.

3 The Proposed Development

3.1 Development Schedule

3.1.1 The Proposed Development will tentatively consist of 4 residential blocks with about 4,000 flats (inclusive of 630 1-person / 2-person flats) and some other facilities. It is targeted for completion in around 2019/2020 – 2020/2021.

3.1.2 To allow flexibility for possible future change of the number of the residential units, 4,400 flats (inclusive of 693 1-person / 2-person flats) are adopted for calculation in the junction capacity analysis.

3.1.3 The development schedule is presented in Table 3.1.

Table 3.1 DEVELOPMENT SCHEDULE

Item	Parameter	
	Basic Design (4,000 flats)	**With +10% Variation (4,400 flats)**
Domestic Use		
• Domestic GFA (approx.) [A]	187,000 m^2	187,000 m^2
• Number of Residential Tower	4 nos.	4 nos.
• Number of Flats [B]	4,000 nos.	4,400 nos.
• Number of Flats (excluding 1-person / 2-person flats)	3,370 nos.	3,707 nos.
• Overall Average Flat Size [A] / [B]	46.75 m^2	42.50 m^2
• Estimated Population	11,800	12,980
• Number of Car Parking Space	113 (i)	126 (i)
• Number of Motorcycle Parking Space	31 (i)	35 (i)
• Number of Light Goods Vehicle Parking Space	17 (i)	19 (i)
Non-domestic Use		
• Retail Complex	4,000 m^2 GFA	4,000 m^2 GFA
• Neighbourhood Elderly Centre	1 centre	1 centre
• Integrated Support Service for Persons with Severe Physical Disabilities	1 centre	1 centre
• Day Care Centre for the Elderly (60-place)	1 centre	1 centre
• Residential Care Home for the Elderly (100-place)	1 centre	1 centre
• Special Child Care Centre (30-place)	1 centre	1 centre
• Early Education and Training Centre (90-place)	1 centre	1 centre

Note: (i) Figures are based on the total flat number exclusive of 1-person / 2-person flats.

3.2 Layout of the Proposed Development

3.2.1 A conceptual layout of the Proposed Development is available only at this stage; nevertheless, the main vehicular access of the Proposed Development will be located at the southwest corner of the subject site, connecting to the cul-de-sac of the Tsing Yi Road as shown in Figure MMH/323840/TIA_FR_RD/3.1. There is another vehicular access at Tsing Hung Road for service vehicles and shown in Figure MMH/323840/TIA_FR_RD/1.1. In view of the location of the proposed vehicular access, there will be no impact on or alternation to the operation of the existing Tsing Yi Road.

3.2.2 As shown in Figure MMH/323840/TIA_FR_RD/3.1, two pedestrian accesses are proposed, one located at the proposed vehicular access (i.e., near Tsing Yi Road cul-de-sac) and another located near the junction of Tsing Yi Road / Sai Shan Road.

3.3 Internal Transport Facilities

3.3.1 The Hong Kong Planning Standard and Guidelines (HKPSG) recommendations for the provision of the car parking space are shown Table 3.2.

Table 3.2 HKPSG Recommendations for Internal Transport Facilities

Item	HKPSG Recommendations for the Proposed Development (Domestic Use) with 4,400 Flats (including 630 1-person / 2-person flats) at Average Flat Size of 46.75 m^2 in 5 Towers
Car Parking Space	• Global Parking Standard (GPS) (excluding 1-person / 2-person flats) = 1 car space per 6 - 9 units • Demand Adjustment Ratio (R1) = 0.23 for all subsidised housing • Accessibility Adjustment Ratio (R2) = 1 for outside a 500m-radius of rail station • Minimum Provision (Minimum GPS x R1 x R2) = (4,400 - 630) / 9 x 0.23 x 1 = 97 • Maximum Provision (Maximum GPS x R1 x R2) = (4,400 - 630) / 6 x 0.23 x 1 = 145
Motorcycle Parking Space	• 1 space per 110 - 250 flats of subsidised housing, excluding 1-person / 2-person flats and non-residential elements • Minimum Provision = (4,400 - 630) / 250 = 15 • Maximum Provision = (4,400 - 630) / 110 = 35
Light Goods Vehicle Parking Space	• 1 space per 200 - 600 flats (excluding 1-person / 2-person flats) • Minimum Provision = (4,400 - 630) / 600 = 7 • Maximum Provision = (4,400 - 630) / 200 = 19
Goods Vehicle Loading / Unloading Bay	• 1 bay around each residential block for service vehicles • Minimum Provision = 4

3.3.2 Housing Department proposes to provide the car parking spaces, the motorcycle parking spaces, and the LGV parking spaces for the Proposed Development (Domestic Use) according to the ratios in the District Based Parking Standards. Exact number of parking provision will be confirmed when the flat numbers are finalized. The ratios and the proposed parking provision are shown in Table 3.3. The proposed provision falls into the range of HKPSG recommendations.

Table 3.3 Proposed Parking Provision

Parking Space	Ratio of Parking Space to Number of Flats (excluding 1-person / 2-person flats)	Parking Space for 4,400 Flats (including 630 1-person / 2-person flats)
car	1 : 30	(4400 - 630) / 30 = 126 nos.
motorcycle	1 : 110	(4400 - 630) / 110 = 35 nos.
LGV	1 : 200	(4400 - 630) / 200 = 19 nos.

3.3.3 Other internal transport facilities for the residential use such as goods vehicle loading / unloading bays will be provided in accordance with the HKPSG recommendations in the detailed design stage. The internal transport facilities for the non-domestic uses shown in Table 3.1 will also be designed in accordance with the HKPSG recommendations in the detailed design stage.

3.4 Proposed Public Transport Facilities

3.4.1 In order to estimate the demand on the road based public transport services (i.e., franchised bus and green minibus), a traffic survey was conducted at Cheung Wang Estate, Tsing Yi on 31-03-2015 to quantify the passenger demand during the AM and the PM peaks. Cheung Wang Estate is selected due to its similarity to the Proposed Development in terms of the housing type, the population, the number of housing units, and the location in relation to the nearest railway station.

3.4.2 The survey results and the estimated demand on the road based public transport services are shown in Table 3.4.

Table 3.4 Estimated Passenger Demand of the Proposed Development on the Road Based Public Transport Services

Surveyed Item / Proposed Item	AM	PM
Observed Passenger Demand (person/hr)		
Cheung Wang Estate (4,200 households as at 31-12-2014)	1,776	1,062
Adopted Rates of Passenger Demand (person/hr/flat)		
Subsidised Housing / Public Rental	0.4229	0.2529
Estimated Passenger Demand of the Proposed Development (person/hr)		
Public Rental Housing Estate (4,400 flats)	1,861	1,113

3.4.3 The above results show that about 1,861 and 1,113 passengers would be generated by the Proposed Development during the AM and the PM peak hours. As a rough indication of the aforesaid figures, the 1,861 and 1,113 passengers would be equivalent to the carrying capacity of about 16 and 10 buses in the AM and the PM peak hours, assuming the accommodation of 120 passengers for a double-deck bus.

3.4.4 Currently there are more than 20 franchised bus and scheduled minibus routes in the vicinity of the subject site. Since these public transport routes reach various districts throughout Hong Kong, such as Tsing Yi Island, Kwai Fong, Tsuen Wan, Sha Tin, Kowloon East, Kowloon South, Hong Kong Island, the airport, and the stops of these routes are within walkable distance, the demand of introducing new road-based transport routes for the Proposed Development is not identified.

3.4.5 A survey was conducted at the bus stop located at Tsing Yi Road outside Cheung Ching Estate towards Kwai Chung during the AM peak, counting the number of the boarding passengers on different bus routes (refer to Appendix C). The data was used to produce an indicative estimation on the passenger demand generated by the Proposed Development on different bus routes. The estimation is shown in Table 3.5.

Table 3.5 Indicative Estimation of Passenger Demand Generated by the Proposed Development on Different Bus Routes

Bus Route	Demand Split	Estimated Passenger Demand (Number of Boarding Passengers in the AM Peak Hour)	Equivalent Bus Capacity
KMB 42	4.8%	89	0.7
KMB 42A	23.8%	443	3.7
KMB 43	13.6%	253	2.1
KMB 43A	15.7%	292	2.4
KMB 43C	10.6%	197	1.6
KMB 43M	10.7%	199	1.7
KMB 242X	1.0%	19	0.2
KMB 243P	3.9%	73	0.6
KMB 249X	4.2%	78	0.7
KMB / NWFB 948	8.3%	155	1.3
KMB / NWFB 948P	1.8%	34	0.3
KMB X42C	1.7%	32	0.3
Total	100.0%	1863	15.5

Note: Equivalent Bus Capacity is estimated by assuming the accommodation of 120 passengers for a double-deck bus.
KMB: Kowloon Motor Bus
NWFB: New World First Bus

3.4.6 It is expected that the existing public transport services would be able to absorb the additional demand on the road based public transport services by the Proposed Development by adjusting the frequency of the existing routes.

3.4.7 To tier in with the policy of using railway as the backbone public transport mode, a new bus or GMB feeder route between the Proposed Development and Tsing Yi Railway Station could be considered. Alternatively, extension of the existing KMB Route 249M (Mayfair Gardens - Tsing Yi Railway Station) to the Proposed Development is also a viable option. Detailed arrangement should be explored at the later stage before the commencement of the Proposed Development.

3.4.8 Although the existing public transport services would be able to absorb the additional demand on the road based public transport services by the Proposed Development by adjusting the frequency of the existing routes, it is proposed to reserve an off-street laybys at Tsing Yi Road abutting on the Proposed Development for possible expansion of the bus and the minibus services in future. The schematic design of the proposed public transport facilities are shown in Figure MMH/323840/TIA_FR_RD/3.1.

3.5 Pedestrian Trip Generation

3.5.1 To estimate the pedestrian generation for the Proposed Development, a pedestrian trip generation survey was conducted at Cheung Wang Estate, Tsing Yi. The survey results and the estimated pedestrian trip generation of the Proposed Development are shown in Table 3.6.

Table 3.6 Pedestrian Trip Generation of the Proposed Development

Surveyed Item / Proposed Item	AM Generation	AM Attraction	PM Generation	PM Attraction
Number of Pedestrians (person/hr)				
Cheung Wang Estate (4,200 households as at 31-12-2014)	3,389	930	614	1,661
Adopted Pedestrian Trip Generation Rates (person/hr/flat)				
Subsidised Housing / Public Rental	0.8069	0.2214	0.1462	0.3955
Estimated Pedestrian Generation of the Proposed Development (person/hr)				
Public Rental Housing Estate (4,400 flats)	3,550	974	643	1,740

3.5.2 The Proposed Development would generate some 4,500 and 2,300 pedestrians (two-way) during the AM and the PM peak hours.

3.6 Proposed Improvement to Tsing Yi Road

3.6.1 The existing condition of the footpath fronting the subject site is described in Section 2.6 of this report. The section of Tsing Yi Road to the south of Sai Shan Road is a dual-2 carriageway with the following conditions:

- western footpath fronting HKIVE of about 1.6m – 1.9m width, including railing;
- 2 northbound traffic lanes of about 6.8m width;
- a central reserve of about 1.9m width;
- 2 southbound traffic lanes of about 7.3m width; and
- eastern footpath fronting the subject site of about 1.7m, including railing, corrugated beam barrier and chain link fence.

Tsing Yi Road to the south of Sai Shan Road

3.6.2 In order to widen the eastern footpath fronting the subject site, due to the site constraint, it is proposed to reduce the number of traffic lanes. The section of the Tsing Yi Road to the south of Sai Shan Road will serve only the Proposed Development and limited traffic of about 300 - 400 pcu/hr (2-way) during the AM and PM peaks are expected (refer to Table 4.1), while a single 2-lane carriageway could accommodate about 1,700 vehicles / hour (2-way) in stipulated in the Transport Planning and Design Manual (TPDM). Hence, the reduction of the number of the traffic lanes is acceptable.

3.6.3 For the section of Tsing Yi Road to the south of Sai Shan Road, it is proposed (i) to remain the existing western footpath fronting HKIVE unchanged, (ii) to provide a single carriageway of 7.3m width with 1 northbound and 1 southbound traffic lanes, (iii) to provide an on-street layby reserved for bus and minibus stops, and (iv) to provide an eastern footpath of about 6.0m width.

3.6.4 In view of the cul-de-sac layout of Tsing Yi Road and the locations of the 2 pedestrian accesses of the Proposed Development, the eastern footpath at this section of Tsing Yi Road is expected to mainly serve for the passengers of the public transport services operating at the cul-de-sac of Tsing Yi Road. Apart from this group of pedestrians, it is expected that almost all pedestrians

generated from the Proposed Development would prefer using the more convenient pedestrian access near Sai Shan Road via the proposed retail complex than using the pedestrian access at cul-de-sac of Tsing Yi Road. Assuming a bus shelter occupying a space of 2.0m from the kerbline, the clear width remained for the transient pedestrians would be about 4.0m, which is greater than the range of width standards for footpath (through zone width of 2.0m - 3.5m for residential zone) recommended in the Hong Kong Planning Standard and Guidelines. In addition, given the 3.0m effective width remained as footpath, it is considered that the queuing space is adequate and would not affect the Level of Service of the footpath. Further elaboration is provided in para. 3.6.5.

3.6.5 As described in Section 3.4 of this report, it is expected the existing public transport services would be able to absorb the additional demand on the road based public transport services by the Proposed Development by adjusting the frequency of the existing routes. The proposed bus / GMB facilities at Tsing Yi Road cul-de-sac is reserved for possible expansion of the bus and the minibus services in future. At the rezoning stage, there is no detailed planning of the expansion of the bus and the minibus services, which requires the design jointly developed by Transport Department and the bus / minibus operators. Nevertheless, assuming one-fifth of the estimated passenger demand using the bus / minibus services operating at Tsing Yi Road cul-de-sac in the AM peak, there will be 372 passengers (= 1861 / 5) in the AM peak hour on the footpath adjacent to the bus / minibus stops. In view of the existing well-developed 20 some bus / minibus routes, the proportion of one-fifth is considered as a very conservative estimation. As described in Section 3.6.4, a clear width of 4.0m footpath adjacent to the bus shelters is provided. Level of service (LOS) A is achieved for 372 pedestrians / hour on a footpath with 3.0m effective width.

Tsing Yi Road to the north of Sai Shan Road

3.6.6 It is proposed to signalize the junction of Tsing Yi Road / Sai Shan Road in order to (i) enhance the operation of the traffic movements at this junction, and (ii) provide a signal-controlled crossing for the pedestrians to cross the roads.

3.6.7 It is worth noting that very limited traffic was observed to turn right from Sai Shan Road to Tsing Yi Road southbound as Tsing Yi Road southbound is a cul-de-sac having nowhere to go. In order to fully utilize the signal timing of the proposed signalized junction, the right turn is proposed to be banned and divert to the roundabout of Tsing Yi Road / Ching Hong Road.

3.6.8 The pedestrian crossing across the Tsing Yi Road carriageway at the proposed signalized junction will be widened to the standard width of 4m, which could accommodate the pedestrian flow of 2400 - 4800 persons per hour, as stipulated in Volume 4 of Transport Planning and Design Manual. Comparing with the overall pedestrian generation of some 4,500 and 2,300 pedestrians (two-way) during the AM and the PM peak hours (refer to Table 3.6), the proposed 4m pedestrian crossing would certainly be sufficient. If necessary, the crossing width could be reviewed at the detail design stage.

3.6.9 For the section of Tsing Yi Road between Sai Shan Road and Ching Hong Road, it is proposed to remove part of the central divider and to re-align the carriageway in order to provide extra space for the widening of the eastern footpath. 2 traffic lanes for each direction will be maintained. Due to limited space available, corrugated beam barrier is assumed at 0.3m offset from the kerb side; while boundary wall is assumed on the other side of the footpath and a clearance of 0.5m is assumed in deriving the clear width. The eastern footpath would be widened to about 3m clear width (excluding corrugated beam barrier).

3.6.10 Table 3.6 showed that the Proposed Development would generate some 4,500 and 2,300 pedestrians (two-way) during the AM and the PM peak hours. As a rough estimation, assuming

one-fifth of the pedestrians using the pedestrian crossing for Mayfair Gardens and four-fifths using the section of footpath for Cheung Ching Estate and the existing bus stops, the number of pedestrians on the footpath in the AM peak hour would be 3,619, which is LOS C (23-33 persons/min/metre) for the effective footpath width of 2m. LOS C is considered as an appropriate level balancing the comfortable walking environment and the scarce land resources in the urban areas.

3.6.11 Currently vehicles using the roundabout of Tsing Yi Road / Ching Hong Road are found to have no difficulties in terms of maneuvering, and the roundabout would be capable to accommodate the future traffic growth and the additional development traffic, nevertheless, it is proposed to enlarge the circulatory carriageway of the roundabout for improvement.

3.6.12 The schematic design of all the above proposed improvement to Tsing Yi Road is shown in Figures MMH/323840/TIA_FR_RD/3.1 - 3.2.

3.6.13 It is emphasized that the schematic design of the proposed improvement is for rezoning purpose. The schematic design would be reviewed at the detail design stage.

4 The Traffic Impact

4.1 Traffic Generation by the Proposed Public Rental Housing Estate and the Retail Complex

4.1.1 The traffic generation of the proposed public rental housing estate and the associated retail complex are based on the trip generation rates for "Subsidised Housing / Public Rental" and "retail use" recommended in the Transport Planning and Design Manual (TPDM). The trip generation rates and the traffic generation of the domestic use and the retail use are presented in Table 4.1.

4.2 Traffic Generation by the Proposed Kindergarten

4.2.1 1 kindergarten with 8 classrooms is proposed to be provided in the proposed housing site. To estimate the related traffic generation during the AM and the PM peak hours, a traffic survey of an existing kindergarten, Peace Evangelical Centre Kindergarten (Tsing Yi) in Cheung Wang Estate, Tsing Yi, was conducted to qualify the traffic generation.

4.2.2 The survey results were used to estimate the traffic generations of the Proposed Kindergarten, which are shown in Table 4.1.

4.3 Traffic Generation by the Proposed Neighbourhood Elderly Centre

4.3.1 1 Neighbourhood Elderly Centre is proposed to be provided in the proposed housing site. Neighbourhood Elderly Centre is a type of community support services at neighbourhood level. The target group is the elderly living in the locality. Telephone interviews were made to 2 existing similar centres in Tsing Yi, Tsing Yi Neighbourhood Elderly Centre in Tsing Yi Estate and Fook On Church Elderly Centre in Cheung On Estate. The service recipients of these 2 existing centres are the nearby elderly residents and they access the centres on foot. Hence, the traffic generations of these 2 centres are the trips made by staff only, which mostly relies on the public transport services.

4.3.2 In view of the negligible traffic generation of this type of social welfare facilities, a nominal traffic flow of 5 pcu/hr is assigned as shown in Table 4.1.

4.4 Traffic Generation by the Proposed Integrated Support Service for Persons with Severe Physical Disabilities

4.4.1 1 Integrated Support Service for Persons with Severe Physical Disabilities is proposed to be provided in the proposed housing site. This kind of centre provides integrated home-based support services to the persons with severe physical disabilities. There are only 2 existing centres in Hong Kong. Telephone interviews were made to these 2 existing centres operated by Yang Memorial Methodist Social Service in Lei Yue Mun Estate, Yau Tong and Po Leung Kuk in Tin Chak Estate, Tin Shui Wai. Since the centres are used for administrative purpose and no service recipients are served in the centres, the traffic generations of these 2 centres are the trips made by staff only, which mostly rely on the public transport services.

4.4.2 In view of the negligible traffic generation of this type of social welfare facilities, a nominal traffic flow of 5 pcu/hr is assigned as shown in Table 4.1.

4.5 Traffic Generation by the Proposed Day Care Centre for the Elderly

4.5.1 1 Day Care Centre for the Elderly is proposed to be provided in the proposed housing site. The centre will provide a range of centre-based care and support services during daytime to enable frail and demented elders suffering from moderate or severe level of impairment. The service recipients are mostly transported by private light buses / rehabuses.

4.5.2 In view of the negligible traffic generation of this type of social welfare facilities, a nominal traffic flow of 5 pcu/hr is assigned as shown in Table 4.1.

4.6 Traffic Generation by the Proposed Residential Care Home for the Elderly

4.6.1 1 centre of Residential Care Home for the Elderly is proposed to be provided in the proposed housing site. Residential care services for elders aim to provide residential care and facilities for elders who cannot adequately be taken care of at home. The proposed centre will provide accommodation services to the service recipients who will stay in the proposed centre; hence only the trips made by staff will be generated in the AM peak and the PM peak.

4.6.2 In view of the negligible traffic generation of this type of social welfare facilities, a nominal traffic flow of 5 pcu/hr is assigned as shown in Table 4.1.

4.7 Traffic Generation by the Proposed Special Child Care Centre

4.7.1 1 Special Child Care Centre is proposed to be provided in the proposed housing site. It provides special training and care for moderately and severely disabled children to facilitate their growth and development, helping them prepare for primary education. The children will be transported by private light buses.

4.7.2 In view of the limited traffic generation of this type of social welfare facilities, a nominal traffic flow of 5 pcu/hr is assigned as shown in Table 4.1.

4.8 Traffic Generation by the Proposed Early Education and Training Centre

4.8.1 1 Early Education and Training Centre is proposed to be provided in the proposed housing site. It is designed mainly for disabled children from birth to the age of six, providing them with early intervention programmes. The proposed centre will provide services for approximate 90 children.

4.8.2 A nominal traffic flow of 5 pcu/hr is assumed for the proposed centre as shown in Table 4.1.

Table 4.1 Trip Generation Rates and Traffic Generation of the Proposed Development

Surveyed Items / Proposed Items	AM Generation	AM Attraction	PM Generation	PM Attraction
Surveyed Traffic Generation (pcu/hr)				
Peace Evangelical Centre Kindergarten (Tsing Yi) (9 classrooms)	7	7	6	6
Adopted Trip Generation Rates for the Proposed Development				
Subsidised Housing / Public Rental (pcu/hr/flat)	0.0432	0.0326	0.0237	0.0301
Retail (pcu/hr/100m^2)	0.2296	0.2434	0.3100	0.3563
Kindergarten (pcu/hr/classroom)	0.7778	0.7778	0.6667	0.6667
Neighbourhood Elderly Centre	negligible	negligible	negligible	negligible
Integrated Support Service for Persons with Severe Physical Disabilities	negligible	negligible	negligible	negligible
Day Care Centre for the Elderly	negligible	negligible	negligible	negligible
Care Home for the Elderly	negligible	negligible	negligible	negligible
Special Child Care Centre	negligible	negligible	negligible	negligible
Early Education and Training Centre	negligible	negligible	negligible	negligible
Estimated Traffic Generation (pcu/hr) of the Proposed Development				
Public Rental Housing Estate (4,400 flats)	190	143	104	132
Retail Complex (4,000m^2)	9	10	12	14
Kindergarten (8 classrooms)	6	6	5	5
Neighbourhood Elderly Centre	5	5	5	5
Integrated Support Service for Persons with Severe Physical Disabilities	5	5	5	5
Day Care Centre for the Elderly	5	5	5	5
Care Home for the Elderly	5	5	5	5
Special Child Care Centre	5	5	5	5
Early Education and Training Centre	5	5	5	5
Total	235	189	151	181

4.9 Traffic Generation by the Planned / Committed Developments in the Vicinity

4.9.1 The traffic flows that would be generated by the planned / committed developments in the vicinity of the Proposed Development have also been considered, and are shown in Table 4.2.

Table 4.2 Traffic Generation of the Planned / Committed Developments in the Vicinity

Planned / Committed Developments	AM Generation	AM Attraction	PM Generation	PM Attraction
Adopted Trip Generation Rates (pcu/hr/flat)				
Private Housing / High Density	0.0718	0.0425	0.0286	0.0370
Subsidised Housing Home Ownership Scheme	0.0622	0.0426	0.0297	0.0401
Estimated Traffic Generation (pcu/hr)				
Private Housing Site at Sai Shan Road with 740 flats	53	31	21	27
Ching Chun Court at 2B Ching Hong Road with 465 flats	29	20	14	19

4.9.2 It is noted that a Transport Department's vehicle examination centre at Sai Tso Wan Road, Tsing Yi has been planned. The estimated traffic flow operating along Ching Hong Road, Tsing Yi Road, and Kwai Tsing Road is shown in Table 4.3.

Table 4.3 Traffic Generation of the Planned Vehicle Examination Centre

Planned Vehicle Examination Centre	AM Generation	AM Attraction	PM Generation	PM Attraction
Traffic Operating along Ching Hong Road, Tsing Yi Road, and Kwai Tsing Road (pcu/hr)	20	29	36	36

Source: Transport Department

4.10 Design Year for Traffic Forecast

4.10.1 The Proposed Development is expected to be completed in around 2019/2020 – 2020/2021. The guideline from Transport Department recommends that the Traffic Impact Assessment (TIA) should be conducted for whichever is later: (i) three years after the completion date (2020 + 3 = 2023), or (ii) five years after the submission (2015 + 5 = 2020). For the captioned project, the year adopted for junction capacity analysis is 2025.

4.11 Traffic Forecast

4.11.1 Future background traffic was based on an assessment of Annual Traffic Census (ATC), Territorial Population and Employment Data Matrix (TPEDM), as well as the future planned / committed land use developments / redevelopments in close proximity to the Proposed Development that may affect the future traffic flows.

4.11.2 Some Annual Traffic Census (ATC) stations are found in the vicinity of the subject site. The historic Annual Average Daily Traffic (AADT) data was reviewed, and is presented in Table 4.4.

Table 4.4 ATC Stations Located in the Vicinity of the Subject Site

Station	6219	5852	5232	5653	5439	Overall
Road	Kwai Tsing Rd & Tsing Yi S Bridge	Tsing Yi Heung Sze Wui Rd	Tsing Yi Rd	Ching Hong Rd	Tsing Yi Rd	-
From	Tsing Yi Rd	Fung Shue Wo Rd RA	Tsing Yi Heung Sze Wui Rd	Chung Mei Rd	Ching Hong Rd	-
To	Kwai Tai Rd INT	Tsing Yi Rd	Ching Hong Rd	Tsing Yi Rd	Tsing Nam St	-
Year	**Annual Average Daily Traffic (vehicles per day)**					
2004	46,230	27,170	18,900	12,620	7,460	112,380
2005	44,020	28,360	19,730	13,290	7,540	112,940
2006	43,440	31,260	20,490	15,040	7,830	118,060
2007	48,340	27,960	20,290	14,900	7,760	119,250
2008	47,140	27,550	19,780	14,680	7,640	116,790
2009	45,080	25,960	19,030	13,830	6,250	110,150
2010	43,540	27,000	19,800	11,200	6,390	107,930
2011	44,240	30,020	20,620	10,910	6,660	112,450
2012	40,780	30,470	20,470	10,830	6,610	109,160
2013	47,000	31,770	18,980	11,290	6,890	115,930
Average Annual Growth	0.18%	1.75%	0.05%	-1.23%	-0.88%	**0.35%**

4.11.3 Table 4.3 shows that an overall average annual growth at the ATC stations located in the vicinity of the Proposed Development increases at 0.35% per annum.

4.11.4 To predict the traffic growth, reference was also made to the 2011-based Territorial Population and Employment Data Matrix (TPEDM). The relevant data is extracted and is shown in Table 4.5.

Table 4.5 2011-Based TPEDM Data of Population and Employment

Planning Data Zone	Item	2016	2021	2026	Average Annual Growth
154	Population	27,050	26,900	25,900	
	Employment	8,950	6,350	6,350	
	Total	36,000	33250	32,250	-1.09%
257	Population	4,200	4,150	3,950	
	Employment	4,350	4,100	3,850	
	Total	8,550	8,250	7,800	-0.91%
450	Population	35,200	33,750	32,900	
	Employment	7,700	9,350	8,750	
	Total	42,900	43,100	41,650	-0.30%
Overall	Population	66,450	64,800	62,750	
	Employment	21,000	19,800	18,950	
	Total	87,450	84,600	81,700	**-0.68%**

4.11.5 By comparing the 2016 and 2026 planning data, there is an overall decrease in population and employment at -0.68% per annum.

4.11.6 It is noted that most areas along Tsing Yi Heung Sze Wui Road, Tsing Yi Road (outside Cheung Ching Estate and Mayfair Gardens), Ching Hong Road, and Sai Shan Road are fully developed. Hence, it is expected that the traffic growth at these roads is minimal.

4.11.7 In view of the historic AADT growth shown in Table 4.3 and the expected negative growth in the planning data shown in Table 4.4, a growth rate of 1.0% per annum is adopted to project the future background traffic flows from 2015 to 2025 for the purpose of analysis.

4.11.8 The 2025 background traffic flows are estimated using the observed 2015 traffic flows and the predicted traffic growth between 2015 and 2025, plus the traffic generated by the planned / committed developments in the vicinity of the Proposed Development.

4.12 2025 Junction Operational Performance

4.12.1 Year 2025 peak hour traffic flows without and with the Proposed Development are shown in Figures 4.1 and 4.2.

4.12.2 The 2025 junction capacity analysis for the scenarios without and with the Proposed Development is summarised in Table 4.6, and the detailed calculations are presented in the Appendix 1.

Table 4.6 2025 Junction Operational Performance

Junction	Type and Indicator	Without the Proposed Development		With the Proposed Development	
		AM Peak	PM Peak	AM Peak	PM Peak
Tsing Yi Interchange (northern RA)	RA / RFC	0.721	0.634	0.789	0.678
Tsing Yi Interchange (southern RA)	RA / RFC	0.595	0.463	0.666	0.487
Tsing Yi Road / Ching Hong Road	RA / RFC	0.691	0.451	0.788	0.519
Tsing Yi Road / Sai Shan Road	Priority / RFC	0.544	0.425	0.573	0.440

Note: RA - roundabout
RFC - Ratio-of-Flow to Capacity

4.12.3 The above results indicate that the surveyed junctions are expected to operate with capacities during the peak hours in 2025. The junctions analysed have sufficient capacity to accommodate the expected traffic growth and the additional traffic generated by the Proposed Development.

4.12.4 As presented in the Section 3.6 of this report, some improvements to Tsing Yi Road are proposed. Under the proposed improvement, the 2025 junction capacity analysis for the scenarios without and with the Proposed Development is summarised in Table 4.7, and the detailed calculations are presented in the Appendix 1.

Table 4.7 2025 Junction Operational Performance (Under the Proposed Improvement)

Junction	Type and Indicator	Without the Proposed Development		With the Proposed Development	
		AM Peak	PM Peak	AM Peak	PM Peak
Tsing Yi Road / Ching Hong Road	RA / RFC	0.690	0.437	0.786	0.503
Tsing Yi Road / Sai Shan Road	signal / RC	59%	93%	20%	44%

Note: RA - roundabout
RFC - Ratio-of-Flow to Capacity
RC - Reserve Capacity

5 Summary and Conclusion

5.1 Summary

5.1.1 The proposed public rental housing estate is located at the end of Tsing Yi Road, opposite to Hong Kong Institute of Vocational Education. It is proposed to construct tentatively 4 building blocks with 4,000 flats. To allow flexibility of amending the number of residential units in the design stage, 4,400 flats are adopted for the purpose of junction capacity analysis.

5.1.2 The proposed main vehicular access of the Proposed Development will be connected to the cul-de-sac of Tsing Yi Road. Hence, the proposed vehicular access will have very limited interference to the road traffic. There is another vehicular access for service vehicles at Tsing Hung Road.

5.1.3 Many road based public transport services could be found within 300 m from the subject site. These public transport services reach Tsing Yi Railway Station and various locations in Hong Kong, such as Kwai Chung, Tsuen Wan, Tsim Sha Tsui, Hong Kong Island, and the airport.

5.1.4 Bus stop facilities are proposed at Tsing Yi Road outside the subject site for future expansion of the public transport services. The associated footpath is proposed to be widened to accommodate the passengers.

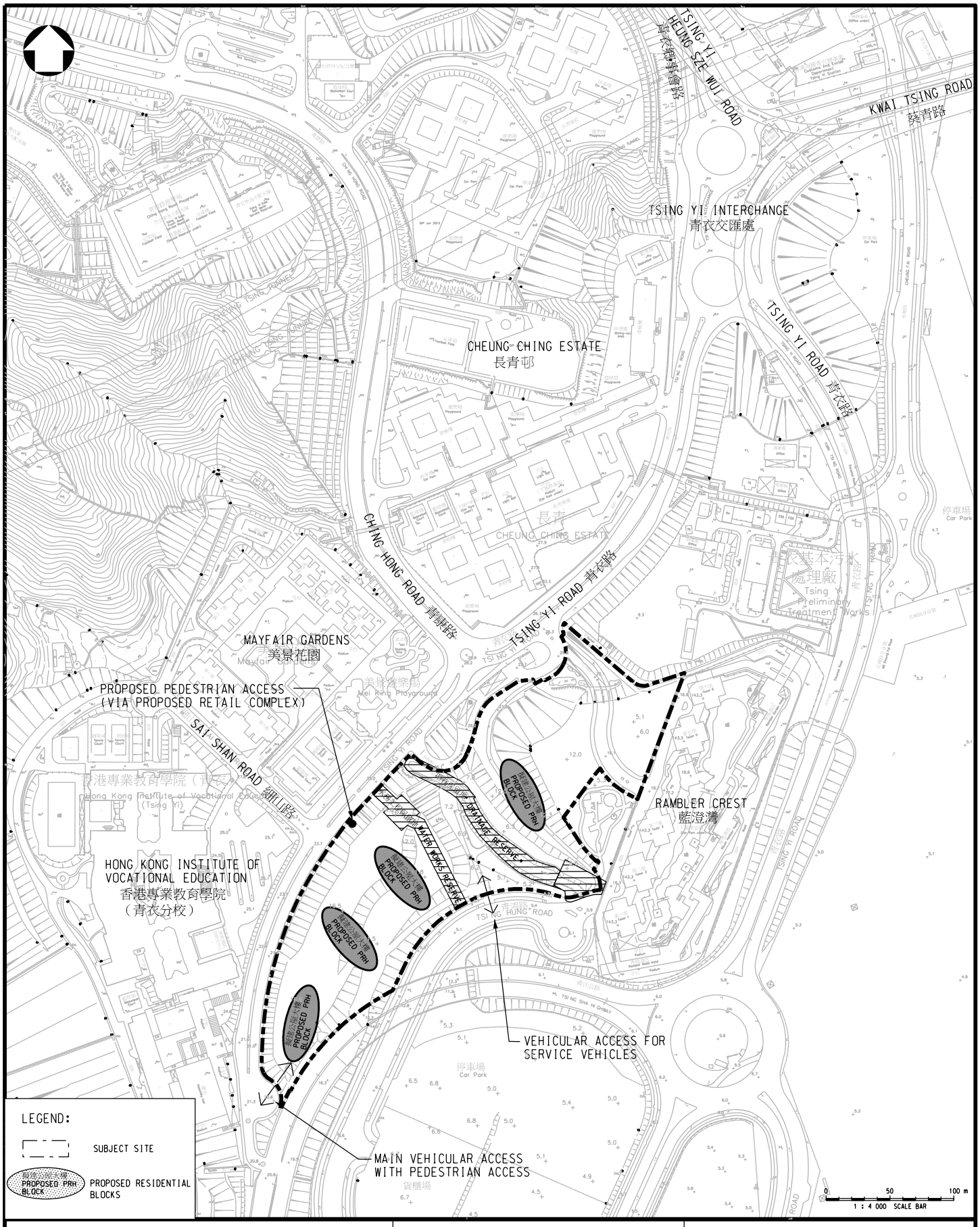
5.1.5 Car parking facilities and other internal transport facilities will be provided in accordance with the recommendations of the Hong Kong Planning Standard and Guidelines.

5.1.6 In view of the road network and the location of the subject site, the traffic generation associated with the Proposed Development will use Tsing Yi Road and pass through the road junctions assessed in this report. The assessed road junctions have sufficient capacity to accommodate the future traffic growth and the additional traffic generated by the Proposed Development.

5.2 Conclusion

5.2.1 It can be concluded that the traffic impact induced by the Proposed Development is acceptable from traffic engineering point of view.

Figures



DRAWING TITLE

LOCATION OF SUBJECT SITE AND CONCEPTUAL LAYOUT PLAN

PROJECT TITLE

PUBLIC HOUSING DEVELOPMENT AT TSING YI ROAD, TSING YI

Mott MacDonald
20/F Kowloon-AIA Kowloon Tower
100 How Ming Street
Kwun Tong, Kowloon
Hong Kong
香港九龍觀塘巧明街100號
友邦九龍大樓20樓
T +852 2828 5757
F +852 2827 1823
W www.mottmac.com.hk

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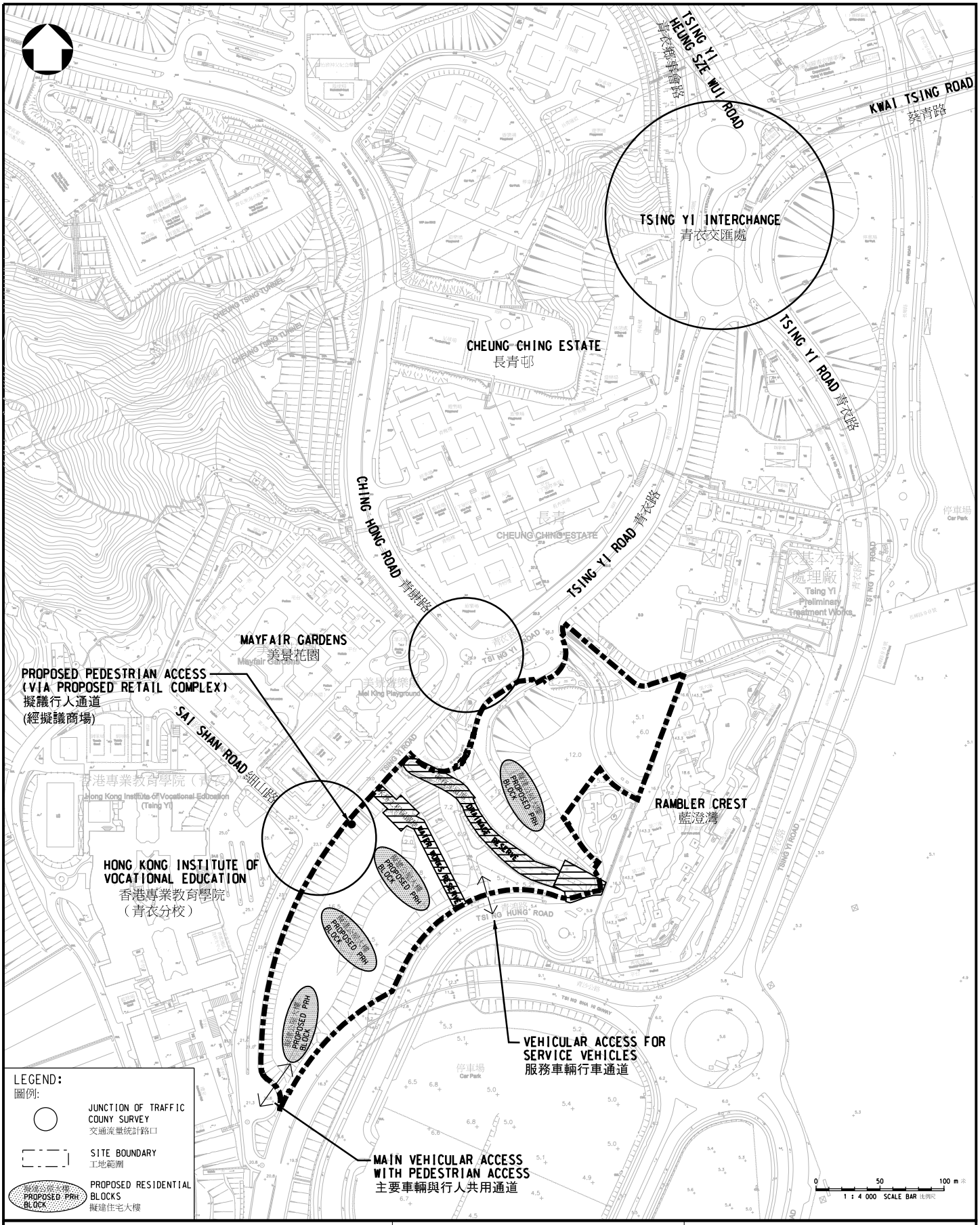

DRAWING TITLE
圖則名稱

LOCATION OF TRAFFIC COUNT SURVEY
交通流量統計地點

PROJECT TITLE
項目名稱

PUBLIC HOUSING DEVELOPMENT AT TSING YI ROAD, TSING YI
青衣青鴻路擬議公營房屋發展

Mott MacDonald
20/F Kowloon-AIA Kowloon Tower
100 How Ming Street
Kwun Tong, Kowloon
Hong Kong
香港九龍觀塘巧明街100號
友邦九龍大樓20樓
T +852 2828 5757
F +852 2827 1823
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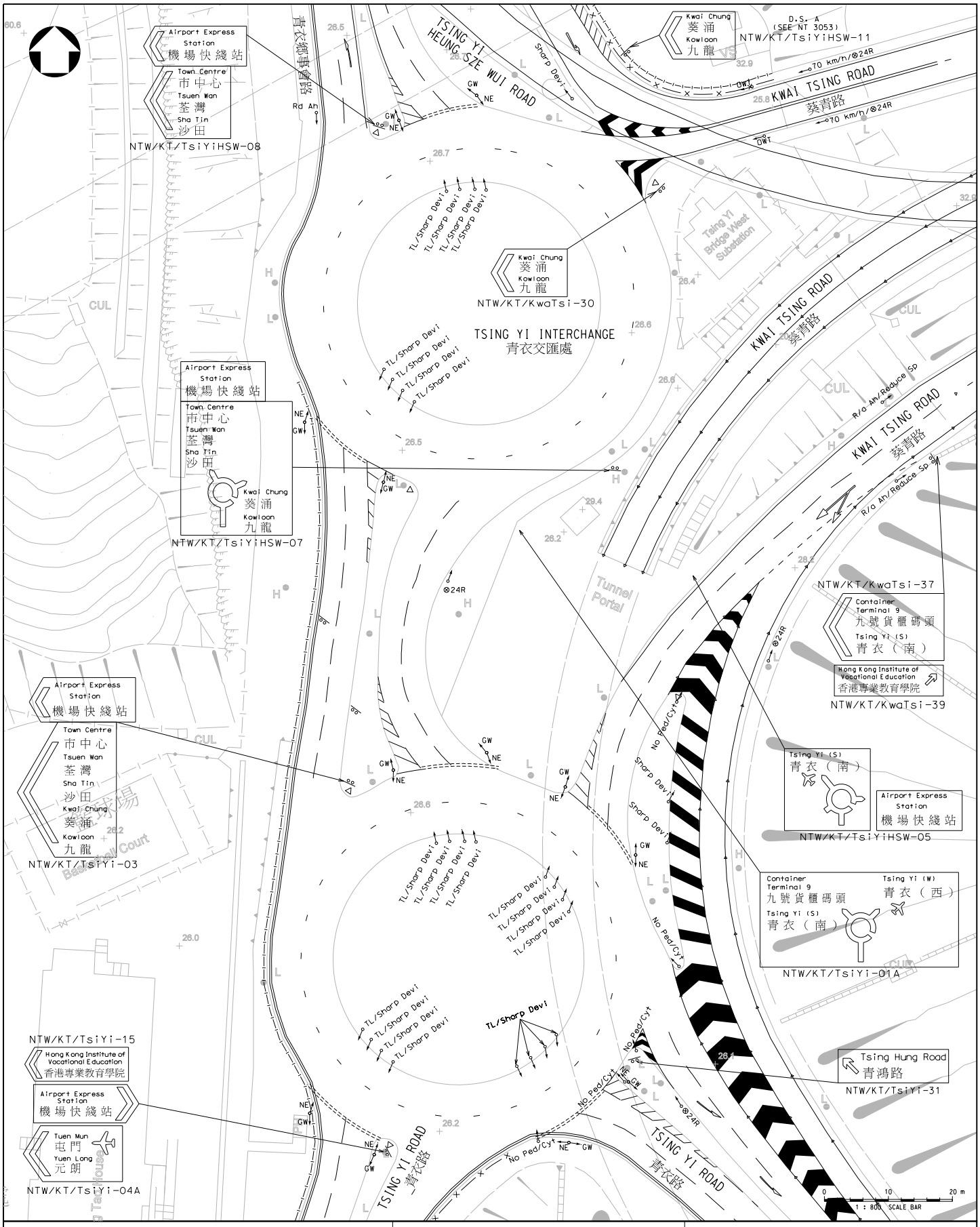

Title

JUNCTION LAYOUT OF TSING YI INTERCHANGE

POTENTIAL SITE FOR PUBLIC HOUSING DEVELOPMENT AT TSING YI ROAD, TSING YI AREA 22B

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20/F Kowloon-AIA Kowloon Tower
100 How Ming Street
Kwun Tong, Kowloon
Hong Kong
T +852 2828 5757
F +852 2827 1823
W www.mottmac.com.hk

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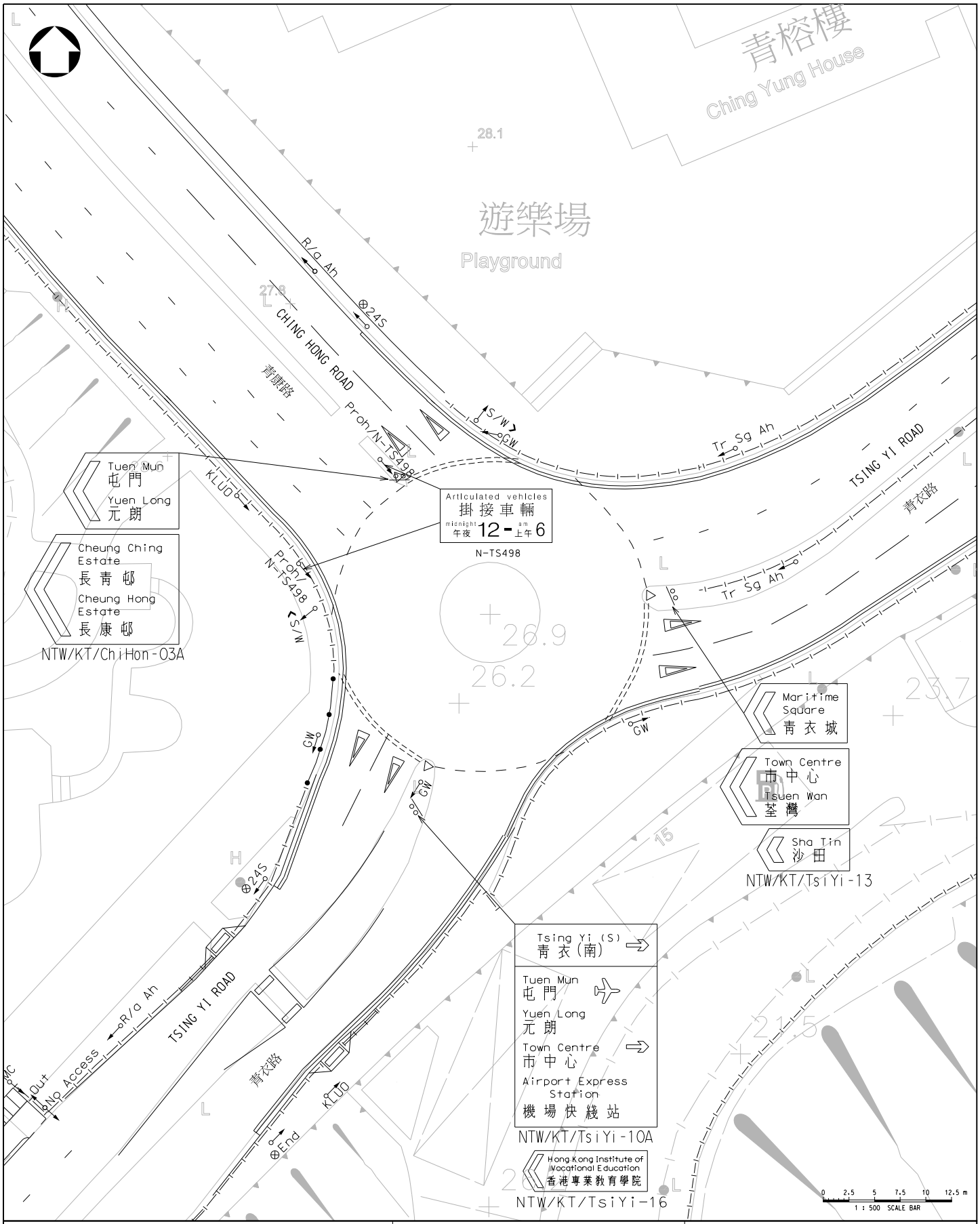

Title

JUNCTION LAYOUT OF TSING YI ROAD / CHING HONG ROAD

POTENTIAL SITE FOR PUBLIC HOUSING DEVELOPMENT AT TSING YI ROAD, TSING YI AREA 22B

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100 How Ming Street
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Hong Kong
T +852 2828 5757
F +852 2827 1823
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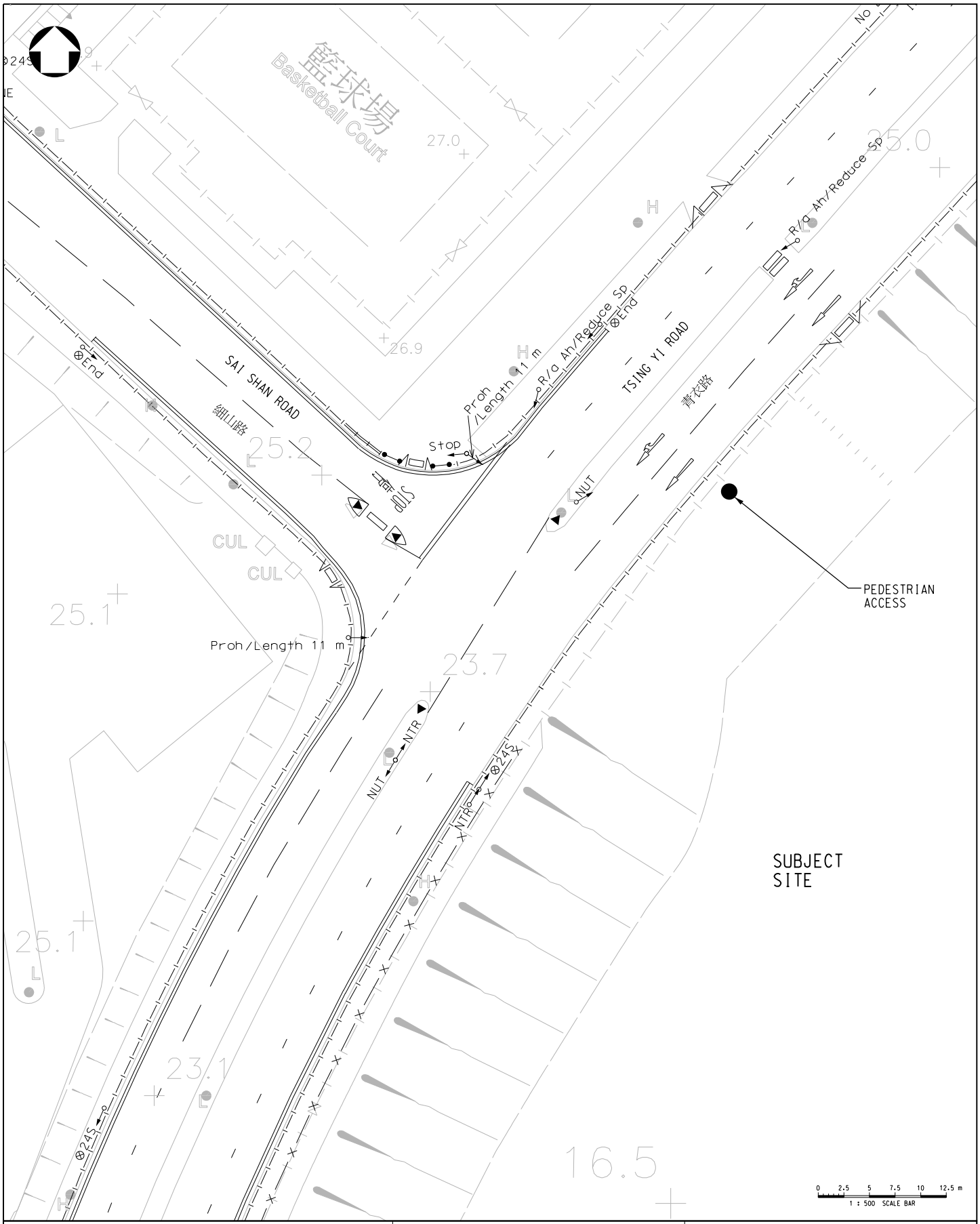

Title

JUNCTION LAYOUT OF TSING YI ROAD / SAI SHAN ROAD

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100 How Ming Street
Kwun Tong, Kowloon
Hong Kong
T +852 2828 5757
F +852 2827 1823
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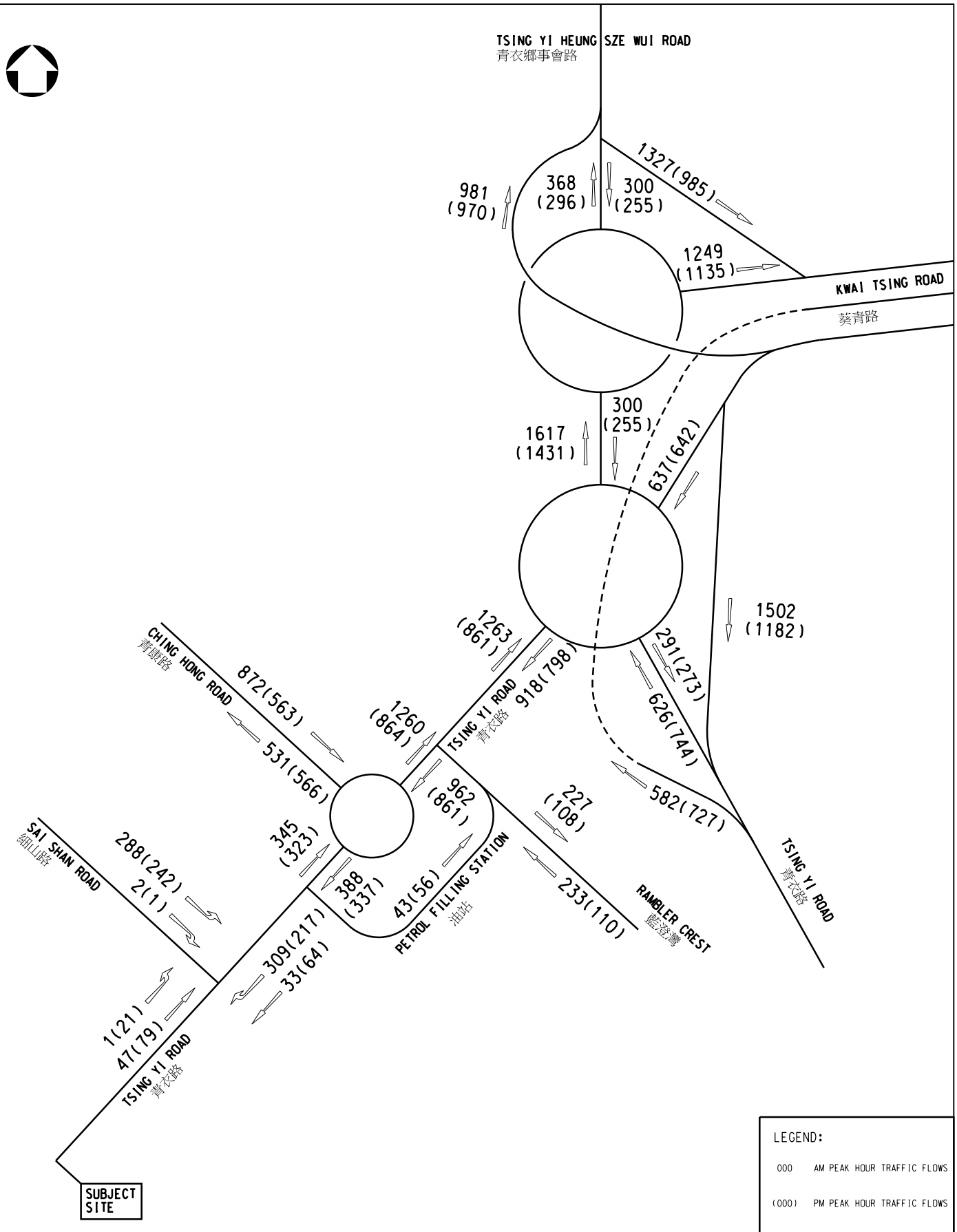

Title

2015 PEAK HOUR TRAFFIC FLOWS

POTENTIAL SITE FOR PUBLIC HOUSING DEVELOPMENT AT TSING YI ROAD, TSING YI AREA 22B

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20/F Kowloon-AIA Kowloon Tower
100 How Ming Street
Kwun Tong, Kowloon
Hong Kong
T +852 2828 5757
F +852 2827 1823
W www.mottmac.com.hk

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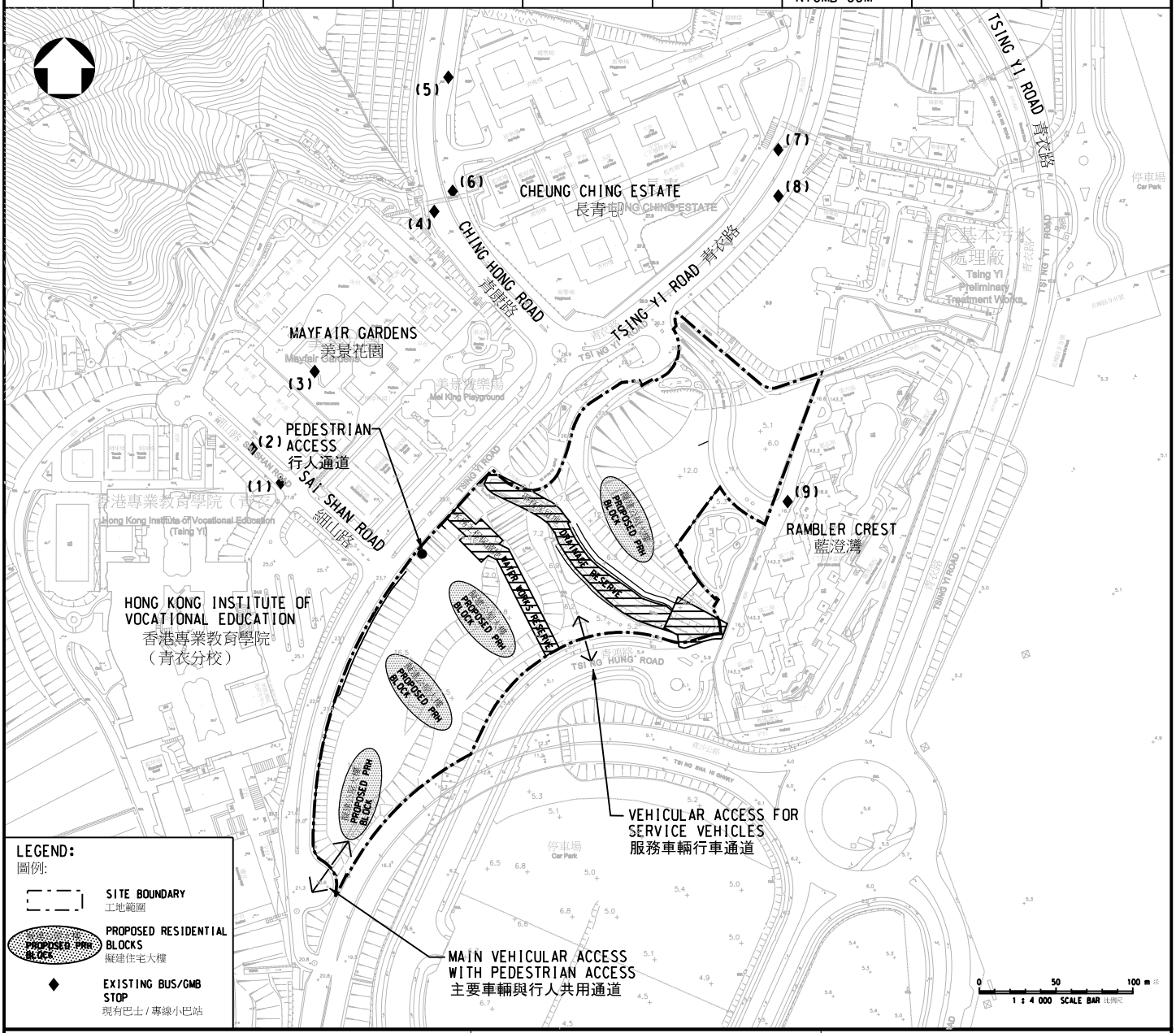

DRAWING TITLE
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EXISTING PUBLIC TRANSPORT SERVICES
現有公共交通服務

PROJECT TITLE
項目名稱

PUBLIC HOUSING DEVELOPMENT AT TSING YI ROAD, TSING YI
青衣青鴻路擬議公營房屋發展

Mott MacDonald
20/F Kowloon-AIA Kowloon Tower
100 How Ming Street
Kwun Tong, Kowloon
Hong Kong
香港九龍觀塘巧明街100號
友邦九龍大樓20樓
T +852 2828 5757
F +852 2827 1823
W www.mottmac.com.hk

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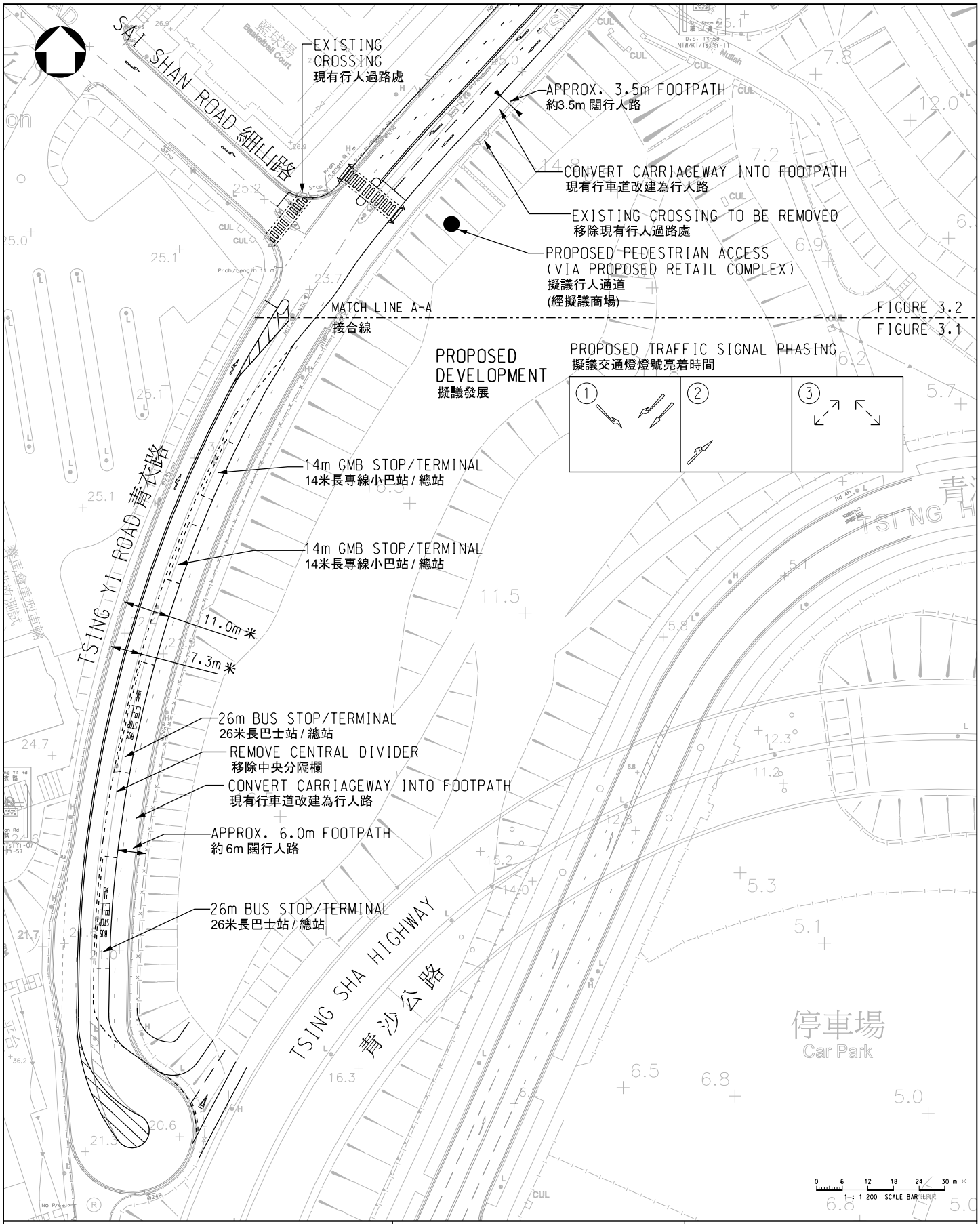

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PROPOSED PUBLIC TRANSPORT FACILITIES AND ROAD IMPROVEMENT WORKS IN TSING YI ROAD (SHEET 1 OF 2)
位於青衣路擬建的公共交通設施及道路改善工程 (圖一 / 全二圖)

PROJECT TITLE
項目名稱

PUBLIC HOUSING DEVELOPMENT AT TSING YI ROAD, TSING YI
青衣青鴻路擬議公營房屋發展

Mott MacDonald
20/F Kowloon-AIA Kowloon Tower
100 How Ming Street
Kwun Tong, Kowloon
Hong Kong
香港九龍觀塘巧明街100號
友邦九龍大樓20樓
T +852 2828 5757
F +852 2827 1823
W www.mottmac.com.hk

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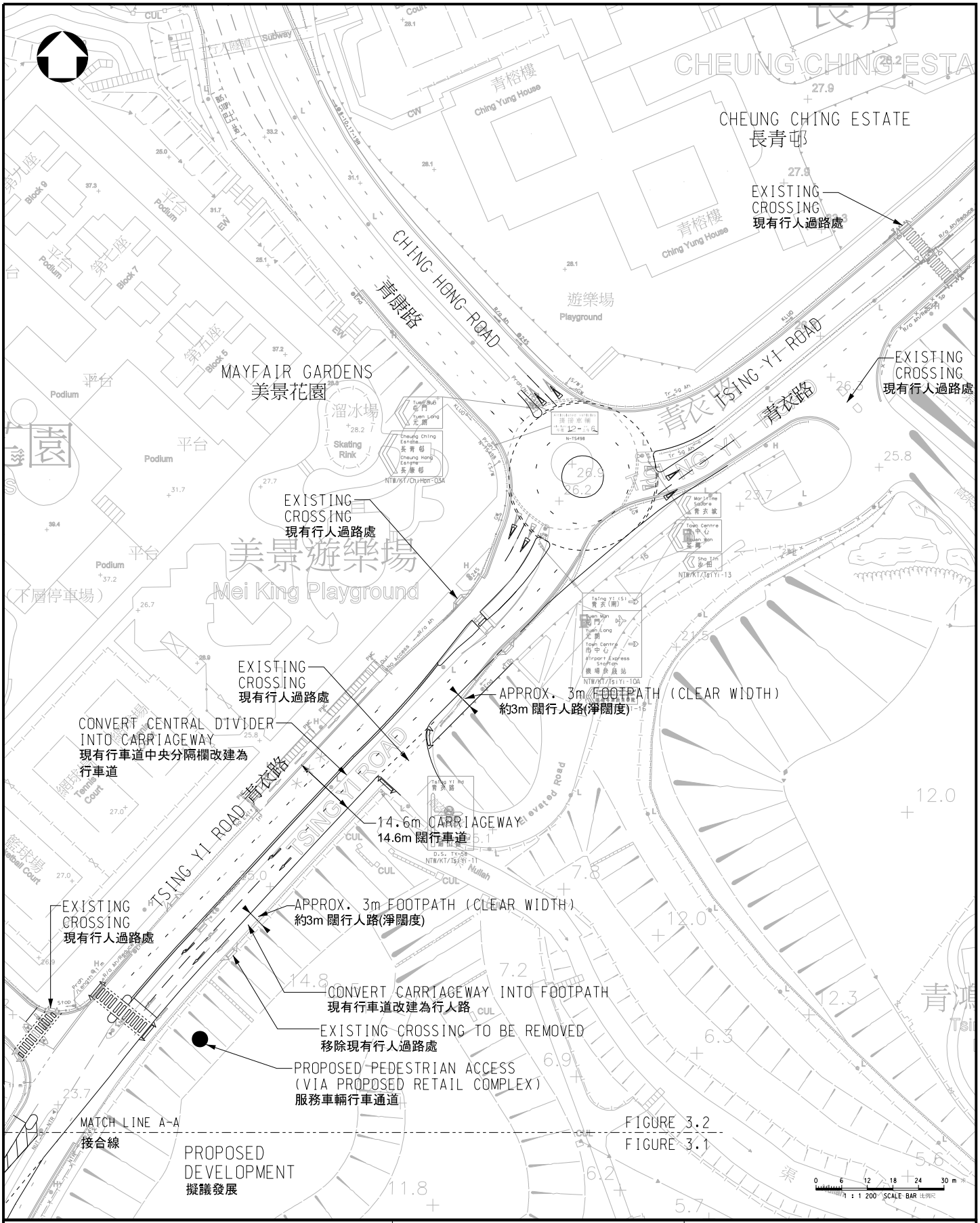

DRAWING TITLE
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PROPOSED PUBLIC TRANSPORT FACILITIES AND ROAD IMPROVEMENT WORKS IN TSING YI ROAD (SHEET 2 OF 2)
位於青衣路擬建的公共交通設施及道路改善工程 (圖二 / 全二圖)

PROJECT TITLE
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PUBLIC HOUSING DEVELOPMENT AT TSING YI ROAD, TSING YI
青衣青鴻路擬議公營房屋發展

Mott MacDonald
20/F Kowloon-AIA Kowloon Tower
100 How Ming Street
Kwun Tong, Kowloon
Hong Kong
香港九龍觀塘巧明街100號
友邦九龍大樓20樓
T +852 2828 5757
F +852 2827 1823
W www.mottmac.com.hk

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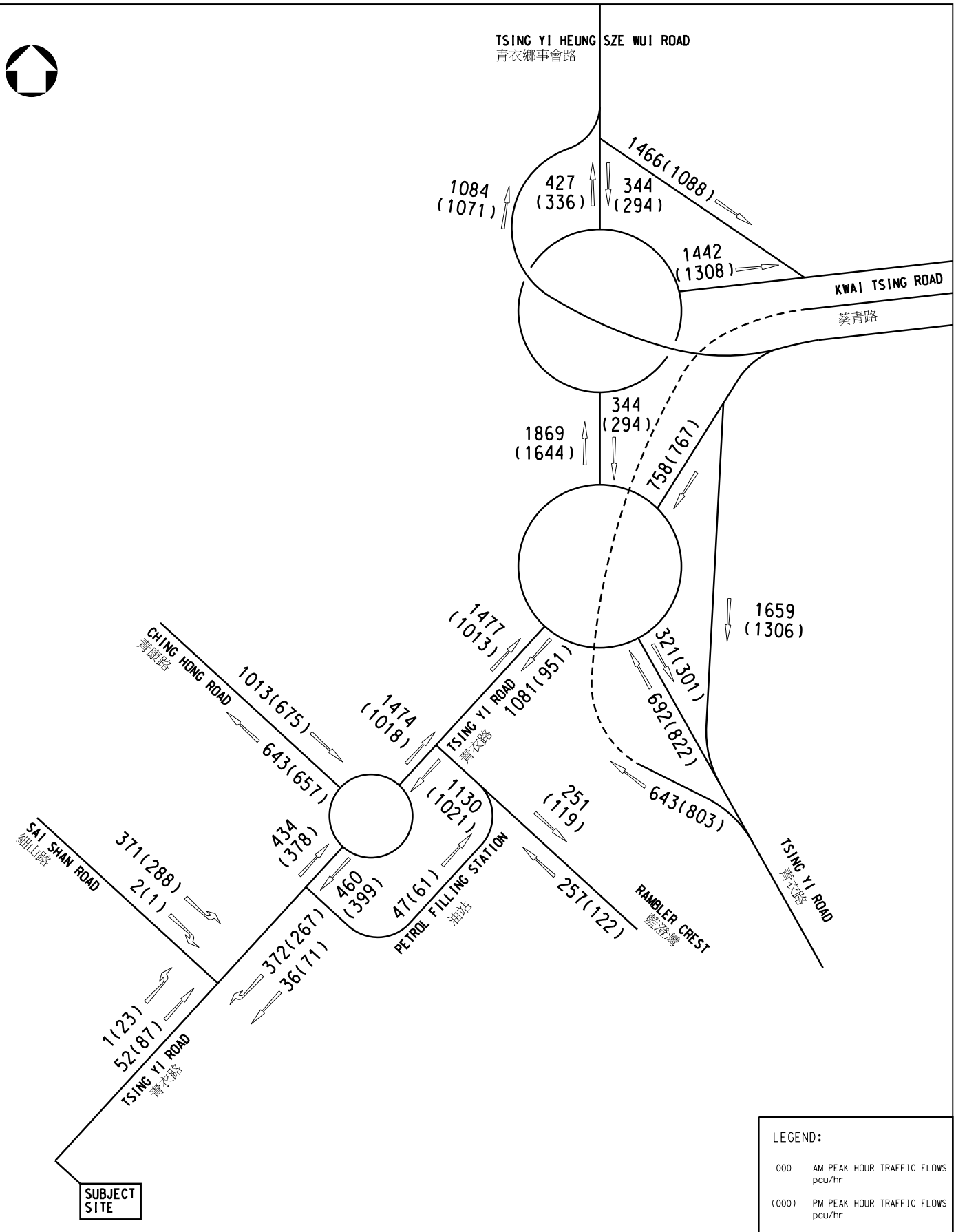

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(000)	PM PEAK HOUR TRAFFIC FLOWS pcu/hr

Title

2025 PEAK HOUR TRAFFIC FLOWS WITHOUT THE PROPOSED DEVELOPMENT

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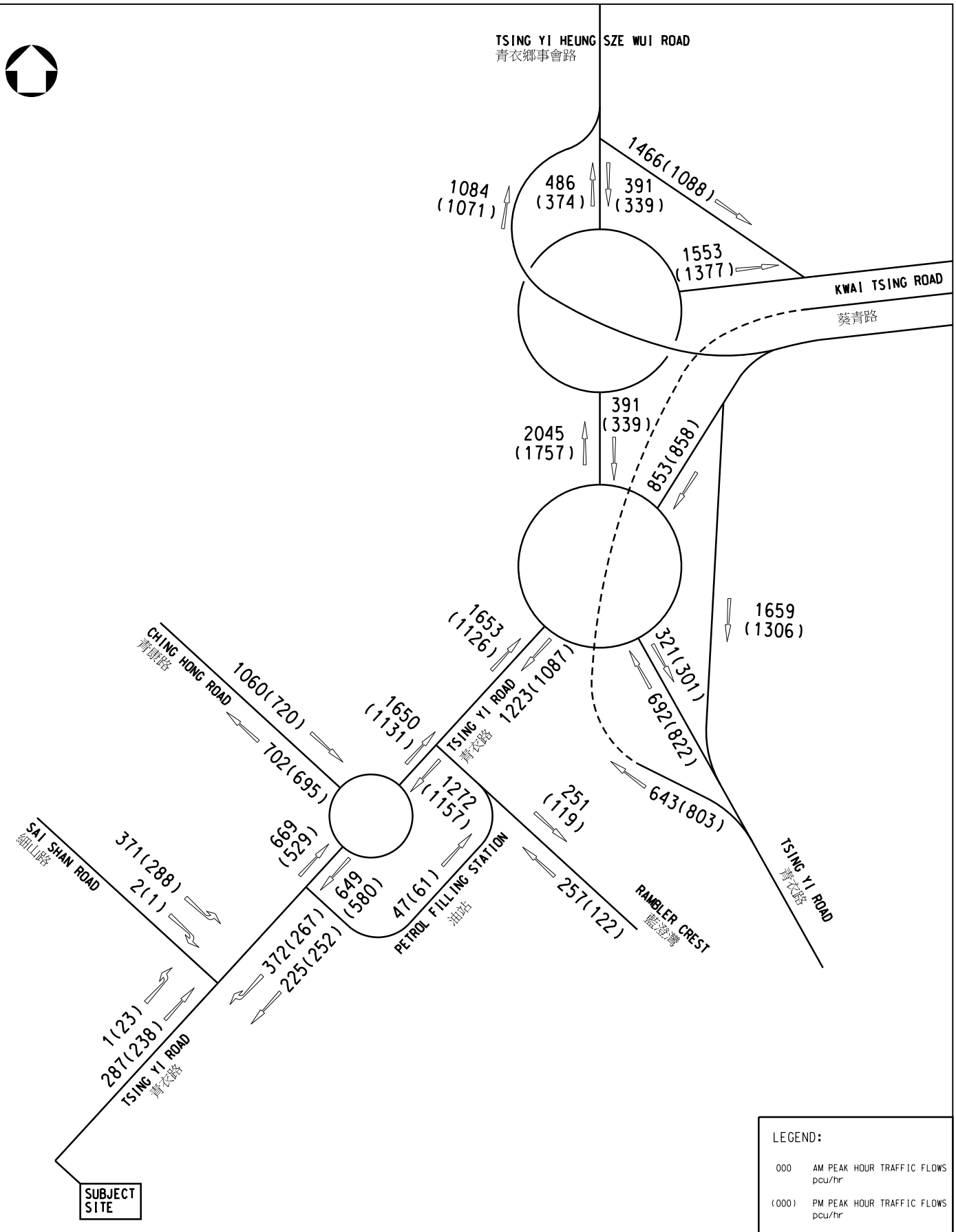
Mott MacDonald
20/F Kowloon-AIA Kowloon Tower
100 How Ming Street
Kwun Tong, Kowloon
Hong Kong
T +852 2828 5757
F +852 2827 1823
W www.mottmac.com.hk

Date	Drawn	Checked	Approved	Scale at A4	Drawing Number	Rev	Status
NOV 15	WH	KC	---	N.T.S.	MMH/323840/TIA_FR_RD/4.1	A	-

J:\323840\DRAWING\TIA_FR_RD\MMH-323840-TIA_FR_RD-4_1-A.dgn DATE: 25/11/2015 TIME: 11:08:48 USER: ho57494



Title

2025 PEAK HOUR TRAFFIC FLOWS WITH THE PROPOSED DEVELOPMENT

POTENTIAL SITE FOR PUBLIC HOUSING DEVELOPMENT AT TSING YI ROAD, TSING YI AREA 22B

Mott MacDonald
20/F Kowloon-AIA Kowloon Tower
100 How Ming Street
Kwun Tong, Kowloon
Hong Kong
T +852 2828 5757
F +852 2827 1823
W www.mottmac.com.hk

Date	Drawn	Checked	Approved	Scale at A4	Drawing Number	Rev	Status
NOV 15	WH	KC	---	N.T.S.	MMH/323840/TIA_FR_RD/4.2	A	-

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Appendix A

Calculation of Junction Analysis

Roundabout Analysis

Location: double roundabouts central link road / Tsing Yi Heung Sze Wui Road / Kwai Tsing Road
Scenario: existing condition
Assessment Year: 2015 Project Number: 323840 Date: 24/11/2015

Geometric Parameters

Arm	Road (in clockwise order)	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
D	double roundabouts central link road	9.0	7.3	75.0	10.0	60	35	0.3
E	Tsing Yi Heung Sze Wui Road	9.0	7.3	25.0	10.0	60	50	0.3
F	Kwai Tsing Road (Tsing Yi South Bridge, Kowloon bound	-	-	-	-	-	-	-

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

AM Peak

Arm	To D	To E	To F	Total	q_c
From D	0	368	1249	1617	0
From E	300	0	0	300	1249
From F	-	-	-	0	300
Total	300	368	1249	1917	

PM Peak

Arm	To D	To E	To F	Total	q_c
From D	0	296	1135	1431	0
From E	255	0	0	255	1135
From F	-	-	-	0	255
Total	255	296	1135	1686	

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From D	8.401	1.000	1.250	1.019	2545.514	0.704	2593	2593	1617	1431	0.624	0.552
From E	8.401	1.000	1.250	0.940	2545.514	0.704	1567	1643	300	255	0.191	0.155
									maximum		0.624	0.552

Roundabout Analysis

Location: double roundabouts central link road / Tsing Yi Heung Sze Wui Road / Kwai Tsing Road
Scenario: future traffic flows, with the planned 2 housing sites and VEC, without the Proposed Development
Assessment Year: 2025 Project Number: 323840 Date: 24/11/2015

Geometric Parameters

Arm	Road (in clockwise order)	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
D	double roundabouts central link road	9.0	7.3	75.0	10.0	60	35	0.3
E	Tsing Yi Heung Sze Wui Road	9.0	7.3	25.0	10.0	60	50	0.3
F	Kwai Tsing Road (Tsing Yi South Bridge, Kowloon bound	-	-	-	-	-	-	-

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

AM Peak

Arm	To D	To E	To F	Total	q_c
From D	0	427	1442	1869	0
From E	344	0	0	344	1442
From F	-	-	-	0	344
Total	344	427	1442	2213	

PM Peak

Arm	To D	To E	To F	Total	q_c
From D	0	336	1308	1644	0
From E	294	0	0	294	1308
From F	-	-	-	0	294
Total	294	336	1308	1938	

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From D	8.401	1.000	1.250	1.019	2545.514	0.704	2593	2593	1869	1644	0.721	0.634
From E	8.401	1.000	1.250	0.940	2545.514	0.704	1440	1528	344	294	0.239	0.192
									maximum		0.721	0.634

Roundabout Analysis

Location: double roundabouts central link road / Tsing Yi Heung Sze Wui Road / Kwai Tsing Road
Scenario: future traffic flows, with the planned 2 housing sites and VEC, with the Proposed Development
Assessment Year: 2025 Project Number: 323840 Date: 24/11/2015

Geometric Parameters

Arm	Road (in clockwise order)	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
D	double roundabouts central link road	9.0	7.3	75.0	10.0	60	35	0.3
E	Tsing Yi Heung Sze Wui Road	9.0	7.3	25.0	10.0	60	50	0.3
F	Kwai Tsing Road (Tsing Yi South Bridge, Kowloon bound	-	-	-	-	-	-	-

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

AM Peak

Arm	To D	To E	To F	Total	q_c
From D	0	486	1559	2045	0
From E	391	0	0	391	1559
From F	-	-	-	0	391
Total	391	486	1559	2436	

PM Peak

Arm	To D	To E	To F	Total	q_c
From D	0	374	1383	1757	0
From E	339	0	0	339	1383
From F	-	-	-	0	339
Total	339	374	1383	2096	

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From D	8.401	1.000	1.250	1.019	2545.514	0.704	2593	2593	2045	1757	0.789	0.678
From E	8.401	1.000	1.250	0.940	2545.514	0.704	1362	1479	391	339	0.287	0.229
									maximum		0.789	0.678

Roundabout Analysis

Location: Kwai Tsing Road / Tsing Yi Road (outside CT9) / Tsing Yi Road (outside Cheung Ching Estate) / double roundabouts central link road
Scenario: existing condition
Assessment Year: 2015 Project Number: 323840 Date: 24/11/2015

Geometric Parameters

Arm	Road (in clockwise order)	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
A	Kwai Tsing Road (Tsing Yi South Bridge Tsing Yi bound)	8.5	7.3	40.0	10.0	60	20	0.2
B	Tsing Yi Rd (near CT9)	9.0	7.3	25.0	10.0	60	55	0.3
C	Tsing Yi Road (outside Cheung Ching Estate)	11.0	7.3	20.0	20.0	60	30	0.3
D	double roundabouts central link road	10.0	7.3	25.0	10.0	60	30	0.4

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

AM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A	0	0	572	65	637	459
From B	0	0	178	448	626	805
From C	0	127	32	1104	1263	513
From D	0	164	136	0	300	159
Total	0	291	918	1617	2826	

PM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A	0	0	548	94	642	369
From B	0	0	154	590	744	738
From C	0	100	14	747	861	684
From D	0	173	82	0	255	114
Total	0	273	798	1431	2502	

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	8.167	1.000	1.250	1.059	2474.617	0.691	2285	2351	637	642	0.279	0.273
From B	8.401	1.000	1.250	0.923	2545.514	0.704	1827	1870	626	744	0.343	0.398
From C	9.624	1.000	1.250	1.000	2916.109	0.768	2522	2391	1263	861	0.501	0.360
From D	8.748	1.000	1.250	1.010	2650.795	0.722	2561	2594	300	255	0.117	0.098
									maximum		0.501	0.398

Roundabout Analysis

Location: Kwai Tsing Road / Tsing Yi Road (outside CT9) / Tsing Yi Road (outside Cheung Ching Estate) / double roundabouts central link road
Scenario: future traffic flows, with the planned 2 housing sites and VEC, without the Proposed Development
Assessment Year: 2025 Project Number: 323840 Date: 24/11/2015

Geometric Parameters

Arm	Road (in clockwise order)	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
A	Kwai Tsing Road (Tsing Yi South Bridge Tsing Yi bound)	8.5	7.3	40.0	10.0	60	20	0.2
B	Tsing Yi Rd (near CT9)	9.0	7.3	25.0	10.0	60	55	0.3
C	Tsing Yi Road (outside Cheung Ching Estate)	11.0	7.3	20.0	20.0	60	30	0.3
D	double roundabouts central link road	10.0	7.3	25.0	10.0	60	30	0.4

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

AM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A	0	0	686	72	758	519
From B	0	0	197	495	692	956
From C	0	140	35	1302	1477	567
From D	0	181	163	0	344	175
Total	0	321	1081	1869	3271	

PM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A	0	0	663	104	767	419
From B	0	0	170	652	822	885
From C	0	110	15	888	1013	756
From D	0	191	103	0	294	125
Total	0	301	951	1644	2896	

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	8.167	1.000	1.250	1.059	2474.617	0.691	2241	2314	758	767	0.338	0.331
From B	8.401	1.000	1.250	0.923	2545.514	0.704	1729	1775	692	822	0.400	0.463
From C	9.624	1.000	1.250	1.000	2916.109	0.768	2481	2336	1477	1013	0.595	0.434
From D	8.748	1.000	1.250	1.010	2650.795	0.722	2549	2586	344	294	0.135	0.114
									maximum		0.595	0.463

Roundabout Analysis

Location: Kwai Tsing Road / Tsing Yi Road (outside CT9) / Tsing Yi Road (outside Cheung Ching Estate) / double roundabouts central link road
Scenario: future traffic flows, with the planned 2 housing sites and VEC, with the Proposed Development
Assessment Year: 2025 Project Number: 323840 Date: 24/11/2015

Geometric Parameters

Arm	Road (in clockwise order)	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
A	Kwai Tsing Road (Tsing Yi South Bridge Tsing Yi bound)	8.5	7.3	40.0	10.0	60	20	0.2
B	Tsing Yi Rd (near CT9)	9.0	7.3	25.0	10.0	60	55	0.3
C	Tsing Yi Road (outside Cheung Ching Estate)	11.0	7.3	20.0	20.0	60	30	0.3
D	double roundabouts central link road	10.0	7.3	25.0	10.0	60	30	0.4

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

AM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A	0	0	781	72	853	566
From B	0	0	197	495	692	1098
From C	0	140	35	1478	1653	567
From D	0	181	210	0	391	175
Total	0	321	1223	2045	3589	

PM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A	0	0	754	104	858	464
From B	0	0	170	652	822	1021
From C	0	110	15	1001	1126	756
From D	0	191	148	0	339	125
Total	0	301	1087	1757	3145	

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	8.167	1.000	1.250	1.059	2474.617	0.691	2207	2281	853	858	0.387	0.376
From B	8.401	1.000	1.250	0.923	2545.514	0.704	1637	1687	692	822	0.423	0.487
From C	9.624	1.000	1.250	1.000	2916.109	0.768	2481	2336	1653	1126	0.666	0.482
From D	8.748	1.000	1.250	1.010	2650.795	0.722	2549	2586	391	339	0.153	0.131
									maximum		0.666	0.487

Roundabout Analysis

Location: Tsing Yi Road (outside Cheung Ching Estate) / Tsing Yi Road (outside Mayfair Garden) / Ching Hong Road
Scenario: existing condition
Assessment Year: 2015 Project Number: 323840 Date: 24/11/2015

Geometric Parameters

Arm	Road (in clockwise order)	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
G	Tsing Yi Road (outside Cheung Ching Estate)	9.0	7.3	20.0	5.0	30	40	0.5
H	Tsing Yi Road (outside Mayfair Garden)	7.3	7.3	25.0	1.0	30	40	0.0
I	Ching Hong Road	10.0	4.5	20.0	10.0	30	40	0.9

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

AM Peak

Arm	To G	To H	To I	Total	q_c
From G	269	294	399	962	146
From H	265	0	80	345	720
From I	726	94	52	872	534
Total	1260	388	531	2179	

PM Peak

Arm	To G	To H	To I	Total	q_c
From G	158	270	433	861	119
From H	256	6	61	323	643
From I	450	61	52	563	420
Total	864	337	546	1747	

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From G	8.114	0.050	1.476	0.965	2458.595	0.813	2259	2280	962	861	0.426	0.378
From H	7.300	0.050	1.476	0.975	2211.900	0.763	1621	1679	345	323	0.213	0.192
From I	6.493	0.050	1.476	0.965	1967.304	0.713	1532	1610	872	563	0.569	0.350
									maximum		0.569	0.378

Roundabout Analysis

Location: Tsing Yi Road (outside Cheung Ching Estate) / Tsing Yi Road (outside Mayfair Garden) / Ching Hong Road
Scenario: future traffic flows, with the planned 2 housing sites and VEC, without the Proposed Development
Assessment Year: 2025 Project Number: 323840 Date: 24/11/2015

Geometric Parameters

Arm	Road (in clockwise order)	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
G	Tsing Yi Road (outside Cheung Ching Estate)	9.0	7.3	20.0	5.0	30	40	0.5
H	Tsing Yi Road (outside Mayfair Garden)	7.3	7.3	25.0	1.0	30	40	0.0
I	Ching Hong Road	10.0	4.5	20.0	10.0	30	40	0.9

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

AM Peak

Arm	To G	To H	To I	Total	q_c
From G	297	348	485	1130	169
From H	333	0	101	434	839
From I	844	112	57	1013	630
Total	1474	460	643	2577	

PM Peak

Arm	To G	To H	To I	Total	q_c
From G	175	318	528	1021	138
From H	299	7	72	378	760
From I	544	74	57	675	481
Total	1018	399	657	2074	

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From G	8.114	0.050	1.476	0.965	2458.595	0.813	2241	2265	1130	1021	0.504	0.451
From H	7.300	0.050	1.476	0.975	2211.900	0.763	1533	1592	434	378	0.283	0.237
From I	6.493	0.050	1.476	0.965	1967.304	0.713	1466	1568	1013	675	0.691	0.430
										maximum	0.691	0.451

Roundabout Analysis

Location: Tsing Yi Road (outside Cheung Ching Estate) / Tsing Yi Road (outside Mayfair Garden) / Ching Hong Road
Scenario: future traffic flows, with the planned 2 housing sites and VEC, with the Proposed Development
Assessment Year: 2025 Project Number: 323840 Date: 24/11/2015

Geometric Parameters

Arm	Road (in clockwise order)	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
G	Tsing Yi Road (outside Cheung Ching Estate)	9.0	7.3	20.0	5.0	30	40	0.5
H	Tsing Yi Road (outside Mayfair Garden)	7.3	7.3	25.0	1.0	30	40	0.0
I	Ching Hong Road	10.0	4.5	20.0	10.0	30	40	0.9

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

AM Peak

Arm	To G	To H	To I	Total	q_c
From G	297	490	485	1272	216
From H	509	0	160	669	839
From I	844	159	57	1060	806
Total	1650	649	702	3001	

PM Peak

Arm	To G	To H	To I	Total	q_c
From G	175	454	528	1157	183
From H	412	7	110	529	760
From I	544	119	57	720	594
Total	1131	580	695	2406	

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From G	8.114	0.050	1.476	0.965	2458.595	0.813	2204	2230	1272	1157	0.577	0.519
From H	7.300	0.050	1.476	0.975	2211.900	0.763	1533	1592	669	529	0.436	0.332
From I	6.493	0.050	1.476	0.965	1967.304	0.713	1345	1490	1060	720	0.788	0.483
									maximum		0.788	0.519

Roundabout Analysis

Location: Tsing Yi Rd (outside Cheung Ching Estate) / Tsing Yi Rd (outside Mayfair Garden) / Ching Hong Rd (enlarged circulatory carriageway)
Scenario: future traffic flows, with the planned 2 housing sites and VEC, without the Proposed Development
Assessment Year: 2025 Project Number: 323840 Date: 24/11/2015

Geometric Parameters

Arm	Road (in clockwise order)	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
G	Tsing Yi Road (outside Cheung Ching Estate)	7.3	7.3	100.0	1.0	34	10	0.0
H	Tsing Yi Road (outside Mayfair Garden)	7.3	7.3	25.0	1.0	34	40	0.0
I	Ching Hong Road	10.0	4.5	20.0	10.0	34	40	0.9

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

AM Peak

Arm	To G	To H	To I	Total	q_c
From G	297	348	485	1130	169
From H	333	0	101	434	839
From I	844	112	57	1013	630
Total	1474	460	643	2577	

PM Peak

Arm	To G	To H	To I	Total	q_c
From G	175	318	528	1021	138
From H	299	7	72	378	760
From I	544	74	57	675	481
Total	1018	399	657	2074	

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From G	7.300	0.074	1.465	1.109	2211.900	0.757	2310	2336	1130	1021	0.489	0.437
From H	7.300	0.074	1.465	0.975	2211.900	0.757	1537	1596	434	378	0.282	0.237
From I	6.493	0.074	1.465	0.965	1967.304	0.707	1469	1571	1013	675	0.690	0.430
									maximum		0.690	0.437

Roundabout Analysis

Location: Tsing Yi Rd (outside Cheung Ching Estate) / Tsing Yi Rd (outside Mayfair Garden) / Ching Hong Rd (enlarged circulatory carriageway)
Scenario: future traffic flows, with the planned 2 housing sites and VEC, with the Proposed Development
Assessment Year: 2025 Project Number: 323840 Date: 24/11/2015

Geometric Parameters

Arm	Road (in clockwise order)	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
G	Tsing Yi Road (outside Cheung Ching Estate)	7.3	7.3	100.0	1.0	34	10	0.0
H	Tsing Yi Road (outside Mayfair Garden)	7.3	7.3	25.0	1.0	34	40	0.0
I	Ching Hong Road	10.0	4.5	20.0	10.0	34	40	0.9

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

AM Peak

Arm	To G	To H	To I	Total	q_c
From G	297	490	485	1272	216
From H	509	0	160	669	839
From I	844	159	57	1060	806
Total	1650	649	702	3001	

PM Peak

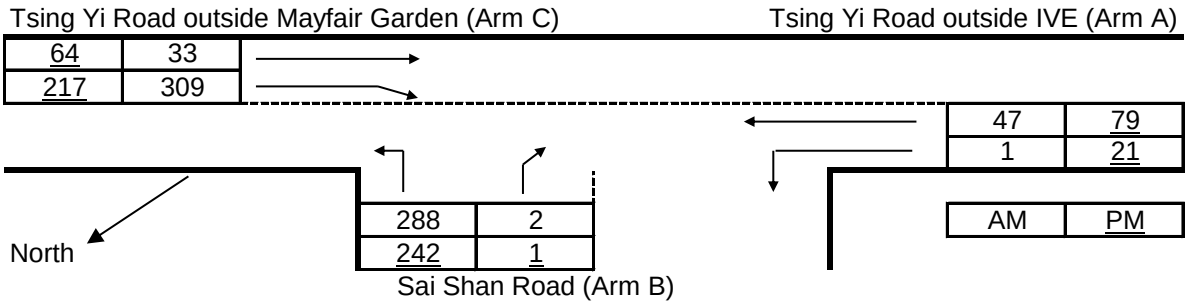
Arm	To G	To H	To I	Total	q_c
From G	175	454	528	1157	183
From H	412	7	110	529	760
From I	544	119	57	720	594
Total	1131	580	695	2406	

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From G	7.300	0.074	1.465	1.109	2211.900	0.757	2271	2298	1272	1157	0.560	0.503
From H	7.300	0.074	1.465	0.975	2211.900	0.757	1537	1596	669	529	0.435	0.332
From I	6.493	0.074	1.465	0.965	1967.304	0.707	1349	1493	1060	720	0.786	0.482
									maximum		0.786	0.503

Priority Junction Analysis

Junction:	Tsing Yi Rd (outside Mayfair Garden) / Tsing Yi Rd (outside IVE) / Sai Shan Road				
Assessment Year	2015	Project Number:	323840	Date:	24/11/2015
Scenario:	Existing Condition				



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

The geometric parameters represented by D, E, F are:

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	16.50	V-rBA	50	w-BA	3.30	D	0.8518
	W-CR	2.00	V-lBA	50	w-BC	3.30	E	0.9323
			V-rBC	80	w-CB	3.65	F	0.9640
			V-rCB	80			Y	0.4308

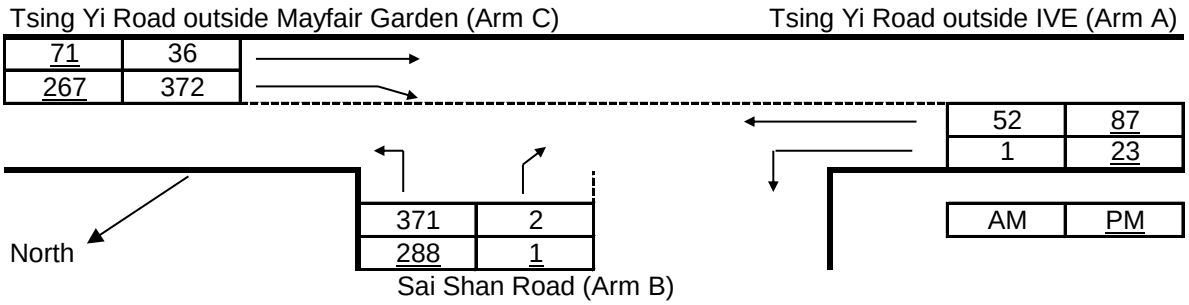
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	33	64	Q-BA	490	499
q-CB	309	217	Q-BC	688	682
q-AB	1	21	Q-CB	711	703
q-AC	47	79	Q-BAC	686	681
q-BA	2	1			
q-BC	288	242			
f	0.993	0.996			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.004	0.002	
B-C	0.419	0.355	
C-B	0.435	0.309	
B-AC	0.423	0.357	(for shared lane CA, CB)
maximum	0.435	0.357	

Priority Junction Analysis

Junction:	Tsing Yi Rd (outside Mayfair Garden) / Tsing Yi Rd (outside IVE) / Sai Shan Road				
Assessment Year	2025	Project Number:	323840	Date:	24/11/2015
Scenario:	future traffic flows, with the planned 2 housing sites and VEC, without the Proposed Development				



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

The geometric parameters represented by D, E, F are:

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	16.50	V-rBA	50	w-BA	3.30	D	0.8518
	W-CR	2.00	V-lBA	50	w-BC	3.30	E	0.9323
			V-rBC	80	w-CB	3.65	F	0.9640
			V-rCB	80			Y	0.4308

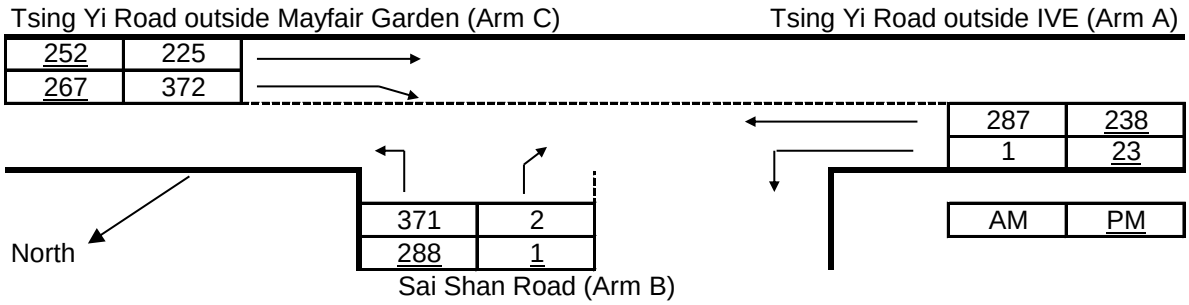
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	36	71	Q-BA	477	488
q-CB	372	267	Q-BC	687	681
q-AB	1	23	Q-CB	710	702
q-AC	52	87	Q-BAC	685	680
q-BA	2	1			
q-BC	371	288			
f	0.995	0.997			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.004	0.002	
B-C	0.540	0.423	
C-B	0.524	0.381	
B-AC	0.544	0.425	(for shared lane CA, CB)
maximum	0.544	0.425	

Priority Junction Analysis

Junction:	Tsing Yi Rd (outside Mayfair Garden) / Tsing Yi Rd (outside IVE) / Sai Shan Road				
Assessment Year	2025	Project Number:	323840	Date:	24/11/2015
Scenario:	future traffic flows, with the planned 2 housing sites and VEC, with the Proposed Development				



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

The geometric parameters represented by D, E, F are:

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	16.50	V-rBA	50	w-BA	3.30	D	0.8518
	W-CR	2.00	V-lBA	50	w-BC	3.30	E	0.9323
			V-rBC	80	w-CB	3.65	F	0.9640
			V-rCB	80			Y	0.4308

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	225	252	Q-BA	430	453
q-CB	372	267	Q-BC	653	658
q-AB	1	23	Q-CB	675	679
q-AC	287	238	Q-BAC	651	657
q-BA	2	1			
q-BC	371	288			
f	0.995	0.997			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.005	0.002	
B-C	0.569	0.437	
C-B	0.551	0.393	
B-AC	0.573	0.440	(for shared lane CA, CB)
maximum	0.573	0.440	

Signal Junction Analysis

Junction: Tsing Yi Rd (outside Mayfair Garden) / Tsing Yi Rd (outside IVE) / Sai Shan Road (signalized junction) Project Number: 323840

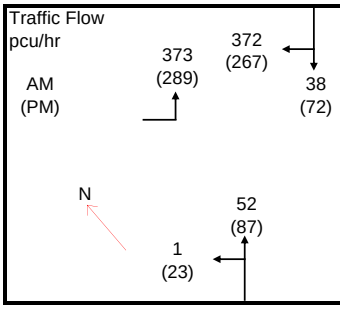
Scenario: future traffic flows, with the planned 2 housing sites and VEC, without the Proposed Development

Design Year: 2025 Designed By: Checked By: Date: 24/11/2015

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak					PM Peak				
							Turning %	Sat. Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat. Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y
Tsing Yi Road SB	RT	A2	1	3.65	10.0		100	1843	372	0.202		100	1843	267	0.145	
	SA	A1	1	3.65				1980	38	0.019			1980	72	0.036	
Sai Shan Road	LT	B1	1	3.65	10.0		100	1722	373	0.217	0.217	100	1722	289	0.168	0.168
Tsing Yi Road NB	LT+SA	C1	2	3.65	10.0		2	1974	53	0.027	0.027	21	1920	110	0.057	0.057
pedestrian phase		$D_{(P)}$	3		min crossing time =			8	sec GM +		7	sec FGM =		15	sec	
		$E_{(P)}$	3		min crossing time =			7	sec GM +		6	sec FGM =		13	sec	

Traffic Flow pcu/hr

AM (PM)



	AM Peak			PM Peak		
	Check 1	Check 2	Check 3	Check 1	Check 2	Check 3
Sum y	0.244	0.217		0.225		
L (s)	31	37		31		
C (s)	60	60		60		
practical y	0.435	0.345		0.435		
R.C. (%)	78%	59%		93%		

Note:

1		2		3		4		5	
G	I/G	G	I/G	G	I/G	G	I/G	G	I/G
AM	7		8	15	3				
	7	5	8	15	3				
PM	7		8	15	3				

Signal Junction Analysis

Junction: Tsing Yi Rd (outside Mayfair Garden) / Tsing Yi Rd (outside IVE) / Sai Shan Road (signalized junction) Project Number: 323840

Scenario: future traffic flows, with the planned 2 housing sites and VEC, with the Proposed Development

Design Year: 2025 Designed By: Checked By: Date: 24/11/2015

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak					PM Peak				
							Turning %	Sat. Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat. Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y
Tsing Yi Road SB	RT	A2	1	3.65	10.0		100	1843	372	0.202		100	1843	267	0.145	
	SA	A1	1	3.65				1980	227	0.115			1980	253	0.128	
Sai Shan Road	LT	B1	1	3.65	10.0		100	1722	373	0.217	0.217	100	1722	289	0.168	0.168
Tsing Yi Road NB	LT+SA	C1	2	3.65	10.0		0	1979	288	0.146	0.146	9	1954	261	0.134	0.134
pedestrian phase		$D_{(P)}$	3		min crossing time =		8	sec GM +		7		sec FGM =		15	sec	
		$E_{(P)}$	3		min crossing time =		7	sec GM +		6		sec FGM =		13	sec	

Traffic Flow pcu/hr

AM (PM)

373 (289)

372 (267)

227 (253)

N

287 (238)

1 (23)

	AM Peak			PM Peak		
	Check 1	Check 2	Check 3	Check 1	Check 2	Check 3
Sum y	0.362			0.302		
L (s)	31			31		
C (s)	60			60		
practical y	0.435			0.435		
R.C. (%)	20%			44%		

Note:

1		2		3		4		5	
G	I/G	G	I/G	G	I/G	G	I/G	G	I/G
AM	7		8	15	3				
PM	7		8	15	3				

Appendix B

Working Paper on Sensitivity Test for Possible Additional Vehicular Access at Tsing Hung Road

B1 Introduction

B1.1 Background

B1.1.1 It is planned to construct a public rental housing estate with 5 building blocks tentatively (the "Proposed Development") at Tsing Yi Road, Tsing Yi Area 22B. The proposed vehicular access for the Proposed Development is located at the cul-de-sac of the Tsing Yi Road, to the south of the Hong Kong Institute of Vocational Education. The travelling distance between the proposed vehicular access and Tsing Yi Interchange (which connects Kwai Chung via Tsing Yi Bridge) is about 800m or 2 minutes' travelling time.

B1.1.2 During the exercise of conducting the traffic impact assessment, it was required to evaluate the worthiness of having a possible additional vehicular access at Tsing Hung Road. The possible additional vehicular access would lead traffic to Tsing Yi Interchange or Tsing Sha Highway via the signalized junction of Tsing Yi Road / Tsing Hung Road and the roundabout of Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Sha Highway.

B1.1.3 This working paper will review the possible additional vehicular access and assess the associated traffic impact.

B1.2 Scope of the Study

B1.2.1 The main objectives of this study are as follows:

- To review the existing traffic condition in the vicinity of Tsing Hung Road;
- To examine the traffic impact of the Proposed Development to the local road network due to the possible additional vehicular access; and
- To identify any deficiencies in the road network in accommodating the expected additional traffic associated with the Proposed Development.

B2 The Existing Situation

B2.1 The Road Network

B2.1.1 Tsing Hung Road is a single carriageway with 2 to 4 traffic lanes. To the north end of the road, there is a small roundabout, with a development access to Rambler Crest. Since the north end of the road serves only Rambler Crest, limited traffic is observed. Other than Rambler Crest, no development access is currently found at the north end of Tsing Hung Road. To the south end, Tsing Hung Road connects with Tsing Yi Road in the form of a signal junction. The existing traffic flows along Tsing Hung Road is found to be low.

B2.1.2 The section of Tsing Yi Road between Tsing Yi Interchange and Tsing Yi Road West mainly serve the traffic for the Kwai Chung Container Terminal 9 and the industrial areas at the south and the west portions of Tsing Yi Island, including Nam Wan Kok, Nam Wan, and Sai Tso Wan. Tsing Yi Road (near Kwai Chung Container Terminal 9 and Nam Wan Kok) is a dual two carriageway; while the section near Nam Wan and Sai Tso Wan is a single two carriageway. Most vehicles using Tsing Yi Road are heavy goods vehicles.

B2.1.3 A large roundabout is located at the junction of Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Sha Highway.

B2.1.4 In view of the presence of the existing Kwai Chung Container Terminal 9 and other industrial developments in the south and the west areas of Tsing Yi Island, a large amount of container trucks and other goods vehicles is observed at Tsing Yi Road, Tsing Yi Hong Wan Road and Tsing Sha Highway.

B2.2 Public Transport Facilities

B2.2.1 No public transport routes operate along Tsing Hung Road.

B2.2.2 Only 1 minibus route (NTGMB 88M) operates along Tsing Yi Road. This minibus route serves between Kwai Fong Railway Station and Sai Tso Wan Road (Hong Kong United Dockyard).

B3 The Possible Additional Vehicular Access

B3.1 The Location of the Vehicular Access

B3.1.1 In view of the site boundary of the Proposed Development (refer to Figure MMH/323840/TIA_FR_RD/1.1 of the TIA report), the possible additional vehicular access would be located near the north end of Tsing Hung Road

B3.2 Comparison of The Routings

B3.2.1 A comparison of the routings from the Proposed Development to several locations via different vehicular accesses is shown in Table B3.1.

Table B3.1 Comparison of the Routings from Different Vehicular Access

Items	From the Tsing Yi Road Access (the originally proposed access)	From the Tsing Hung Road Access (the possible additional access)
	To Tsing Yi Interchange	
Approximate Travelling Distance and Time	800 m 2 minutes	1,500 m 3 minutes
	To Tsing Ma Bridge	
Approximate Travelling Distance and Time	4,300 m 7 minutes (via Ching Hong Road)	6,800 m 7 minutes (via Nam Wan Tunnel)
	To West Kowloon Highway near Tsing Sha Highway	
Approximate Travelling Distance and Time	5,700 m 7 minutes (via Tsing Yi Bridge (South))	6,700 m 6 minutes (via Tsing Sha Highway and Stonecutters Bridge)

B3.2.2 It can be seen that the possible additional access at Tsing Hung Road does not significantly prevail the Tsing Yi Road access in terms of travelling distance and time.

B4 The Traffic Impact

B4.1 Assessment Junctions

B4.1.1 In order to assess the traffic impact due to the provision of possible additional vehicular access, junction capacity analysis is conducted for the 2 junctions:

- roundabout of Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Sha Highway; and
- junction of Tsing Yi Road / Tsing Hung Road.

B4.2 Assessment Year

B4.2.1 In view that (i) the Proposed Development is expected to be completed in around 2019/2020 – 2020/2021, and (ii) the traffic study "Traffic Impact Assessment for Long-term Logistics Development in Kwai Tsing Area" has produced the 2026 traffic flows at the above 2 assessment junctions, year 2026 is adopted as the assessment year.

B4.3 2026 Junction Operational Performance

B4.3.1 With reference to the 2026 traffic flows in the aforesaid traffic study, year 2026 junction capacity analysis for the scenarios without and with the Proposed Development was conducted.

B4.3.2 The results of the junction capacity analysis are summarised in Table B4.1.

Table B4.1 2026 Junction Operational Performance

Junction	Type and Indicator	Without the Proposed Development		With the Proposed Development	
		AM Peak	PM Peak	AM Peak	PM Peak
Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Sha Highway	RA / RFC	0.970	0.847	1.015	0.866
Tsing Yi Road / Tsing Hung Road	Signal / RC	24%	11%	21%	4%

Note: RA - roundabout
RFC - Ratio-of-Flow to Capacity
RC - Reserve Capacity

B4.3.3 The above results indicate that (i) even without the Proposed Development, the roundabout of Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Sha Highway would operate at near capacity level in 2026; (ii) the traffic associated with the Proposed Development generated via the possible additional vehicular access would further worsen the junction performance; and (iii) with the traffic associated with the Proposed Development generated via the possible additional vehicular access, the roundabout of Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Sha Highway would operate over capacity.

B5 Conclusion

B5.1 Overall Conclusion

B5.1.1 The possible additional access at Tsing Hung Road does not significantly prevail the Tsing Yi Road access in terms of travelling distance and time

B5.1.2 The roundabout of Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Sha Highway in 2026 will operate almost at capacity. Additional traffic flows due to the provision of the possible additional vehicular access at Tsing Hung Road would further worsen the operational capacity to an unacceptable level. The roundabout will not have sufficient capacity to accommodate the additional traffic generated by the Proposed Development via the possible additional vehicular access at Tsing Hung Road.

B5.1.3 The possible additional vehicular access at Tsing Hung Road is undesirable from traffic engineering point of view.

Roundabout Analysis

Location: Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Yi Road / Tsing Sha Highway
Scenario: future traffic flows, without the Proposed Development
Assessment Year: 2026 Project Number: 323840 Date: 24/11/2015

Geometric Parameters

Arm	Road (in clockwise order)	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
N	Tsing Yi Road (North of RA)	10.0	6.4	35.0	15.0	103	42	0.4
O	Tsing Yi Hong Wan Road	13.0	7.3	40.0	20.0	103	42	0.5
P	Tsing Yi Road (South of RA)	12.0	7.3	55.0	10.0	103	30	0.8
Q	Tsing Sha Highway	9.0	7.3	65.0	5.0	103	6	0.5

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

AM Peak

Arm	To N	To O	To P	To Q	Total	q_c
From N	0	0	830	180	1010	1635
From O	945	250	105	740	2040	1510
From P	830	95	40	400	1365	2125
From Q	100	790	450	10	1350	2160
Total	1875	1135	1425	1330	5765	

PM Peak

Arm	To N	To O	To P	To Q	Total	q_c
From N	5	0	690	140	835	1390
From O	850	275	80	680	1885	1315
From P	840	75	50	340	1305	1960
From Q	125	560	420	10	1115	2095
Total	1820	910	1240	1170	5140	

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From N	8.436	73.700	1.007	0.979	2556.168	0.568	1594	1730	1010	835	0.634	0.483
From O	10.281	73.700	1.007	0.983	3115.195	0.646	2103	2227	2040	1885	0.970	0.847
From P	9.177	73.700	1.007	1.031	2780.630	0.599	1554	1656	1365	1305	0.879	0.788
From Q	8.114	73.700	1.007	1.117	2458.595	0.554	1409	1449	1350	1115	0.958	0.770
									maximum		0.970	0.847

Roundabout Analysis

Location: Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Yi Road / Tsing Sha Highway
Scenario: future traffic flows, with the Proposed Development and Additional access at Tsing Hung Road
Assessment Year: 2026 Project Number: 323840 Date: 24/11/2015

Geometric Parameters

Arm	Road (in clockwise order)	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
N	Tsing Yi Road (North of RA)	10.0	6.4	35.0	15.0	103	42	0.4
O	Tsing Yi Hong Wan Road	13.0	7.3	40.0	20.0	103	42	0.5
P	Tsing Yi Road (South of RA)	12.0	7.3	55.0	10.0	103	30	0.8
Q	Tsing Sha Highway	9.0	7.3	65.0	5.0	103	6	0.5

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

AM Peak

Arm	To N	To O	To P	To Q	Total	q_c
From N	0	0	875	180	1055	1680
From O	945	250	105	740	2040	1600
From P	885	95	40	456	1476	2125
From Q	100	790	495	10	1395	2215
Total	1930	1135	1515	1386	5966	

PM Peak

Arm	To N	To O	To P	To Q	Total	q_c
From N	5	0	729	140	874	1428
From O	850	275	80	680	1885	1392
From P	874	75	50	375	1374	1960
From Q	125	560	458	10	1153	2129
Total	1854	910	1317	1205	5286	

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From N	8.436	73.700	1.007	0.979	2556.168	0.568	1569	1709	1055	874	0.672	0.511
From O	10.281	73.700	1.007	0.983	3115.195	0.646	2046	2178	2040	1885	0.997	0.866
From P	9.177	73.700	1.007	1.031	2780.630	0.599	1554	1656	1476	1374	0.950	0.830
From Q	8.114	73.700	1.007	1.117	2458.595	0.554	1375	1428	1395	1153	1.015	0.808
									maximum		1.015	0.866

Signal Junction Analysis

Junction: Tsing Yi Road / Tsing Hung Road Project Number: 323840

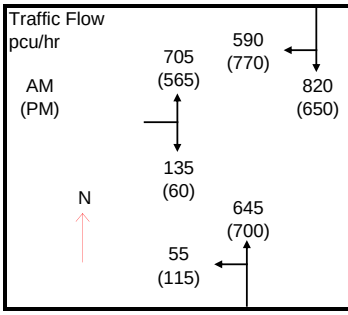
Scenario: future traffic flows, without the Proposed Development

Design Year: 2026 Designed By: Checked By: Date: 07 July 2015

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Tsing Yi Road SB	SA	A1	1	3.50				1965	396	0.202			1965	314	0.160	
	SA	A2	1	3.50				2105	424	0.201			2105	336	0.160	
	RT	B1	4,1	3.50	15.0		100%	1914	590	0.308	0.308	100%	1914	770	0.402	0.402
Tsing Hung Road	LT	C1	4,1,2	3.65	30.0		100%	1886	705	0.374		100%	1886	565	0.300	
	RT	D1	2	3.65	15.0		100%	1927	135	0.070	0.070	100%	1927	60	0.031	
Tsing Yi Road NB	ST+SA	E1	3	3.65	30.0		16%	1964	337	0.172	0.172	29%	1951	391	0.200	0.200
	SA	E2	3	3.65			0%	2120	363	0.171		0%	2120	424	0.200	
pedestrian phase		$F_{(P)}$	3		min crossing time =		5	sec GM +		5	sec FGM =		10	sec		
		$G_{(P)}$	3		min crossing time =		7	sec GM +		5	sec FGM =		12	sec		
		$H_{(P)}$	4,1,2		min crossing time =		5	sec GM +		5	sec FGM =		10	sec		
		$I_{(P)}$	4		min crossing time =		10	sec GM +		7	sec FGM =		17	sec		

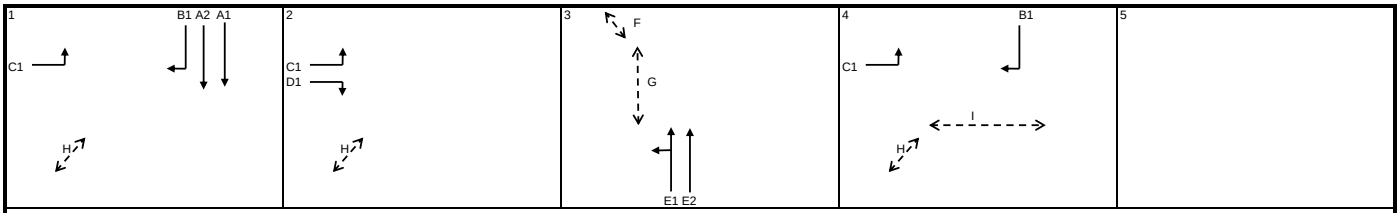
Traffic Flow pcu/hr

AM (PM)



	AM Peak Check 1	AM Peak Check 2	AM Peak Check 3	PM Peak Check 1	PM Peak Check 2	PM Peak Check 3
Sum y	0.550	0.443		0.603	0.391	
L (s)	18	35		23	35	
C (s)	90	90		90	90	
practical y	0.720	0.550		0.670	0.550	
R.C. (%)	31%	24%		11%	41%	

Note:



	G	I/G	G	I/G	G	I/G	G	I/G	G	I/G
AM		6		6		6				
		6		6		4	17	2		
PM		6	5	6		6				
		6		6		4	17	2		

Signal Junction Analysis

Junction: Tsing Yi Road / Tsing Hung Road Project Number: 323840

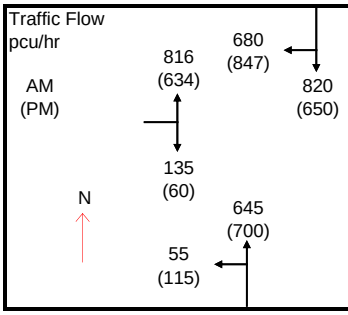
Scenario: future traffic flows, with the Proposed Development and Additional access at Tsing Hung Road

Design Year: 2026 Designed By: Checked By: Date: 07 July 2015

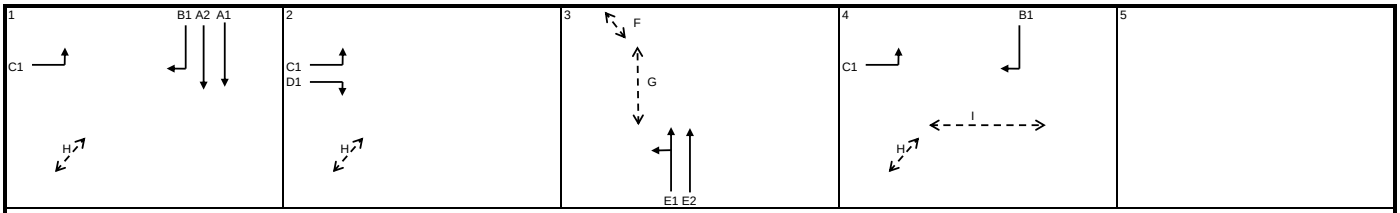
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Tsing Yi Road SB	SA	A1	1	3.50				1965	396	0.202			1965	314	0.160	
	SA	A2	1	3.50				2105	424	0.201			2105	336	0.160	
	RT	B1	4,1	3.50	15.0		100%	1914	680	0.355	0.355	100%	1914	847	0.443	0.443
Tsing Hung Road	LT	C1	4,1,2	3.65	30.0		100%	1886	816	0.433		100%	1886	634	0.336	
	RT	D1	2	3.65	15.0		100%	1927	135	0.070	0.070	100%	1927	60	0.031	
Tsing Yi Road NB	ST+SA	E1	3	3.65	30.0		16%	1964	337	0.172	0.172	29%	1951	391	0.200	0.200
	SA	E2	3	3.65			0%	2120	363	0.171		0%	2120	424	0.200	
pedestrian phase		$F_{(P)}$	3		min crossing time =		5	sec GM +		5	sec FGM =		10	sec		
		$G_{(P)}$	3		min crossing time =		7	sec GM +		5	sec FGM =		12	sec		
		$H_{(P)}$	4,1,2		min crossing time =		5	sec GM +		5	sec FGM =		10	sec		
		$I_{(P)}$	4		min crossing time =		10	sec GM +		7	sec FGM =		17	sec		

Traffic Flow pcu/hr

AM (PM)



	AM Peak Check 1	AM Peak Check 2	AM Peak Check 3	PM Peak Check 1	PM Peak Check 2	PM Peak Check 3
Sum y	0.597	0.443		0.643	0.391	
L (s)	18	35		23	35	
C (s)	90	90		90	90	
practical y	0.720	0.550		0.670	0.550	
R.C. (%)	21%	24%		4%	41%	



	G	I/G	G	I/G	G	I/G	G	I/G	G	I/G
AM		6		6		6				
		6		6		4	17	2		
PM		6	5	6		6				
		6		6		4	17	2		

Appendix C

Working Paper on Franchised Bus and Scheduled Minibus Occupancy Survey at Tsing Yi Road outside Cheung Ching Estate

C1 Introduction

C1.1 Background

C1.1.1 It is planned to construct a public rental housing estate with 5 building blocks tentatively (the "Proposed Development") at Tsing Yi Road, Tsing Yi Area 22B. It is planned to provide two pedestrian accesses for the Proposed Development, one at Tsing Yi Road cul-de-sac in connection with a proposed vehicular access, and the other one at Tsing Yi Road to the east of Sai Shan Road via a proposed retail complex.

C1.1.2 Some 20 franchised bus and scheduled minibus routes currently operate along Tsing Yi Road, Sai Shan Road and Ching Hong Road. The stops of these road based public transport services are within 300m from the Proposed Development. Since these public transport routes reach various districts throughout the territory, such as Tsing Yi Island, Kwai Fong, Tsuen Wan, Sha Tin, Kowloon East, Kowloon South, Hong Kong Island, the airport, the connectivity and the accessibility provided by these routes are sufficient. It is expected that the existing public transport services would be able to absorb the additional demand on the road based public transport services by the Proposed Development by adjusting the frequency of the existing routes.

C1.1.3 During the exercise of conducting the traffic impact assessment, it was required to conduct an occupancy survey to record the existing occupancy of the franchised bus and scheduled minibus routes (outbound direction towards Kwai Chung) currently operating along Tsing Yi Road outside Cheung Ching Estate.

C1.1.4 This working paper will present the survey information and the findings from the survey.

C1.2 Scope of the Survey

C1.2.1 The main objectives of this survey are as follows:

- To collect the vehicle occupancy of each observed franchised bus and scheduled minibus trip and the number of queuing passenger left behind at the AM peak for 1 typical weekday;
- To tabulate the data in an appropriate table format; and
- To summarise the results.

C2 The Survey

C2.1 Location and Time Period of the Survey

C2.1.1 The survey was conducted at the bus stop located at Tsing Yi Road outside Cheung Ching Estate towards Kwai Chung from 0645 to 0929 hours on Tuesday 28 April 2015.

C2.1.2 The bus stop was selected as the survey location because (i) the location is the peak loading point of the outbound trips (towards Kwai Chung) for the franchised bus and the scheduled minibus routes in the vicinity of the Proposed Development.

C2.1.3 It is believed that the survey period (0645 - 0929 hours) would cover the AM peak of the public transport demand on the outbound services.

C2.2 Surveyed Public Transport Routes

C2.2.1 The route numbers and the routings of the surveyed franchised bus and the scheduled minibus routes are shown in Table C2.1.

Table C2.1 Surveyed Public Transport Routes

Route	Origin	Destination
KMB 42	Cheung Hong	Shun Lee
KMB 42A	Cheung Hang	Jordan (To Wah Road)
KMB 43	Cheung Hong	Tsuen Wan West Railway Station
KMB 43A	Cheung Wang	Shek Lei (Tai Loong Street)
KMB 43C	Cheung Hong	Island Harbourview
KMB 43M	Cheung Ching	Kwai Fong Railway Station
KMB 242X	Cheung Hang	Tsim Sha Tsui
KMB 243P	Mayfair Garden	Discovery Park
KMB 249X	Tsing Yi Railway Station	Sha Tin Central
KMB / NWFB 948	Cheung On	Causeway Bay (Tin Hau)
KMB / NWFB 948P	Cheung On	Causeway Bay (Tin Hau)
KMB X42C	Cheung Hang	Lam Tin Railway Station
NTGMB 88C	Mayfair Garden	Kwai Fong Station
NTGMB 88D	Tivoli Garden	Kwai Fong Station
NTGMB 88G	Rambler Crest	Kwai Fong Station
NTGMB 88M	Sai Tso Wan Road	Kwai Fong Station
NTGMB 405	Cheung Hang	Lai King South

Note: KMB: Kowloon Motor Bus
NWFB: New World First Bus
NTGMB: New Territories Green Minibus

C2.3 Data Collection

C2.3.1 The following data of each observed franchised bus and the scheduled minibus trip were collected during the survey:

- arrival time;
- route number;

- number of boarding passengers;
- number of alighting passengers;
- vehicle occupancy when the vehicles left the stop;
- number of passengers left behind the vehicle trip; and
- carrying capacity of the vehicle trip.

C3 The Data Analysis

C3.1 Observed Data

C3.1.1 The number of boarding passengers of all surveyed routes is presented in Table C3.1.

Table C3.1 Number of Boarding Passengers of All Surveyed Routes

15-Minute Interval	Number of Boarding Passengers	30-Minute Interval	Number of Boarding Passengers	1-Hour Interval	Number of Boarding Passengers
06:45 - 06:59	81	-	-	-	-
07:00 - 07:14	99	06:45 - 07:14	180	-	-
07:15 - 07:29	138	07:00 - 07:29	237	-	-
07:30 - 07:44	129	07:15 - 07:44	267	06:45 - 07:44	447
07:45 - 07:59	128	07:30 - 07:59	257	07:00 - 07:59	494
08:00 - 08:14	**212**	07:45 - 08:14	340	07:15 - 08:14	607
08:15 - 08:29	188	**08:00 - 08:29**	**400**	07:30 - 08:29	657
08:30 - 08:44	148	08:15 - 08:44	336	**07:45 - 08:44**	**676**
08:45 - 08:59	103	08:30 - 08:59	251	08:00 - 08:59	651
09:00 - 09:14	90	08:45 - 09:14	193	08:15 - 09:14	529
09:15 - 09:29	65	09:00 - 09:29	155	08:30 - 09:29	406

Note: Figures in bold type represent the peak number of boarding passengers in the associated time interval.

C3.1.2 It could be found that the overall hourly peak passenger demand occurred at 07:45-08:44 hours, with the peak 15-minute at 08:00-08:14 hours.

C3.1.3 The number of boarding passengers of the individual routes is presented in Table C3.2.

Table C3.2 Number of Boarding Passengers of Individual Route

Time Interval	KMB 42	KMB 42A	KMB 43	KMB 43A	KMB 43C	KMB 43M	KMB 242X	KMB 243P	KMB 249X	KMB / NWFB 948	KMB / NWFB 948P	KMB X42C	NT GMB 88C	NT GMB 88D	NT GMB 88G	NT GMB 88M	NT GMB 405	Total
15-Minute Interval																		
06:45 - 06:59	3	22	5	10	3	11	0	0	0	0	0	0	0	19	0	8	0	81
07:00 - 07:14	0	31	8	3	10	32	0	0	9	0	0	0	0	2	0	0	4	99
07:15 - 07:29	6	18	**42**	23	8	3	0	**25**	0	0	0	0	0	0	0	11	2	138
07:30 - 07:44	6	34	16	37	10	5	0	0	11	7	0	0	0	0	0	3	0	129
07:45 - 07:59	6	20	13	20	19	10	0	0	0	28	0	0	0	4	0	8	0	128
08:00 - 08:14	**16**	**35**	12	8	26	5	**9**	23	**14**	15	6	**21**	0	4	0	18	0	**212**
08:15 - 08:29	0	24	9	**41**	6	**33**	3	0	0	**53**	**16**	0	0	0	0	0	3	188
08:30 - 08:44	13	31	26	13	**34**	12	0	0	7	0	0	0	0	6	0	6	0	148
08:45 - 08:59	5	28	20	19	12	9	0	0	5	0	0	0	0	5	0	0	0	103
09:00 - 09:14	5	32	14	5	3	12	0	0	0	0	0	0	5	2	2	10	0	90
09:15 - 09:29	0	20	3	15	0	1	0	0	6	0	0	0	0	6	0	14	0	65
30-Minute Interval																		
06:45 - 07:14	3	53	13	13	13	43	0	0	9	0	0	0	0	21	0	8	4	180
07:00 - 07:29	6	49	50	26	18	35	0	**25**	9	0	0	0	0	2	0	11	6	237
07:15 - 07:44	12	52	**58**	**60**	18	8	0	**25**	11	7	0	0	0	0	0	14	2	267
07:30 - 07:59	12	54	29	57	29	15	0	0	11	35	0	0	0	4	0	11	0	257
07:45 - 08:14	**22**	55	25	28	45	15	9	23	**14**	43	6	**21**	0	8	0	26	0	340
08:00 - 08:29	16	59	21	49	32	38	**12**	23	**14**	**68**	**22**	**21**	0	4	0	18	3	**400**
08:15 - 08:44	13	55	35	54	40	**45**	3	0	7	53	16	0	0	6	0	6	3	336
08:30 - 08:59	18	59	46	32	**46**	21	0	0	12	0	0	0	0	11	0	6	0	251
08:45 - 09:14	10	**60**	34	24	15	21	0	0	5	0	0	0	5	7	2	10	0	193
09:00 - 09:29	5	52	17	20	3	13	0	0	6	0	0	0	5	8	2	24	0	155

Time Interval	KMB 42	KMB 42A	KMB 43	KMB 43A	KMB 43C	KMB 43M	KMB 242X	KMB 243P	KMB 249X	KMB / NWFB 948	KMB / NWFB 948P	KMB X42C	NT GMB 88C	NT GMB 88D	NT GMB 88G	NT GMB 88M	NT GMB 405	Total
1-Hour Interval																		
06:45 - 07:44	15	105	71	73	31	51	0	25	20	7	0	0	0	21	0	22	6	447
07:00 - 07:59	18	103	79	83	47	50	0	25	20	35	0	0	0	6	0	22	6	494
07:15 - 08:14	34	107	**83**	88	63	23	9	**48**	25	50	6	**21**	0	8	0	40	2	607
07:30 - 08:29	28	113	50	**106**	61	53	**12**	23	25	**103**	**22**	**21**	0	8	0	29	3	657
07:45 - 08:44	**35**	110	60	82	**85**	60	**12**	23	21	96	**22**	**21**	0	14	0	32	3	**676**
08:00 - 08:59	34	**118**	67	81	78	59	**12**	23	**26**	68	**22**	**21**	0	15	0	24	3	651
08:15 - 09:14	23	115	69	78	55	**66**	3	0	12	53	16	0	5	13	2	16	3	529
08:30 - 09:29	23	111	63	52	49	34	0	0	18	0	0	0	5	19	2	30	0	406
Entire Survey Period																		
06:45 - 09:29	60	295	168	194	131	133	12	48	52	103	22	21	5	48	2	78	9	1381
Total	1239												142					1381
Split (%)	4.8%	23.8%	13.6%	15.7%	10.6%	10.7%	1.0%	3.9%	4.2%	8.3%	1.8%	1.7%	3.5%	33.8%	1.4%	54.9%	6.3%	-
Total	100%												100%					-

Note: KMB: Kowloon Motor Bus
NWFB: New World First Bus
NTGMB: New Territories Green Minibus
Figures in bold type represent the peak numbers of boarding passengers. The peak numbers of boarding passengers for the scheduled minibus routes had no significant reference values and were not highlighted because most minibus trips were full in capacity when they arrived at the surveyed bus stop.

C3.1.4 The observed vehicle trips of each bus and minibus route are presented in Table C3.2. Those vehicle trips falling into the hourly peak passenger demand peak (07:45-08:44 hours) are shown in bold type for easy reference.

Table C3.2 Observed Vehicle trips

Vehicle Arrival Time	Number of Alighting Passengers	Number of Boarding Passengers	Carrying Capacity of the Vehicle	Vehicle Occupancy after Alighting and Boarding	Number of Passengers Left in the Queue
KMB 42					
06:55	0	3	135	20%	0
07:16	0	6	135	10%	0
07:31	0	6	131	70%	0
07:51	0	6	135	70%	0
08:14	0	16	135	50%	0
08:34	0	13	131	50%	0
08:50	0	5	135	20%	0
09:10	0	5	131	20%	0
KMB 42A					
06:47	0	9	126	80%	0
06:53	0	12	126	80%	0
06:57	0	1	138	60%	0
07:02	0	9	138	80%	0
07:08	0	18	138	90%	2
07:10	0	4	126	80%	0
07:15	0	11	129	80%	0
07:21	0	3	138	80%	0
07:23	0	4	138	70%	0
07:30	0	13	124	100%	2
07:33	0	9	123	70%	0
07:39	0	6	138	70%	0
07:43	0	6	104	95%	0
07:51	0	8	126	100%	1
07:53	1	3	138	60%	0
07:58	0	9	134	80%	1
08:02	0	8	136	90%	0
08:08	0	3	111	100%	17
08:09	0	24	124	70%	0
08:20	0	9	138	100%	6
08:20	0	14	126	90%	0
08:21	0	1	126	60%	0
08:22	1	0	124	50%	0
08:30	1	2	128	100%	8
08:34	0	11	134	90%	0
08:39	0	12	138	100%	0

Vehicle Arrival Time	Number of Alighting Passengers	Number of Boarding Passengers	Carrying Capacity of the Vehicle	Vehicle Occupancy after Alighting and Boarding	Number of Passengers Left in the Queue
08:40	0	6	138	60%	0
08:46	0	7	137	70%	0
08:53	0	21	124	60%	0
08:53	0	0	138	50%	0
09:01	2	8	138	50%	0
09:05	1	11	138	60%	0
09:09	0	5	138	20%	0
09:14	0	8	126	80%	0
09:20	1	13	126	90%	0
09:26	0	7	126	50%	0
KMB 43					
06:52	0	5	124	20%	0
07:05	0	8	124	50%	0
07:19	3	31	124	80%	0
07:29	0	11	124	50%	0
07:39	1	16	124	70%	0
07:49	1	13	124	80%	0
08:00	0	1	124	30%	0
08:11	0	11	124	70%	0
08:26	1	9	124	50%	0
08:30	0	5	124	60%	0
08:38	1	21	124	90%	0
08:47	1	13	132	40%	0
08:58	0	7	124	20%	0
09:06	1	14	124	40%	0
09:19	1	3	124	10%	0
KMB 43A					
06:50	1	7	133	50%	0
06:58	1	3	124	30%	0
07:08	2	3	133	40%	0
07:17	2	12	124	95%	0
07:20	2	2	133	70%	0
07:25	2	9	133	80%	0
07:30	3	8	113	60%	0
07:34	2	13	137	95%	0
07:37	1	4	124	90%	0
07:41	1	12	137	90%	0
07:48	1	14	124	80%	0
07:58	1	6	124	90%	0
08:06	0	8	124	80%	0
08:19	2	19	124	95%	5

Vehicle Arrival Time	Number of Alighting Passengers	Number of Boarding Passengers	Carrying Capacity of the Vehicle	Vehicle Occupancy after Alighting and Boarding	Number of Passengers Left in the Queue
08:25	0	8	124	70%	0
08:27	0	14	133	80%	0
08:35	0	9	124	95%	4
08:39	5	4	124	70%	0
08:45	4	12	133	60%	0
08:50	8	2	133	30%	0
08:55	1	5	133	30%	0
09:08	0	5	124	30%	0
09:18	0	7	124	20%	0
09:20	0	0	124	10%	0
09:29	2	8	124	20%	0
KMB 43C					
06:56	0	3	124	60%	0
07:03	0	4	124	80%	0
07:11	0	6	124	60%	0
07:20	0	8	124	70%	0
07:30	0	6	124	80%	0
07:38	0	4	124	80%	0
07:46	0	12	124	90%	0
07:55	0	7	124	70%	0
08:03	0	7	124	70%	0
08:14	0	19	124	80%	0
08:21	0	6	124	60%	0
08:31	0	26	124	90%	0
08:40	1	8	124	70%	0
08:46	0	4	124	50%	0
08:57	0	8	124	50%	0
09:08	0	3	124	20%	0
KMB 43M					
06:46	0	6	124	10%	0
06:59	1	5	75	10%	0
07:14	0	32	75	90%	0
07:28	0	3	124	20%	0
07:38	0	5	75	50%	0
07:52	0	10	75	60%	0
08:07	0	5	124	50%	0
08:20	0	12	75	70%	0
08:26	0	21	75	100%	0
08:44	0	12	124	10%	0
08:52	0	9	75	90%	0
09:06	0	12	75	70%	0

Vehicle Arrival Time	Number of Alighting Passengers	Number of Boarding Passengers	Carrying Capacity of the Vehicle	Vehicle Occupancy after Alighting and Boarding	Number of Passengers Left in the Queue
09:20	0	1	124	10%	0
KMB 242X					
08:01	1	9	126	60%	0
08:20	1	3	124	40%	0
KMB 243P					
07:27	0	25	109	60%	0
08:10	0	23	122	80%	0
KMB 249X					
07:00	0	9	133	80%	0
07:32	0	11	133	70%	0
08:05	0	14	124	100%	2
08:30	0	7	124	70%	0
08:59	0	5	133	60%	0
09:29	0	6	133	40%	0
KMB / NWFB 948					
07:39	0	7	133	100%	2
07:49	0	0	133	100%	1
07:52	0	17	124	90%	0
07:58	0	11	137	90%	0
08:05	0	15	137	90%	0
08:12	0	0	133	100%	2
08:15	0	14	133	80%	16
08:18	0	7	133	40%	0
08:23	0	10	137	90%	2
08:26	0	13	129	80%	0
08:28	0	6	133	70%	0
08:29	0	3	137	40%	0
KMB / NWFB 948P					
08:00	0	6	118	70%	0
08:16	0	16	134	90%	3
KMB X42C					
08:07	0	11	134	70%	4
08:12	0	10	134	80%	0
NTGMB 88C					
07:01	0	0	16	100%	0
07:10	0	0	16	100%	9

Vehicle Arrival Time	Number of Alighting Passengers	Number of Boarding Passengers	Carrying Capacity of the Vehicle	Vehicle Occupancy after Alighting and Boarding	Number of Passengers Left in the Queue
07:20	0	0	16	100%	0
07:27	0	0	16	100%	0
07:32	0	0	16	100%	0
07:38	0	0	16	100%	0
07:45	0	0	16	100%	0
07:53	0	0	16	100%	0
08:02	0	0	16	100%	0
08:08	0	0	16	100%	0
08:12	0	0	16	100%	0
08:14	0	0	16	0%	0
08:15	0	0	16	100%	0
08:21	0	0	16	100%	0
08:21	0	0	16	100%	0
08:24	0	0	16	100%	0
08:26	0	0	16	100%	0
08:29	0	0	16	100%	0
08:31	0	0	16	100%	0
08:35	0	0	16	100%	0
08:42	0	0	16	100%	0
08:42	0	0	16	0%	0
08:43	0	0	16	100%	0
08:46	0	0	16	100%	0
08:48	0	0	16	100%	0
08:51	0	0	16	100%	0
08:55	0	0	16	94%	0
09:01	0	2	16	31%	0
09:01	0	0	16	50%	0
09:05	0	0	16	0%	0
09:05	0	0	16	100%	0
09:07	0	3	16	94%	0
09:12	0	0	16	100%	0
09:16	0	0	16	100%	0
09:17	0	0	16	100%	0
09:20	0	0	16	100%	1
09:21	0	0	16	100%	0
09:26	0	0	16	100%	0
09:27	0	0	16	100%	0
NTGMB 88D					
06:47	0	0	16	100%	0
06:49	0	0	16	81%	0
06:50	1	1	16	100%	1
06:50	0	9	16	75%	0

Vehicle Arrival Time	Number of Alighting Passengers	Number of Boarding Passengers	Carrying Capacity of the Vehicle	Vehicle Occupancy after Alighting and Boarding	Number of Passengers Left in the Queue
06:53	0	1	16	100%	1
06:54	0	6	16	88%	0
06:55	0	1	16	100%	0
06:55	0	1	16	56%	0
06:56	0	0	16	50%	0
06:56	0	0	16	50%	0
06:58	0	0	16	100%	0
07:00	0	0	16	100%	0
07:03	0	0	16	100%	0
07:08	0	0	16	100%	9
07:08	0	0	16	100%	9
07:11	0	2	16	100%	4
07:11	0	0	16	100%	4
07:15	0	0	16	100%	0
07:15	0	0	16	100%	0
07:21	0	0	16	100%	0
07:22	0	0	16	100%	0
07:22	0	0	16	100%	0
07:23	0	0	16	100%	0
07:25	0	0	16	100%	0
07:32	0	0	16	100%	0
07:35	0	0	16	100%	0
07:36	0	0	16	75%	0
07:37	0	0	16	100%	0
07:38	0	0	16	100%	0
07:40	0	0	16	100%	0
07:42	0	0	16	100%	0
07:45	0	0	16	100%	0
07:46	0	1	16	63%	0
07:54	0	0	16	100%	0
07:56	0	2	16	100%	0
07:57	0	0	16	100%	0
07:58	0	0	16	100%	0
07:59	0	1	16	100%	1
08:01	0	0	16	100%	1
08:02	0	0	16	100%	0
08:03	0	1	16	100%	0
08:03	0	0	16	100%	0
08:07	0	3	16	75%	0
08:09	0	0	16	100%	0
08:09	0	0	16	100%	0
08:10	0	0	16	100%	0
08:13	0	0	16	100%	0

Vehicle Arrival Time	Number of Alighting Passengers	Number of Boarding Passengers	Carrying Capacity of the Vehicle	Vehicle Occupancy after Alighting and Boarding	Number of Passengers Left in the Queue
08:13	0	0	16	75%	0
08:19	0	0	16	100%	0
08:21	0	0	16	100%	0
08:26	0	0	16	100%	0
08:29	0	0	16	100%	0
08:31	0	0	16	100%	0
08:31	0	0	16	100%	0
08:33	0	3	16	100%	2
08:37	0	0	16	100%	0
08:38	0	0	16	100%	0
08:38	0	0	16	100%	0
08:40	0	0	16	100%	0
08:41	0	0	16	100%	0
08:41	0	2	16	100%	0
08:42	0	1	16	100%	2
08:45	0	0	16	100%	0
08:47	0	0	16	100%	0
08:52	1	1	16	100%	0
08:53	0	0	16	100%	0
08:54	0	0	16	100%	0
08:56	1	1	16	100%	2
08:56	0	2	16	100%	0
08:58	1	1	16	100%	0
09:02	1	2	16	100%	0
09:07	0	0	16	100%	0
09:08	0	0	16	88%	0
09:09	0	0	16	94%	0
09:10	0	0	16	88%	0
09:12	0	0	16	100%	0
09:14	1	0	16	94%	0
09:15	1	1	16	100%	0
09:18	0	0	16	81%	0
09:19	2	2	16	81%	0
09:24	0	1	16	94%	0
09:26	0	0	16	100%	0
09:28	0	0	16	44%	0
09:29	0	2	16	100%	0
NTGMB 88G					
06:48	0	0	16	100%	1
06:57	0	0	16	100%	0
07:03	0	0	16	100%	3
07:05	0	0	16	100%	4

Vehicle Arrival Time	Number of Alighting Passengers	Number of Boarding Passengers	Carrying Capacity of the Vehicle	Vehicle Occupancy after Alighting and Boarding	Number of Passengers Left in the Queue
07:12	0	0	16	100%	4
07:17	0	0	16	100%	0
07:22	0	0	16	100%	0
07:26	0	0	16	100%	0
07:27	0	0	16	100%	0
07:36	0	0	16	100%	0
07:39	0	0	16	100%	0
07:43	0	0	16	100%	0
07:47	0	0	16	100%	0
07:55	0	0	16	100%	0
07:57	0	0	16	100%	0
08:03	0	0	16	100%	0
08:05	0	0	16	100%	0
08:19	0	0	16	100%	0
08:22	0	0	16	100%	0
08:29	0	0	16	100%	0
08:32	0	0	16	100%	0
08:39	0	0	16	100%	0
08:43	0	0	16	100%	0
08:52	0	0	16	100%	0
09:06	0	0	16	100%	0
09:08	0	0	16	100%	0
09:13	0	2	16	13%	0
09:16	0	0	16	100%	0
09:29	0	0	16	100%	0
NTGMB 88M					
06:48	0	3	16	94%	0
06:54	0	1	16	56%	0
06:54	0	0	16	100%	0
06:56	0	4	16	44%	0
06:59	0	0	16	100%	1
07:01	0	0	16	100%	2
07:07	0	0	16	100%	9
07:11	0	0	16	100%	4
07:17	0	0	16	100%	0
07:19	0	0	16	100%	0
07:20	0	3	16	100%	0
07:28	0	8	16	69%	0
07:30	0	0	16	100%	0
07:30	0	0	16	100%	0
07:36	0	3	16	88%	0
07:40	0	0	16	100%	0

Vehicle Arrival Time	Number of Alighting Passengers	Number of Boarding Passengers	Carrying Capacity of the Vehicle	Vehicle Occupancy after Alighting and Boarding	Number of Passengers Left in the Queue
07:46	0	4	16	100%	0
07:49	0	0	16	100%	0
07:49	0	0	16	100%	0
07:51	0	4	16	100%	0
07:52	0	0	16	100%	0
07:53	0	0	16	100%	0
07:57	0	0	16	100%	0
08:01	0	0	16	100%	1
08:02	0	5	16	100%	0
08:03	0	4	16	75%	0
08:04	0	0	16	100%	0
08:05	0	2	16	44%	0
08:07	0	1	16	94%	0
08:12	0	3	16	100%	0
08:13	0	3	16	50%	0
08:16	0	0	16	0%	0
08:17	0	0	16	100%	0
08:25	0	0	16	100%	0
08:26	0	0	16	100%	0
08:28	0	0	16	100%	0
08:31	0	0	16	100%	0
08:34	0	0	16	100%	2
08:37	0	0	16	100%	0
08:39	0	6	16	100%	0
08:40	0	0	16	100%	0
08:41	0	0	16	100%	0
08:46	0	0	16	100%	0
08:49	0	0	16	100%	0
08:53	0	0	16	100%	0
08:55	0	0	16	100%	0
08:59	0	0	16	100%	0
08:59	0	0	16	100%	0
09:00	0	3	16	94%	0
09:04	0	1	16	100%	0
09:10	0	6	16	38%	0
09:12	0	0	16	100%	0
09:15	0	0	16	100%	0
09:16	0	11	16	69%	0
09:18	0	0	16	0%	0
09:18	0	0	16	50%	0
09:24	0	0	16	100%	0
09:26	0	3	16	100%	0

Vehicle Arrival Time	Number of Alighting Passengers	Number of Boarding Passengers	Carrying Capacity of the Vehicle	Vehicle Occupancy after Alighting and Boarding	Number of Passengers Left in the Queue
NTGMB 405					
07:10	0	4	16	100%	5
07:18	1	0	16	56%	0
07:26	2	2	16	100%	0
07:36	0	0	16	88%	0
07:46	0	0	16	100%	0
08:01	0	0	16	100%	1
08:21	0	3	16	100%	0
09:03	0	0	16	38%	0

Note: KMB: Kowloon Motor Bus
NWFB: New World First Bus
NTGMB: New Territories Green Minibus

C3.2 Findings of the Data

C3.2.1 The findings and the observation of the individual routes are presented in Table C3.3.

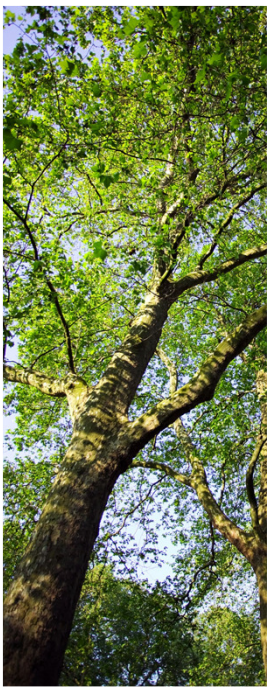
Table C3.3 Findings and Observation of the Individual Routes

Route	Findings and Observation
KMB 42	• All observed trips had occupancy of less than 100%. • No passengers were left behind the vehicle trips.
KMB 42A	• Occasionally, the vehicle occupancy of some trips reached 100% with a few passengers left behind the trips. The passengers left behind could board the next vehicle in a few minutes due to the high frequency of this route.
KMB 43	• All observed trips had occupancy of less than 100%. • No passengers were left behind the vehicle trips.
KMB 43A	• All observed trips had occupancy of less than 100%. • No passengers were left behind the vehicle trips.
KMB 43C	• All observed trips had occupancy of less than 100%. • No passengers were left behind the vehicle trips.
KMB 43M	• All observed trips had occupancy of less than 100%. • No passengers were left behind the vehicle trips.
KMB 242X	• This is a special route with limited trips. All trips were observed. • All observed trips had occupancy of less than 100%. • No passengers were left behind the vehicle trips.
KMB 243P	• This is a special route with limited trips. All trips were observed. • All observed trips had occupancy of less than 100%. • No passengers were left behind the vehicle trips.

Route	Findings and Observation
KMB 249X	• This is a special route with limited trips. All trips were observed. • Most observed trips had occupancy of less than 80%, while one trip had occupancy of 100% with 2 passengers left behind. • No passengers were left behind the vehicle trips.
KMB / NWFB 948 and 948P	• This is a special route with limited trips. All trips were observed. • Some observed trips had occupancy of 100%. • Some observed trips had occupancy of less than 100% with standee capacity available only. Some passengers preferred not boarding and waiting for next trip.
KMB X42C	• This is a special route with limited trips. All trips were observed. • All observed trips had occupancy of less than 100%. • No passengers were left behind the vehicle trips.
NTGMB 88C	• Almost all observed trips were full in capacity before arriving the surveyed bus stop. • Due to this situation, very few passengers were found to wait for this route at the surveyed bus stop.
NTGMB 88D	• The headway of this route was short, about 1 to 3 minutes. • Occasionally, a few trips had spare capacity at the surveyed bus stop.
NTGMB 88G	• Almost all observed trips were full in capacity before arriving the surveyed bus stop. • Due to this situation, very few passengers were found to wait for this route at the surveyed bus stop.
NTGMB 88M	• Most observed trips were full in capacity before arriving the surveyed bus stop.
NTGMB 405	• Some observed trips were full in capacity before arriving the surveyed bus stop.
General Item	• NTGMB Route 88C, 88D, 88G, 88M and 405 at the surveyed bus stop were heading for or passing through Kwai Fong. Some queuing passengers of these routes would switch to take KMB Route 43M (Cheung Ching - Kwai Fong Railway Station) when the buses arrived at the surveyed bus stop.

Note: KMB: Kowloon Motor Bus
NWFB: New World First Bus
NTGMB: New Territories Green Minibus

C3.2.2 In general, the overall carrying capacity of the franchised bus routes is capable to accommodate the passenger demand in the AM peak period; whilst, the occupancy of the most scheduled minibus routes almost achieve 100% at the surveyed location.



Agreement No. CB20130106 Term Engineering Consultancy Services 2013-2015 for New Territories West Region - Public Housing Development at Junction of Tsing Yi Road and Tsing Hung Road, Tsing Yi Area 22B

Broad Environmental Assessment Report (Final)

April 2015

Mott MacDonald

Agreement No. CB20130106 Term Engineering Consultancy Services 2013-2015 for New Territories West Region - Public Housing Development at Junction of Tsing Yi Road and Tsing Hung Road, Tsing Yi Area 22B

Broad Environmental Assessment Report (Final)

April 2015

Mott MacDonald, 20/F AIA Kowloon Tower, Landmark East, 100 How Ming Street, Kwun Tong, Kowloon, Hong Kong
T +852 2828 5757 **F** +852 2827 1823 w **W** www.mottmac.com

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1 Introduction

1.1 Project Background

Mott MacDonald Hong Kong Limited (MMHK) was commissioned by the Hong Kong Housing Authority (HKHA) of the HKSAR Government to conduct a Broad Environmental Assessment for the public housing development at junction of Tsing Yi Road and Tsing Hung Road, Tsing Yi Area 22B under Agreement No. CB20130106 Term Engineering Consultancy Services 2013-2015 for New Territories West Region.

1.2 Objectives

The objective of this Broad Environmental Assessment is to:

- Assess the road traffic noise impacts upon the proposed development with reference to the Hong Kong Planning Standards and Guidelines (HKPSG);
- Assess the potential impacts of other noise sources upon the proposed development with reference to HKPSG;
- Assess the potential vehicular emissions from the surroundings road network with reference to HKPSG;
- Assess the potential air pollutant emissions from the nearby industrial premises with reference to HKPSG / international standards; and
- Recommend appropriate environmental mitigation measures as required.

1.3 Site Location

The proposed development is approximately 4.1 hectare in size and located at the junction of Tsing Yi Road and Tsing Hung Road, Tsing Yi Area 22B. The location of the proposed development is shown in **Figure 1.1**.

1.4 Proposed Development Layout Designs

The proposed development tentatively consists of 5 nos. of residential block which mainly serve for domestic purpose (with about 3,800 nos. of residential flat) and welfare facilities purpose. Layout of the proposed development is shown in **Figure 1.2.** The tentative building completion year is 2019/20 - 2020/21.

2 Noise Impact

2.1 Introduction

This section presents the assessment of potential noise impacts associated with the road traffic noise and fixed plant noise, which has been conducted against the relevant noise standards in the HKPSG.

2.2 Assessment Criteria

2.2.1 Road Traffic Noise Criteria

The noise criteria for evaluating noise impact on the planned development with respect to road traffic noise are based on the HKPSG. The summary of noise criteria are given in **Table 2.1** below.

Table 2.1 Relevant Noise Standard for Planning Purposes

Uses	Road Traffic Noise Peak Hour Traffic L_{10} (1 Hour), dB(A)
All domestic premises including temporary housing accommodation	70
Educational institutions including kindergartens, nurseries and all others where unaided voice communication is required	65
Hospitals, clinics, convalescences and residential care homes for the elderly - diagnostic rooms - wards	55

Notes:
(i) The above standards apply to uses which rely on opened windows for ventilation
(ii) The above standards should be viewed as the maximum permissible noise levels assessed at 1m from the external façade

With reference to the guideline in HKPSG, the road traffic noise criterion of L_{10} is 70 dB(A) is applicable to the residential dwellings within the domestic blocks. For the kindergarten, the road traffic noise criterion of L_{10} is 65 dB(A). Based on the latest available information, no dormitory will be included and no educational and medical purpose will be in use for the welfare facilities. Thus, they will not be considered as noise sensitive receivers in accordance with HKPSG. However, if dormitory will be included, or educational or medical purpose (e.g. diagnostic rooms, wards) will be used in welfare facilities, the road traffic noise criterion(L_{10}) of 70 dB(A), 65 dB(A) or 55 dB(A) will be adopted, respectively.

2.2.2 Fixed Plant Noise Criteria

For the fixed plant noise assessment, the Acceptable Noise Levels (ANLs) for the Noise Sensitive Receivers (NSRs) are determined with consideration of the Area Sensitivity Rating (ASR), which is defined in the Technical Memorandum for the Assessment of Noise from Places Other Than Domestic Premises, Public Places or Construction Sites (IND-TM) issued under the Noise Control Ordinance (NCO). The ASR depends on the type of area and the degree of impact that Influencing Factors (IFs) have on the NSRs as illustrated in **Table 2.2**. Industrial area, major road or the area within the boundary of Hong Kong International Airport shall be considered to be an IF.

Table 2.2 Area Sensitivity Rating

Type of Area Containing NSR	Degree to which NSR is affected by IF		
	Not Affected[(c)]	Indirectly Affected[(d)]	Directly Affected[(e)]
(i) Rural area, including country parks[(a)] or village type developments	A	B	B
(ii) Low density residential area consisting of low-rise or isolated high-rise developments	A	B	C
(iii) Urban area[(b)]	B	C	C
(iv) Area other than those above	B	B	C

Definitions:
(a) "Country park" means an area that is designated as a country park pursuant to section 14 of the Country Parks Ordinance.
(b) "Urban area" means an area of high density, diverse development including a mixture of such elements as industrial activities, major trade or commercial activities and residential premises.
(c) "Not Affected" means that the NSR is at such a location that noise generated by the IF is not noticeable at the NSR.
(d) "Indirectly Affected" means that the NSR is at such a location that noise generated by the IF, whilst noticeable at the NSR, is not a dominant feature of the noise climate of the NSR.
(e) "Directly Affected" means that the NSR is at such a location that noise generated by the IF is readily noticeable at the NSR and is a dominant feature of the noise climate of the NSR.

Fixed plant noise is controlled under the NCO and shall comply with the ANLs laid down in the Table 2 of the IND-TM. For a given ASR, the ANL, in dB(A), is given by **Table 2.3**.

Table 2.3 Acceptable Noise Level for Fixed Plant Noise

Time Period		Area Sensitivity Rating		
		A	B	C
Day-time	(0700 to 1900 hours)	60	65	70
Evening	(1900 to 2300 hours)			
Night-time	(2300 to 0700 hours)	50	55	60

Notes: (i) The above standards apply to uses which rely on opened windows for ventilation
(ii) The above standards should be viewed as the maximum permissible noise levels assessed at 1m from the external facade

The proposed development is located in high density and diverse development area but excluding industrial activities, major trade or commercial activities. Therefore, the type of area containing the NSRs is considered as “Area other than those above” as defined in the IND-TM. In accordance with the IND-TM, Kwai Tsing Road (Kwai Tsing Bridge) with annual average daily traffic flow in excess of 30,000 should be considered as the IF, which is in the vicinity of the proposed development. According to **Table 2.2**, the ASR of the Site shall be classified as “B”.

As stipulated in Chapter 9 “Environment” of the HKPSG, the noise standard for planning purposes fixed noise source are (a) 5 dB(A) below the appropriate ANL, or (b) the prevailing background noise levels (For quiet areas with level 5 dB(A) below the ANL).

The criteria to be adopted for the NSRs are dependent on the background noise measurement results. Should the measured prevailing background noise level be lower than the ANL by more than 5dB(A), the

background noise level would be adopted as the criteria. The noise criteria of the fixed plant noise are summarised in **Table 2.4** below.

Table 2.4 Noise Criteria of Fixed Plant Noise

Time Period	ANL – 5, dB(A)[#]	Background Noise Level, dB(A)*	Fixed Noise Criteria, dB(A)
Day-time & Evening	60	61	60
Night-time	50	56	50

Note: (#) Refer to **Table 2.3** for the Area Sensitivity Rating (ASR).
(*) Refer to **Table 2.5** for the background noise measurement results.

2.3 Study Area

The Study Area is defined as within 300m of the site boundary for fixed noise impact assessment. This study area is identified and shown in **Figure 1.1**.

2.4 Background Noise Condition

Noise surveys were carried out on 3 February 2015 to investigate the background noise condition of the surrounding environment and the Project Site. The baseline noise measurement locations are shown in **Figure 2.1**.

The noise measurements were undertaken using Type 1 sound level meter (Rion NL-31 Serial No. 01262786). The sound level meter was checked using an acoustic calibrator generating a sound pressure level of 94.0 dB(A) at 1kHz immediately before and after the noise measurement. The measurements were accepted as valid only if the calibration levels before and after the noise measurement were agreed to within 1.0 dB(A). Moreover, the sound level meters and acoustic calibrators are calibrated in accredited laboratories annually to ensure reliable performance. The measurement results are shown in **Table 2.5**.

Table 2.5 Measured Background Noise Levels

Location ID	Location Description	Time Period	Start Time	*Measured Noise Level in $L_{eq\ (30min)}$, dB(A)
M1	Centre of Site	Day-time & Evening (0700 – 2300)	1405	**60.5**
		Night-time (2300 – 0700)	2305	**56.3**
M2	Southern Site Boundary	Day-time & Evening (0700 – 2300)	1445	63.9
		Night-time (2300 – 0700)	2345	56.4
M3	Northern Site Boundary	Day-time & Evening (0700 – 2300)	1530	68.6
		Night-time (2300 – 0700)	0030	63.2

Note (*): All background noise measurements were conducted under free-field condition. Thus, façade correction +3dB(A) has been included.
Bold: Lowest background noise level was adopted for conservative approach.

2.5 Identification of Noise Sources

2.5.1 Road Traffic Noise Sources

Road traffic from nearby road network is the dominant noise source within the 300m assessment area. Potential road traffic noise impact from Tsing Yi Road, Tsing Hung Road and Tsing Sha Highway is anticipated on the proposed development.

2.5.2 Fixed Plant Noise Sources

Operation of the Container Terminal 9 and Tsing Yi Preliminary Treatment Works would potentially generate fixed plant noise impacts from their equipment such as container handling plant, hydraulic pumps, generators and exhaust fans, etc.

2.6 Evaluation and Assessment of Noise Impacts

2.6.1 Road Traffic Noise Impact

Based on the given layout plan, road traffic noise would potentially affect the noise sensitive facades facing the Tsing Yi Road, Tsing Hung Road and Tsing Sha Highway. In case of any exceedance of relevant traffic noise standards, mitigation measures such as noise barriers, architectural fins, acoustic windows or even further setback of building blocks will be proposed and adopted. Examples of mitigation measures are presented in **Figure 2.2**. With the implementation of the appropriate noise mitigation measures, insurmountable road traffic noise issue is not anticipated on the proposed development.

2.6.2 Fixed Plant Noise Impact

Fixed plant noise impacts on the proposed development would be potentially generated from the operation of Container Terminal 9 and Tsing Yi Preliminary Treatment Works. In case of any exceedance of relevant fixed noise criteria, mitigation measures such as noise barriers, architectural fins, further setback of building blocks or even single-aspect building block design will be proposed and adopted. Examples of mitigation measures are presented in **Figure 2.2**. With the implementation of the appropriate noise mitigation measures, insurmountable fixed plant noise issue is not anticipated on the proposed development.

3 Air Quality Impact

3.1 Introduction

This section presents the assessment of potential vehicular and industrial emissions, which have been conducted in accordance with the guideline for environmental considerations in the planning of both public and private development in Chapter 9 of the HKPSG.

3.2 Assessment Criteria

Air Quality Objectives

The principal legislation for the management of air quality is the Air Pollution Control Ordinance (APCO). It specifies Air Quality Objective (AQOs) which stipulate the statutory limits of air pollutants and the maximum allowable numbers of exceedance over specific periods. With passage of the Air Pollution Control (Amendment) Ordinance 2013 by the Legislative Council on 10 July 2013, the prevailing AQOs as listed in **Table 3.1** are due to take effect on 1 January 2014.

Table 3.1 Prevailing AQOs Effective on 1 January 2014

Pollutant	Averaging Time	AQO concentration (µg/m³)	Allowable exceedences
Sulfur Dioxide (SO_2)	10 minute	500	3
	24 hour	125	3
Respirable Suspended Particulates (PM_{10})	24 hour	100	9
	Annual	50	0
Fine Suspended Particles ($PM_{2.5}$)	24 hour	75	9
	Annual	35	0
Nitrogen Dioxide (NO_2)	1 hour	200	18
	Annual	40	0
Carbon Monoxide (CO)	1 hour	30,000	0
	8 hour	10,000	0
Ozone (O_3)	8 hour	160	9
Lead	Annual	0.5	0
Total Suspended Particulates (TSP)	1 hour(1)	500(1)	-
Volatile Organic Compounds (VOC) (benzene)	Annual(2)	5.0(2)	-

Note (1) Criterion specified under EIAO-TM, not an AQO
(2) According to "Assessment of Toxic Air Pollutant Measurements in Hong Kong, Final Report", benzene and 1,3-butadiene are the most significant VOCs for Hong Kong. However, as 1,3-butadiene is only produced after combustion, benzene is adopted as the key pollutant of concern for petrol vapour. Since Hong Kong has no specific VOC emission standards, criterion refers to UK Air Quality Standards

3.3 Study Area

The Study Area is defined as within 500m of the site boundary for air quality impact assessment. This study area is identified and shown in **Figure 1.1**.

3.4 Identification of Emission Sources

3.4.1 Vehicular Emission

The HKPSG buffer distance to "open space" sites have been adopted as there is no specific requirement for buffer distances to domestic premises.

According to the Table 3.1 in Chapter 9 of the HKPSG, guidelines on the buffer distance for air sensitive usage on vehicular emissions in relation to different categories of roads have been recommended. The different categories of roads and the respective minimum buffer distance for open space site are given in **Table 3.2**.

Table 3.2 Guideline on Usage of Open Space Site

Pollution Source	Type of Road	Buffer Distance (m)	Permitted Uses
Road and Highways	Trunk Road and Primary Distributor (PD)	>20	Active and passive recreation uses
		3-20	Passive recreational uses
		<3	Amenity areas
	District Distributor (DD)	>10	Active and passive recreation uses
		<10	Passive recreational uses
	Local Distributor (LD)	>5	Active and passive recreation uses
		<5	Passive recreational uses
	Under Flyovers	--	Passive recreational uses

Note: The buffer distance refer to the horizontal, shortest distance from the edge of road kerb to the boundary of open space sites.

Roads located around the proposed development include Tsing Yi Road, Tsing Hung Road and Tsing Sha Highway. According to the Annual Traffic Census (2013) published by Transport Department, the corresponding section of Tsing Sha Highway is classified as Expressway (EX) (or Primary Distributor (PD)). The corresponding section of Tsing Yi Road links the Project Site to Tsing Sha Highway is classified as District Distributor (DD). No road classification information about the corresponding section of Tsing Hung Road is available in the Annual Traffic Census (2013). As it serves for linking the Project Site to the District Distributor (Tsing YI Road), Tsing Hung Road is regarded as Local Distributor (LD) in the assessment.

3.4.2 Industrial Emission

Industrial emissions are potential sources of air pollution that may affect the proposed development. The study area for industrial emission assessment includes all area within 500m from the site boundary.

3.5 Evaluation and Assessment of Air Quality Impact

3.5.1 Vehicular Emission

Horizontal Separation Distance between Nearby Roads and Domestic Blocks

The horizontal separation distances between the road kerbs and the proposed domestic blocks (see **Figure 3.1** are summarized in **Table 3.3**.

Table 3.3 Separation Distance between Nearby Road and the Domestic Blocks

Road	Type of Road	Buffer Distance (m)	Horizontal Distance to the Nearest Air Sensitive Uses	
			Location	Distance (m)
Tsing Sha Highway	PD	>20m for Active and passive recreation uses or 3-20m for Passive recreational uses or <3m for Amenity areas	Domestic Block	>20
Tsing Yi Road	DD	>10m for Active and passive recreation uses or <10m for Passive recreational uses	Domestic Block	>10
Tsing Hung Road	LD	>5m for Active and passive recreation uses or <5m for Passive recreational uses	Domestic Block	>5

Based on the result in **Table 3.3**, separation distances from the domestic Blocks to the road kerb comply with the buffer distance recommended in the HKPSG. Therefore, no adverse air quality impacts on the domestic Blocks due to vehicular emissions is anticipated. In addition, no other active or passive recreational uses are to be located within the recommended buffer distances from the kerb of the adjacent roads in order to fully comply with the HKPSG recommendation.

3.5.2 Industrial Emission

Based on the desktop study, two major industrial emission sources (i.e. Tsing Yi Preliminary Treatment Works and Petrol Filling Station at 15 Tsing Yi Road) have been identified within the 500m study area. The locations of the identified industrial emission sources are shown in **Figure 3.2**.

Tsing Yi Preliminary Treatment Works

During the operation of Tsing Yi Preliminary Treatment Works, odour emission would be the major air quality concern. The odour problem is mainly due to the presence of hydrogen sulphide (H_2S) which is a major odorous gas in sanitary sewer system. Given that appropriate odour treatment measures (e.g. deodorizers) have been fully adopted by its operator, no adverse odour impact would be anticipated. In case of any exceedance of relevant odour criterion, mitigation measures such as further setback of building blocks will be proposed and adopted so as to minimize the excessive odour impacts. Example of mitigation measure is presented in **Figure 2.2**.

Petrol Filling Station at 15 Tsing Yi Road

During the operation of the petrol filling station, the key air quality issue will arise from the emission of petrol vapour (or VOC (benzene)) which evaporate in storage tanks. Unless properly controlled, the VOC would potentially dissipate into the atmosphere and cause harmful effects. In 1999, the Government introduced the Air Pollution Control (Petrol Filling Stations) (Vapour Recovery) Regulation, which requires petrol filling station to install Phase I vapour recovery system. In 2004, the amendment of the Regulation requires petrol filling station to install Phase II vapour recovery system. With the installation of appropriate vapour recovery systems, no adverse air quality impact would be anticipated due to the operation of the petrol filling station. In case of any exceedance of relevant VOC standards, mitigation measures such as further setback of building blocks will be proposed and adopted so as to minimize the excessive VOC impacts. Example of mitigation measure is presented in **Figure 2.2**.

3.5.3 Summary

Adverse air quality impacts due to the vehicular and industrial emissions are not anticipated to occur at the proposed development.

4 Conclusion

4.1 Overall

A Broad Environmental Assessment has been conducted for the proposed development tentatively consists of 5 nos. of domestic block at Tsing Yi Area 22B. Potential impacts associated with road traffic noise, fixed plant noise, vehicular emission and industrial emission have been reviewed in this study. Insurmountable environmental problem is not anticipated and an Environmental Assessment Study comprising air and noise impact assessments will be conducted during the detailed design of the development for identifying and implementing the necessary mitigation measures.

4.2 Noise Impact

Based on the given layout plan, road traffic noise would potentially affect the noise sensitive facades facing the Tsing Yi Road, Tsing Hung Road and Tsing Sha Highway. In case of any exceedance of relevant traffic noise standards, mitigation measures such as noise barriers, architectural fins, acoustic windows or even further setback of building blocks will be proposed and adopted. With the implementation of the appropriate noise mitigation measures, insurmountable road traffic noise issue is not anticipated on the proposed development.

Fixed plant noise impacts on the proposed development would be potentially generated from the operation of Container Terminal 9 and Tsing Yi Preliminary Treatment Works. In case of any exceedance of relevant fixed noise criteria, mitigation measures such as noise barriers, architectural fins, further setback of building blocks or even single-aspect building block design will be proposed and adopted. With the implementation of the appropriate noise mitigation measures, insurmountable fixed plant noise issue is not anticipated on the proposed development.

4.3 Air Quality Impact

Potential air quality impacts due to vehicular and industrial emissions were reviewed. As the recommended buffer distances stipulated in the HKPSG are in full compliance for the proposed development, no adverse air quality impact due to the vehicular emissions is anticipated. Given that appropriate air pollution control measures have been fully adopted by Tsing Yi Preliminary Treatment Works / Petrol Filling Station at 15 Tsing Yi Road, no adverse air quality impact due to the industrial emissions would be anticipated. In case of any exceedance of relevant odour / VOC standards, mitigation measures such as further setback of building blocks will be proposed and adopted so as to minimize the excessive odour / VOC impacts.

Figures

828500 E
829000 E
829500 E
830000 E
823000 N
822500 N
822000 N
TSING YI ROAD
TSING LONG HIGHWAY
TSING YI NORTH COASTAL ROAD
TSING YI SOUTH BRIDGE
CONTAINER TERMINAL 5
CONTAINER TERMINAL 9
RAMBLER CHANNEL
0 25 50 75 100 125 m
1 : 2 500 SCALE BAR

Notes

Key to symbols

- SITE BOUNDARY
- 500m ASSESSMENT AREA (AIR QUALITY)
- 300m ASSESSMENT AREA (NOISE)

Reference drawings

Rev	Date	Drawn	Description	Ch'k'd	App'd
P1	JAN 15	MING	PRELIMINARY	ST	AFK

Mott MacDonald
20/F AIA Kowloon Tower
Landmark East
100 How Ming Street
Kwun Tong, Kowloon
Hong Kong
T +852 2828 5757
F +852 2827 1823
W www.mottmac.com.hk

Client

HONG KONG HOUSING AUTHORITY

Project

AGREEMENT NO. CB20130106 TERM ENGINEERING CONSULTANCY SERVICES 2013 - 2015 FOR NEW TERRITORIES WEST REGION PUBLIC HOUSING DEVELOPMENT AT JUNCTION OF TSING YI ROAD AND TSING HUNG ROAD, TSING YI AREA 22B

Title

LOCATION OF THE TSING YI AREA 22B PUBLIC HOUSING DEVELOPMENT

Designed	AY		Eng check	ST	
Drawn	MING		Coordination	ST	
Dwg check	AY		Approved	AFK	
Scale at A1	1:2500	Status	PRE	Rev	P1

Drawing Number

FIGURE 1.1

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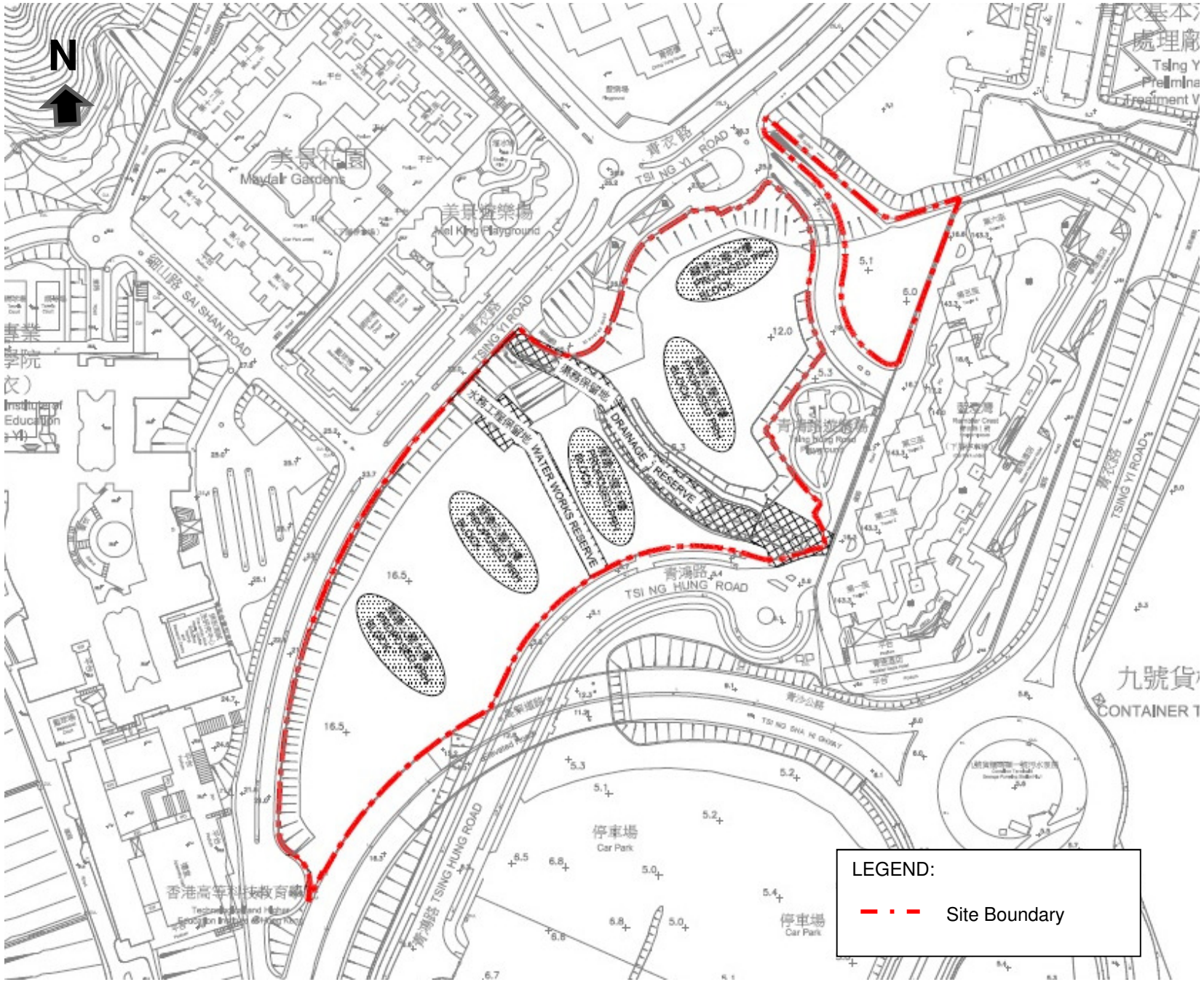


Figure 1.2 Layout of the Proposed Public Housing Development

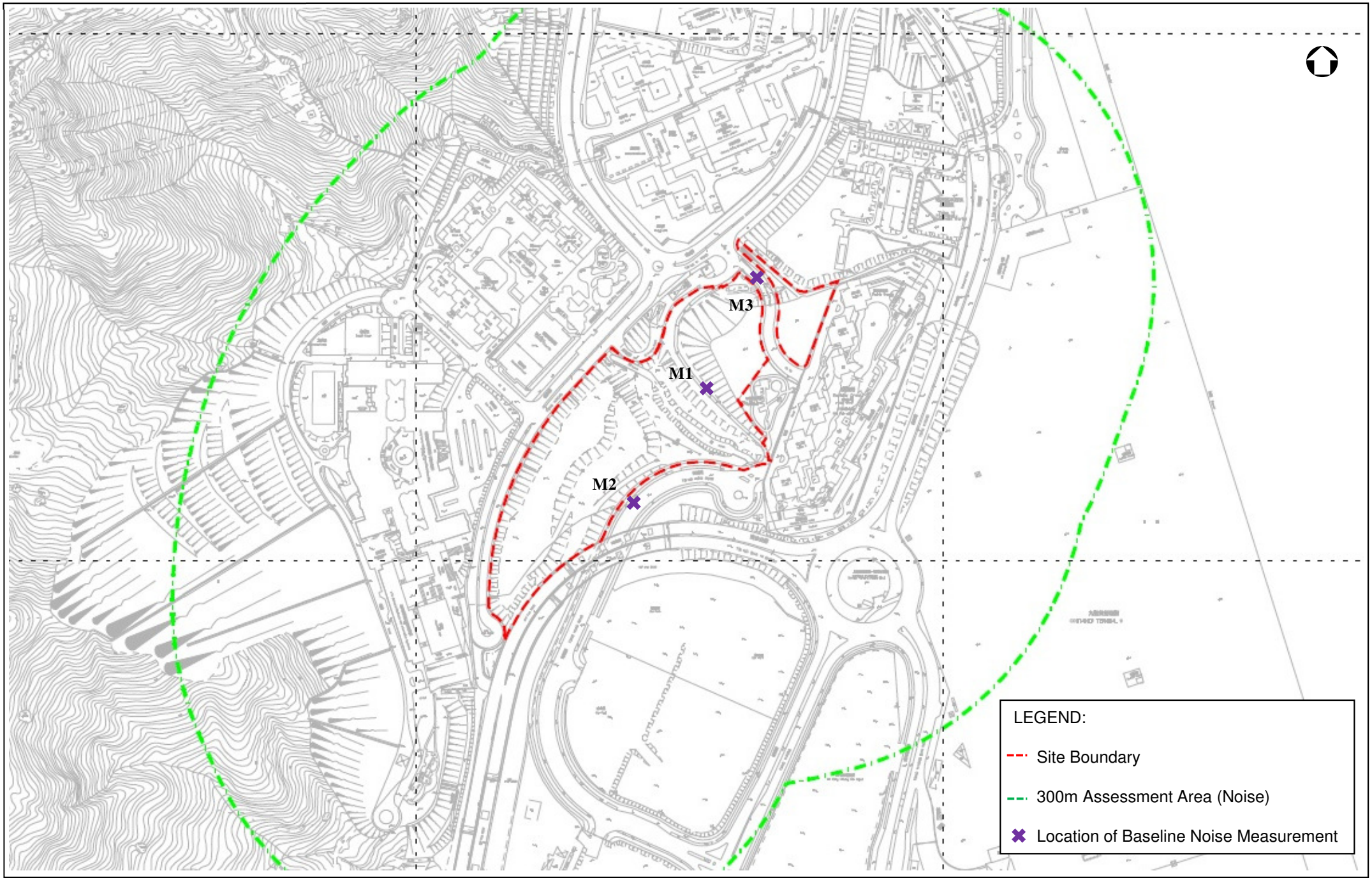
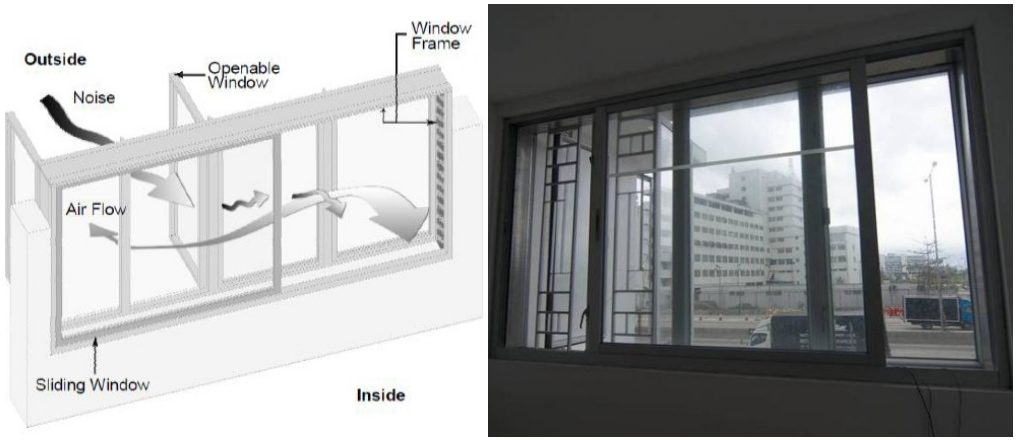


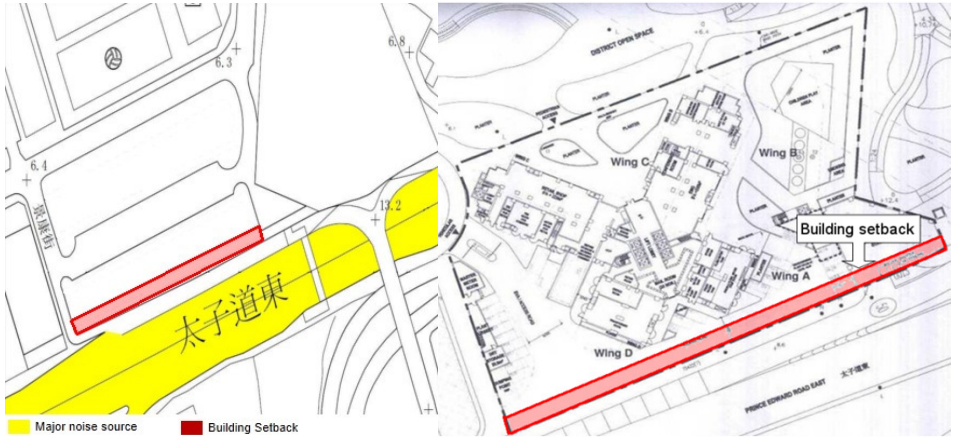
Figure 2.1 Location of Baseline Noise Measurement

Architectural Fins (Noise)

Noise Barriers (Noise)



Acoustic Windows (Noise)



Building Setback (Noise / Air Quality)

Figure 2.2 Examples of Noise / Air Quality Mitigation Measures

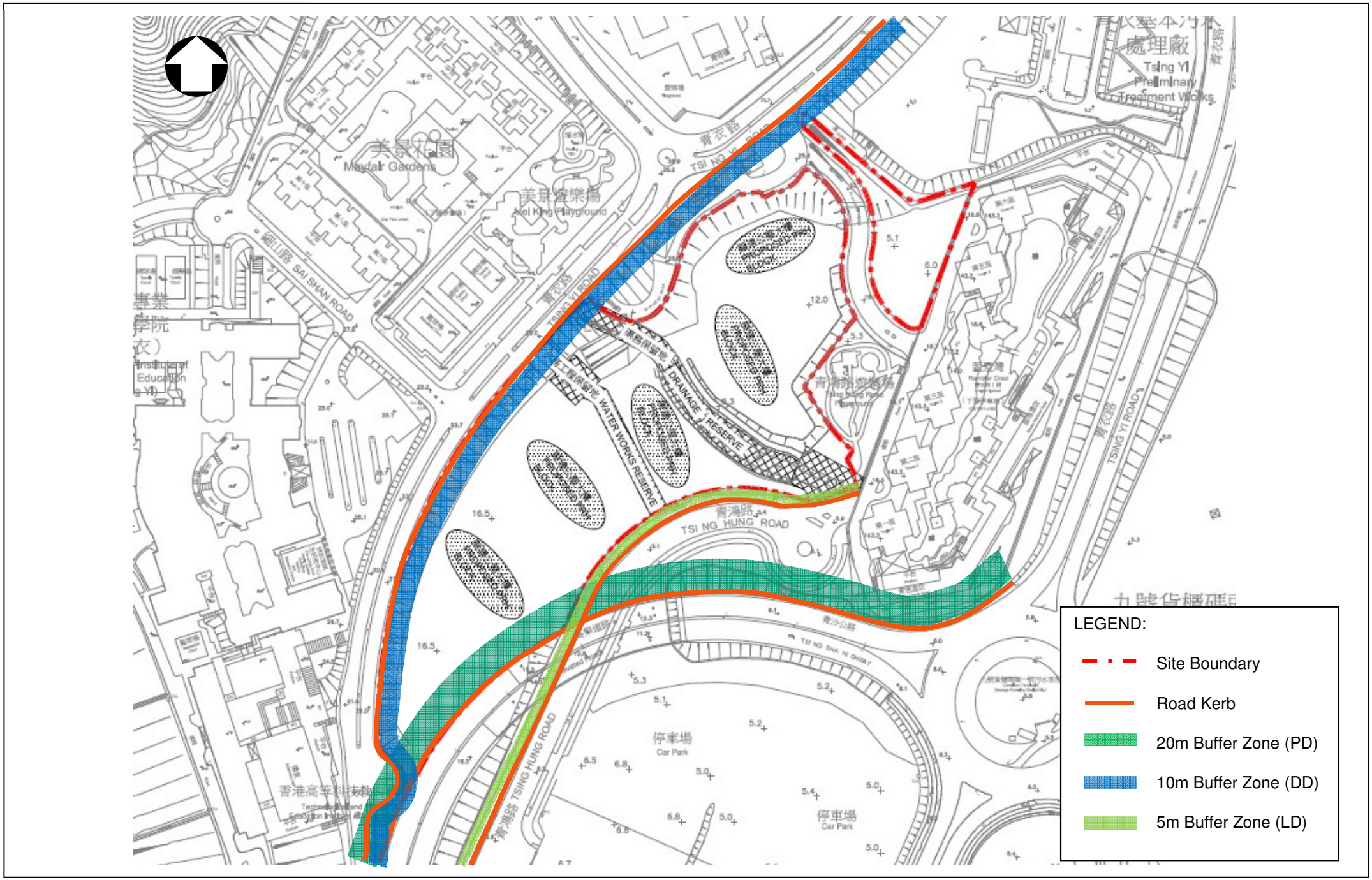


Figure 3.1 Separation Between Nearby Roads and Domestic Blocks

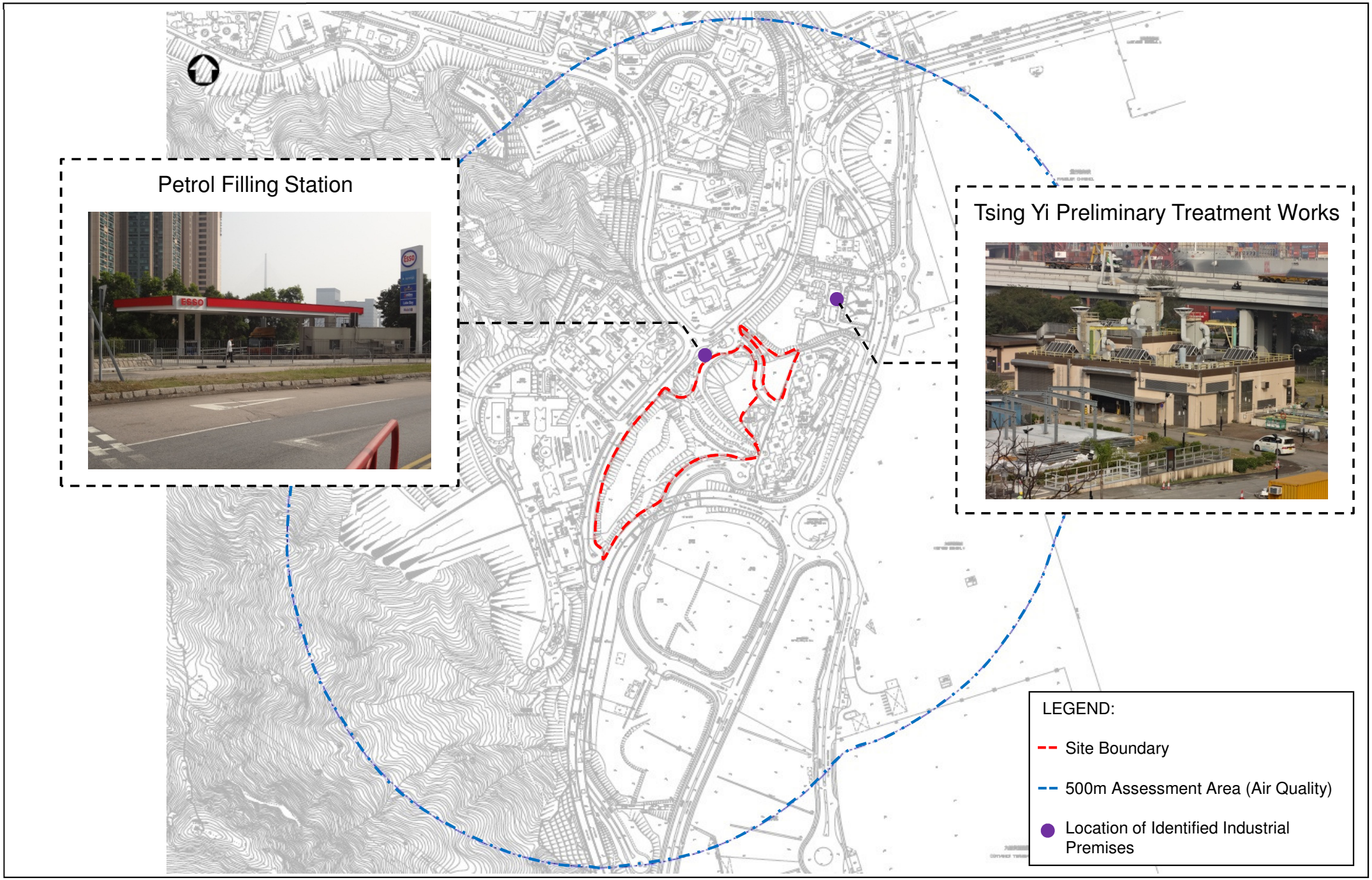


Figure 3.2 Location of Identified Industrial Premises

Appendix

Agreement No. CB20130106 Term Engineering Consultancy Services 2013-2015 for New Territories West Region - Public Housing Development at Junction of Tsing Yi Road and Tsing Hung Road, Tsing Yi Area 22B Broad Environmental Assessment Report (Final)

Comments & Responses

Comments	Responses
EPD **Ref: (8) in EP 1/TY/22/10** **Date: 20 March 2015** I refer to your above referenced memo.	
2. We agree that the potential housing site is anticipated to have no insurmountable environmental problem. Also, we note that you will carry out an Environmental Assessment Study (EAS) comprising air and noise impact assessments during detailed design of the development for identifying and implementing the necessary mitigation measures, As the captioned Broad EA Report does not involve any quantitative assessments, we have no technical comments on the report. We will provide our comments on the draft EAS that you will submit in the later stage.	Noted.
3. Having said that, to avoid ambiguity of the submission, you may wish to make it clear in the above document that it is a Broad EA but not the EAS to be submitted later.	Noted and amended accordingly.

Introduction

1. This submission is to provide information to supplement the Board Environmental Assessment (BEA) Report completed in year 2015. It presents the preliminary predictions of the noise performance based on the indicative layout scheme as at February 2016. The layout scheme is still subject to adjustment.

2. The indicative scheme of the proposed development tentatively consists of 4 nos. of residential block which mainly serve for domestic purpose (with about 4,000 nos. of residential flat) and welfare facilities purpose. The indicative layout of the proposed development is shown in **Figure B.1**.

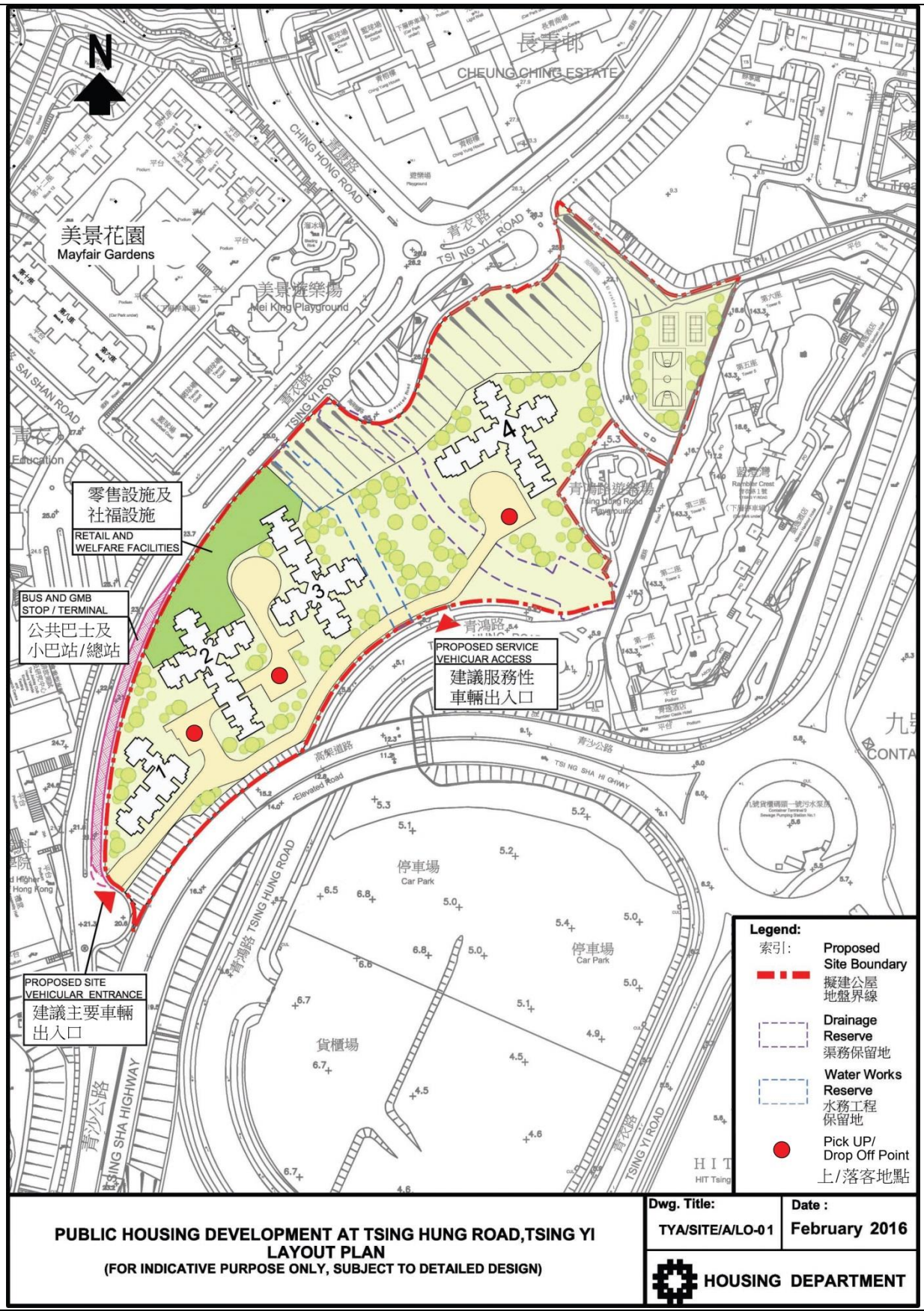


Figure B.1 Layout of the Proposed Public Housing Development

Road Traffic Noise Impact

3. Based on the indicative layout plan, the potential road traffic noise impacts affecting the identified noise sensitive facades have been evaluated.

4. In the preliminary prediction for the unmitigated scenario, a compliance rate of about 85% is achieved. Most of the affected flats that exceed the limit of $L_{10\ (1\ Hour)}$ 70 dB(A) have a predicted maximum $L_{10\ (Peak\ Hour)}$ noise levels of 71-72 dB(A), and a few have a predicted maximum $L_{10\ (Peak\ Hour)}$ noise level of 73 dB(A).

5. Noise mitigation measures are being explored in the building design. As a preliminary estimation at the interim, the traffic noise compliance rate has been enhanced to over 90%.

6. The building design is still under study. A combination of various mitigation measures (e.g. architectural fins, acoustic balconies, acoustic windows and maintenance windows) will be explored, and it is anticipated that with the adoption of adequate mitigation measures, the traffic noise compliance rate will further increase and the maximum noise levels will be further reduced.

Fixed Plant Noise Impact

7. The fixed noise sources that have the potential to affect the proposed development are the operation in Container Terminal 9 (CT9), the associated back-up areas and car parks, and the grit trap's equipment and exhaust fans in Tsing Yi Preliminary Treatment Works (TYPTW).

8. To facilitate the evaluation of the potential impact, site surveys and noise measurements were carried out. Noise measurements were conducted to comprehend the noise effect of TYPTW, CT9 and the associated back-up areas and car parks.

9. The noise measurement indicated that the noise from the existing fixed noise sources could comply with the relevant noise limits under the Noise Control Ordinance (NCO) (i.e. 70 dB(A) and 60 dB(A) for day-time/evening and night-time respectively). However, in view of the possible deviation of the noise impact on the proposed residential units from the measured results, it is preliminarily anticipated that the noise level at some residential units more exposed to the CT9 operation may marginally exceed the noise limit during the night time period from 11pm to 7am.

10. Nevertheless, it is noted that practicable noise mitigation measures (e.g. acoustic balcony) will be incorporated into the design of the proposed development to reduce the noise impact from fixed noise sources to meet the NCO limits. Therefore, for any residential units with calculated noise level exceeding the limit during the detailed noise assessment later, practicable noise mitigation measures will be provided to enable full compliance with the relevant NCO requirement.

Visual Appraisal on the Proposed Public Housing Development Site at Junction of Tsing Yi Road and Tsing Hung Road, Tsing Yi Area 22B

1. Purpose

1.1 To meet the pressing need for housing, the subject site, with an area of about 4.29 ha, originally zoned "Open Space" and an area shown as road on the approved Tsing Yi OZP No. S/YT/26 and currently zoned "Residential (Group A)4" on the draft Tsing Yi OZP No. S/TY/27 has been identified as having potential for public housing development. (**Plan 1**).

1.2 In view of the plot ratio (PR) increase and the building height proposed, the proposed housing site would have visual impact on the surrounding areas in terms of the development scale, form, massing, and its spatial relationship with the overall townscape or surrounding landscape. The purpose of this appraisal is to assess the potential visual impact. The appraisal could facilitate the Town Planning Board to visualize the three-dimensional relationship of the development in the proposed housing site with the surrounding context.

2. Methodology

The visual impact of the proposed housing sites will be assessed by adopting the following methodology:

(a) Identification of the overall visual context and character including positive/negative visual resources within the wider contexts of the area in the eastern part of Tsing Yi Island where the proposed housing site is located.

(b) Identification and selection of the vantage points in allowing visual impact to be assessed locally for the respective housing site. The vantage points should be easily accessible and popular to the public and/or tourists and be able to demonstrate the visual impact of the proposed housing site on the adjacent neighbourhood areas. Important views to special landmarks, valued landscape features, the harbour, ridgelines, etc. should be assessed where possible.

(c) Illustration of the visual impact of the proposed housing site in the respective areas by using computer-generated photomontages with indicative layout of the development in the proposed housing site.

(d) Identification of the scale of the development in the proposed housing site. Using computer-generated photomontages to illustrate the visual impact and their significance from the vantage points. Providing visual appraisal by evaluating the overall visual impact of the proposed housing development. Any design features or mitigation measures that help moderate the visual impact of the development shall be discussed.

3. The Proposed Development

3.1 The site is in the eastern part of Tsing Yi Island. While the immediate vicinity is surrounded by existing building blocks, there are positive visual character and resources in the wider context of the surrounding area. To the east is Rambler Channel and further afar is a landscaped backdrop in Kowloon side. To the west is Tsing Yi Sai Shan with greenery view and undulating ridgelines. Looking south from the site could see the Stonecutters Bridge, a pleasant open view of the Rambler Channel and sky views. Apart

from an existing elevated access divided the site into two parts, there are some other negative visual character and resources including Kwai Chung Container Terminal 9, container-related open-air storage uses and carparks, and a cluster of industrial related buildings and bulky machinery to the east, southeast and south of the site.

3.2 The proposed housing site is a vegetated vacant government land. The site is bounded by Tsing Yi Road and Tsing Hung Road. It is adjacent to "Residential (Group A)" ("R(A)") zones occupied by a high-rise, high-density private residential development Mayfair Gardens with building heights ranging from about 122.1mPD to 135.6mPD to the west, and an existing public housing estate, Cheung Ching Estate with building heights ranging from about 82.7mPD to 130.1mPD to the north. It is adjacent to a "Government/Institution or Community" zone of Hong Kong Institute of Vocational Education (Tsing Yi) (Tsing Yi IVE) to the west, Tsing Hung Road Playground and a hotel and residential development Rambler Crest with building heights ranging from about 109mPD to 143.3mPD to the east. Tsing Yi Preliminary Treatment Works is to the northeast, and an "Other Specified Uses" annotated "Container Related Uses" zone for parking and container storage is to the south.

3.3 The Hong Kong Housing Authority proposed to construct four domestic buildings delivering about 4 000 flats for a population of about 11 800 persons (**Plan 2**). The proposed development parameters are as follows:

Site Area:	About 4.29 ha
Maximum PR:	6/9.5 (domestic/ non-domestic)
Maximum Building Height:	140mPD
Number of Flats:	About 4 000

3.4 The proposed development has taken into account the existing local context and character including the building height of the adjacent developments at Mayfair Gardens and Rambler Crest, the mountain backdrop to the west/southwest and the sea views of the Rambler Channel to the east. The proposed building height would be within the building height range of Mayfair Gardens and Rambler Crest and in line with the existing local height profile. The proposed residential blocks directly fronting Mayfair Gardens will have building gaps of at least 15m to preserve the distant view from this adjacent residential development to Rambler Channel. Such building gaps providing view corridors not only help to soften the massing of the development, but also serve as wind corridors.

3.5 The planned private residential development nearby has been rezoned to "R(A)4" on 13 June 2014. It is envisaged that this private residential development will be in place before the completion of the subject proposed public housing development. This planned development located at the end of Sai Shan Road is based on the following development parameters. The cumulative visual impact of this planned development and the proposed PRH development will also be included in the visual appraisal.

Site Area:	About 0.62 ha
Maximum PR:	6/9.5 (domestic/ non-domestic)
Maximum Building Height:	140mPD
Number of Flats:	About 740 (assuming average flat size is 50m^2)

4. Visual Appraisal

4.1 The following ten viewpoints from different directions and distances were selected (**Plan**

1). These viewpoints represent the views of pedestrian and driver node accessible by the public and/ or from key public open space:

East of the site

Viewpoint 1: Sitting-out area outside Yeung King House of Lai King Estate - a local sitting-out area for the public enjoyment of residents at Lai King Estate and easily accessible to the public as it is adjacent to Lai King Railway Station Exit A3.

Viewpoint 2: North-eastern corner of Tsing Hung Road Playground - a local open space with active recreational facilities and accessible to the public.

Viewpoint 3: Centre of Tsing Hung Road Playground – a local open space with active recreational facilities and accessible to the public.

South of the site

Viewpoint 4: Northbound sliproad of the Tsing Sha Highway near the portal of the Nam Wan Tunnel - it serves as a major vehicular road approaching into Tsing Yi, in particular container related vehicles heading to the container storage and car park areas to the south of the subject site. This viewpoint overlooks part of the ridgeline of Tai Mo Shan but in a very long distance.

West of the site

Viewpoint 5: Tsing Yi San Shan at about 159mPD - the country trail is popular to the public and/or tourists for leisure, walking and grave sweeping and be able to demonstrate the panoramic visual impacts of the proposed PRH development on the adjacent neighbourhood area.

Viewpoint 6: Tsing Hong Road near the bus stop of Mayfair Gardens – a local viewpoint with frequent pedestrian flow and locals waiting for public transports.

Viewpoint 7 Mei King Playground – a local open space directly facing the site with active recreational facilities including ball courts and children's play areas, and accessible to the public.

North of the site

Viewpoint 8: Kwai Tsing Bridge - both pedestrians passing by Kwai Tsing Bridge and drivers driving west bound of Kwai Tsing Road towards Tsing Yi will experience transient views from this point.

Viewpoint 9: Bus stop at Ching Tao House, near Cheung Ching Estate Commercial Complex, Tsing Yi Heung Sze Wui Road – a local viewpoint with frequent pedestrian flow and locals waiting for public transports.

Viewpoint 10: Tsing Yi Promenade – a popular open space for public enjoyment.

4.2 Ten photomontages (**Figures A to J**) are prepared to illustrate the visual effect of the proposed development from the above viewpoints.

Viewpoint 1 (**Figure A**) - Sitting-out area outside Yeung King House of Lai King Estate

4.3 This viewpoint is taken from the east of the site in a distance of about 1 900m facing the Kwai Chung Container Terminals 1 and 2 and some low-rise container terminal related structures.

4.4 The subject site is set back from Rambler Channel that the existing mass and bulk of Rambler Crest provides a solid and continuous screening running across the east elevation of the proposed PRH buildings. This view is also significantly obstructed by the cargo machinery operating at Kwai Chung Terminals 1 and 2 in the front. Only a very small portion of the subject development would be barely visible from this view, which causes a slight obstruction of the green mountain backdrop. The visual impact from this long range view is considered negligible. The subject development is generally compatible with the high-rise visual composition from this viewpoint.

Viewpoint 2 (**Figure B**) - North-eastern Corner of Tsing Hung Road Playground

4.5 This local short distance viewpoint is taken from the east of the site in a distance of about 130m. Due to its close proximity to the subject site, the building mass of Blocks 3 and 4 of the proposed PRH development can be experienced by users of the park that would inevitably block some of the sky views and be visually intrusive. The proposed PRH development would affect the visual amenity resulting in overbearing effects when viewed from this viewpoint. It would add visual bulk to the locality and reduce visual openness and to a certain extent, cause visual incompatibility with the surroundings.

4.6 The visual openness and part of the open sky view from this view point will be blocked to some extent. However, the existing trees and plants in the playground and future planting and landscaping within the subject site would provide visual enhancement and help minimise the visual impact and soften the building mass. Vertical greening and façade treatment to soften the visual impact would be explored at the detailed design stage. With mitigation measures, the visual impact from this viewpoint would be moderate.

Viewpoint 3 (**Figure C**) – Centre of Tsing Hung Road Playground

4.7 Active users of Tsing Hung Road Playground would experience the building mass and bulk of the development from certain locations. However, viewing from the centre of this playground towards the north direction provides a totally different perspective. From Viewpoint 3, an existing elevation access and a building block at Rambler Crest are already prominent and block some of the open sky view. However, since no PRH block, which is of high-rise nature, is proposed at the north end and eastern portion of the site, visual openness can be maintained when viewed from Viewpoint 3. No visual impact is demonstrated from this viewpoint and the proposal would not cause visual incompatibility with the surroundings.

Viewpoint 4 (**Figure D**) - Northbound sliproad of the Tsing Sha Highway near the portal of the Nam Wan Tunnel

4.8 This viewpoint is taken from the south of the site in a distance of 900m.

4.9 The photomontage shows that the proposed PRH development will be visible from this viewpoint. Since this is a distant view to the subject site, the building mass and bulk of the proposed blocks is considered to be not excessive. The building height is in keeping

with the building height profile of the nearby existing and planned buildings blending in well with the character of the existing built-up area. The ridgeline at the backdrop in a long distance would be partially blocked by the proposed PRH development. The potential visual impacts from this viewpoint would not cause significant visual incompatibility with the surroundings. Although the direct line of sight and the prominence of the proposed development would catch drivers/passengers' attention, it is considered that drivers/passengers passing by this sliproad would mainly experience transient views of the proposed development limited to snapshots. In addition, there are currently construction works for a logistics centre on Tsing Yi Town Lot No. 185 in front of this viewpoint. Upon completion of the logistics centre in 2016 tentatively, drivers/passengers' attention would be detracted from the subject site as the building will be in the foreground of this viewpoint. The visual impact from this viewpoint is considered moderate and acceptable.

Viewpoint 5 (**Figure E**) - Tsing Yi Sai Shan at about 159mPD

4.10 This is a relatively long range view taken from the west of the site in a distance of 620m.

4.11 When viewed from this point of a country trail, the proposed PRH development would be set between the existing neighbouring developments at Rambler Crest, Mayfair Gardens and the planned private residential development at the end of Sai Shan Road. The development would be in keeping with the local character typified by high-rise residential development and similar building bulk.

4.12 The photomontage illustrates that the proposed PRH development would largely be screened by the planned private development at Sai Shan Road. This planned development is more prominent than the proposed PRH development when viewed from this viewpoint. A portion of the development would be visible from this viewpoint but it is fairly long distant given that it tucks in the southern tip of the site. The proposed PRH development would relate harmoniously with the local context of existing and planned residential buildings, with only partial obstruction of the views towards the Rambler Channel. The visual amenity from this viewpoint would not be significantly affected and it would not cause significant visual incompatibility with the surroundings.

Viewpoint 6 (**Figure F**) – Tsing Hong Road near the bus stop of Mayfair Gardens

4.13 This is a rather short distance view taken from the west of the site in a distance of about 220m. From this viewpoint, existing high-rise buildings of Rambler Crest have blocked part of the open sky view. Although the proposed development will further obstruct the open sky view, the proposed residential blocks in a maximum height of 140mPD are considered visually compatible with the existing building height profile of Rambler Crest and the local character. On balance, the overall visual composition would only be changed moderately as part of the open sky view would still be visible. Due to the proximity to the subject site, pedestrians passing by the walkway and passengers waiting at the bus stop would experience the building mass of a residential block to the immediate west of Rambler Crest, however, the view is unobtrusive as it is broken down by the building gaps between the proposed PRH blocks.

4.14 The existing trees and plantings and future soft landscaping treatment along the western site boundary would provide some visual relief at this viewpoint. Further design measures would be applied to create visual interest on the building façade and soften the building mass of the proposed development. Vertical greening and façade treatment to soften the visual impact would be explored at the detailed design stage. The visual impact of the proposed PRH development from this viewpoint is considered moderate and acceptable.

4.15 The photomontage also demonstrates that the proposed PRH development will preserve the view corridor between Blocks 3 and 4 allowing visual penetration by providing visual openness and open sky view that would not only help to soften the massing of the development but also serve as wind corridors. The proposed development would not induce insurmountable visual impact on the surrounding development.

Viewpoint 7 (**Figure G**) – Mei King Playground

4.16 This viewpoint is taken from the west of the site in a distance of 130m. Although the proposed PRH development is in a close proximity to this viewpoint, the existing landscaping elements provide positive visual amenity in the area. The existing building blocks in Rambler Crest are already visible from this viewpoint.

4.17 While playground users will experience the views of Blocks 3 and 4 of the proposed PRH development, the presence of soft landscaping in the playground would soften the building mass of the new building blocks. The building gap between Blocks 3 and 4 would provide a view corridor that a pleasant view of the open sky and visual openness would be maintained at this viewpoint. The gap between buildings would break up the overall bulk of the proposed development and avoid a wall effect when viewed the proposed development together with Rambler Crest. The visual impact of the proposed PRH development from this viewpoint is considered moderate. The resultant visual amenity would be compatible with the local character and would not cause visual harm to the surroundings.

Viewpoint 8 (**Figure H**) – Tsing Yi Bridge

4.18 This viewpoint is taken from the north/northeast of the site with a ridgeline as backdrop in a distance of 720m.

4.19 The photomontage shows that the proposed development will be visible from the street level at this viewpoint. The building mass of the proposed development is acceptable viewing from this point given the truncated building height comparing with the height of Rambler Crest. The building height profile is in keeping with the high-rise residential blocks of the adjacent existing residential developments, which some of them have intruded into the ridgeline from this viewpoint. Only a certain part of the green hillside will be blocked by the proposed buildings when viewed from this point, nonetheless, most of the ridgeline could be maintained.

4.20 The proposed PRH development is considered compatible with the existing residential development in terms of both building height and building mass. The visual impact viewing from this point is considered moderate and would not cause visual incompatibility with the surroundings.

Viewpoint 9 (**Figure I**) - Bus stop at Ching Tao House, near Cheung Ching Estate Commercial Complex, Tsing Yi Heung Sze Wui Road

4.21 This local viewpoint is taken from the north of the site in a distance of about 300m. Similar to Viewpoint 6, the existing high-rise buildings of Rambler Crest have blocked part of the open sky view.

4.22 The photomontage shows that the proposed development will obstruct the open sky view. The proposed residential blocks in a maximum height of 140mPD are considered visually compatible with the existing building height profile of Rambler Crest. The proposed buildings would be set back from the north building line of Rambler Crest forming a defined building gap with new buildings spreading southward, it is considered that the

overall visual composition would only be changed moderately as part of the open sky view would still be visible.

4.23 Pedestrians passing by the pavement and passengers waiting at the bus stop would experience the building mass of the proposed residential blocks in a modest extent. The existing greenery along this part of Tsing Yi Road and future soft landscaping treatment along the western site boundary would provide visual relief at this viewpoint. Further design measures would be applied to create visual interest on the building façade and soften the building mass of the proposed development. Vertical greening and façade treatment to soften the visual impact would be explored at the detailed design stage. The proposed development from this viewpoint is considered moderate and acceptable and would not cause serious harm to the visual amenity of the surroundings.

Viewpoint 10 (**Figure J**) – Tsing Yi Promenade

4.24 This viewpoint is taken from the north/northeast of the site. It sets about 1 100m from the subject site.

4.25 When viewed from this point, the proposed public housing development would be completely blocked by the existing buildings of Grand Horizon, Tai Sang Container and Godown Centre and Tsing Yi Industrial Centre fronting Rambler Channel. Hence, there is no visual impact from this viewpoint. It would not cause any visual incompatibility with the surroundings.

5. Conclusion

5.1 Based on the above appraisal, the maximum building height of the proposed PRH development is about 140mPD which is in keeping of the neighbouring properties at Rambler Crest and Mayfair Gardens. When viewed from some of the long range viewpoints, i.e. Viewpoint 1 (Lai King Estate), Viewpoint 5 (Tsing Yi Sai Shan) and Viewpoint 10 (Tsing Yi Promenade), part or all of the proposed development at the subject site would be screened off. From some medium range viewpoints, i.e. Viewpoint 4 (Northbound sliproad of Tsing Sha Highway), Viewpoint 8 (Tsing Yi Bridge) and Viewpoint 9 (Bus Stop at Ching Tao House, Cheung Ching Estate), the proposed development would be seen as a part of the existing building cluster with similar development intensity and scale. The proposal would generally not be incompatible with the existing built environment, local character and the surroundings in visual terms. The visual impact of these viewpoints would be slight.

5.2 It is inevitable that some of short or medium ranged viewpoints would, to a certain extent, partially affect the visual openness and quality, such as Viewpoint 2 (North-eastern Corner of Tsing Hung Road Playground), Viewpoint 6 (Tsing Hong Road near the bus stop of Mayfair Gardens) and Viewpoint 7 (Mei King Playground). The proposed PRH development would be visible due to the close proximity of the viewpoints to the subject site. Part of the open sky view enjoyed by the public would also be blocked, but such impact would not warrant serious harm to the visual amenity in the surroundings as there is a merit that view corridor would be provided to maintain visual openness so that the proposed development would not be overly unsightly and the visual impact would only be moderate.

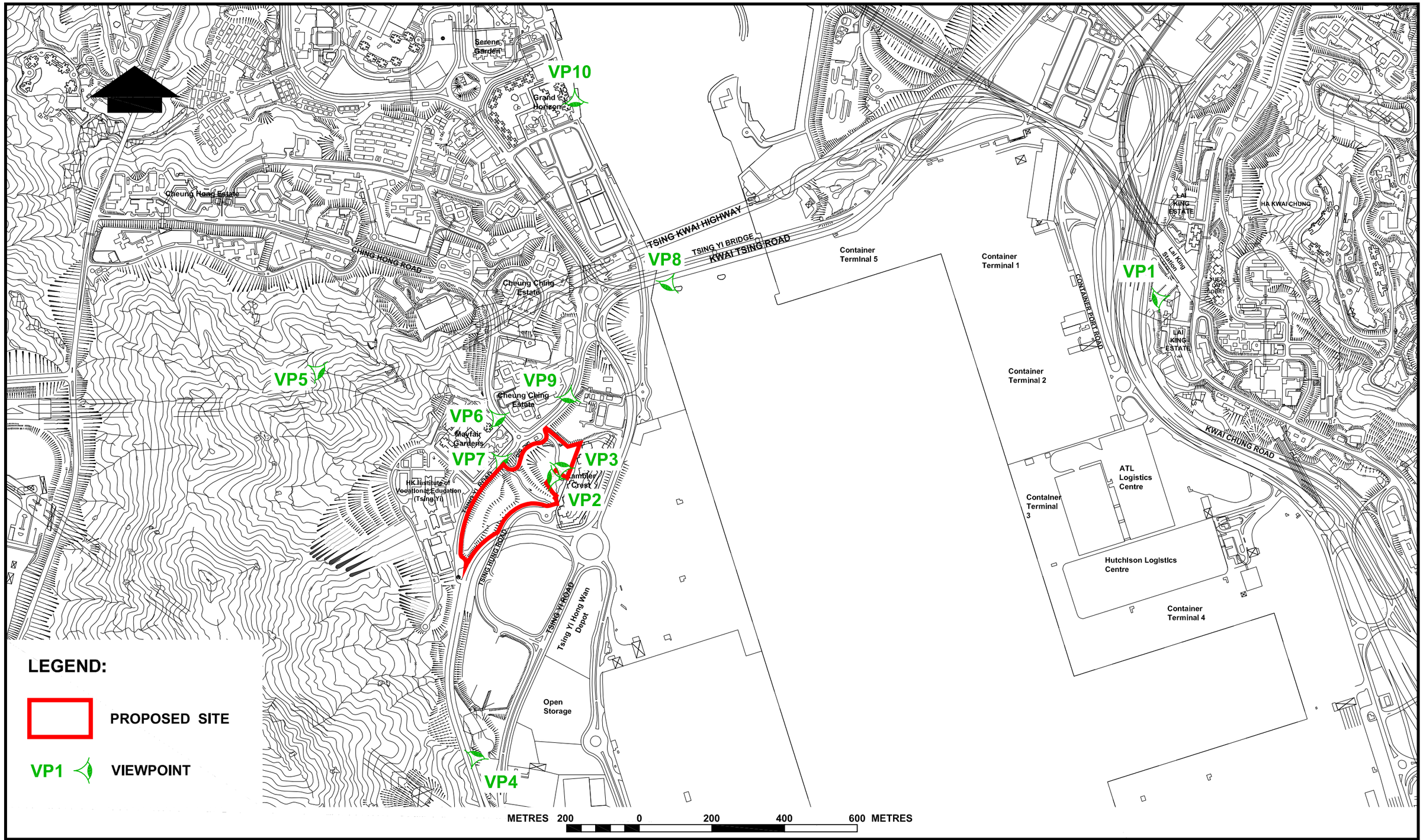
5.3 Having considered the site constraints such as slopes, existing nullah and water works reserve across the site, the proposed PRH development would be high-rise in order to optimize the development intensity. The scope for rearranging the disposition of the residential blocks is relatively limited but we would explore possible visual enhancement

measures to minimize the residual visual impact at the detailed design stage including building gaps, variation of building heights, open space, green coverage, and greening measures. It is concluded that the proposed PRH development will not induce insurmountable visual impact on the surrounding environment.

Attachments

Plan 1	Location Plan and Viewpoints
Plan 2	Conceptual Layout Plan
Figures A to J	Photomontages

(Revised as at 28 January 2016)



LOCATION PLAN AND VIEWPOINTS

HOUSING DEPARTMENT
PLANNING SECTION

Plan 1

DATE :
10. 12. 2015

BASE EXTRACTED FROM SHT Nos. 6-SE-D, 7-SW-C, 10-NE-B & 11-NW-A

15_1303KT_Plan1

N

長青邨
CHEUNG CHING ESTATE

美景花園
Mayfair Gardens

美景遊樂場
Mei King Playground

青衣基本污水處理廠
Tsing Yi Preliminary Treatment Works

香港專業教育學院（青衣）
Hong Kong Institute of Vocational Education (Tsing Yi)

香港高等科技教育學院
Technological and Higher Education Institute of Hong Kong

青鴻路遊樂場
Tsing Hung Road Playground

藍澄灣
Rambler Crest

九號貨櫃碼頭
CONTAINER TERMINAL 9

停車場
Car Park

停車場
Car Park

CHING HONG ROAD 青康路

TSI NG YI ROAD 青衣路

SAI SHAN ROAD 細山路

TSING YI ROAD 青衣路

TSI NG HUNG ROAD 青鴻路

TSING HUNG ROAD 青鴻路

TSI NG SHA HI GHWAY 青沙公路

Elevated Road 高架道路

擬建商場大樓 PROPOSED RETAIL COMPLEX

擬建公屋大樓 PROPOSED PRH BLOCK

擬建公屋大樓 PROPOSED PRH BLOCK

擬建公屋大樓 PROPOSED PRH BLOCK

DRAINAGE RESERVE 排水保留地

WATER WORKS RESERVE 水務工程保留地

NOTES

LEGEND:

- PROPOSED SITE BOUNDARY
- PROPOSED DOMESTIC BLOCKS

REVISIONS

NO	DESCRIPTION AND DATE	INITIAL AND DESIGNATION DWN	CKD	AUTH

	NAME AND DESIGNATION	INITIAL	DATE
AUTHORISED			
CHECKED			
DRAWN			

PROJECT

PUBLIC HOUSING DEVELOPMENT AT TSING HUNG ROAD, TSING YI

DRAWING TITLE

CONCEPTUAL LAYOUT PLAN

SCALE 1:500 (A1); 1:1000 (A3)

DRAWING NO.

TYA/SITE/S30A/A/LO-01

SOURCE

ICU NO.

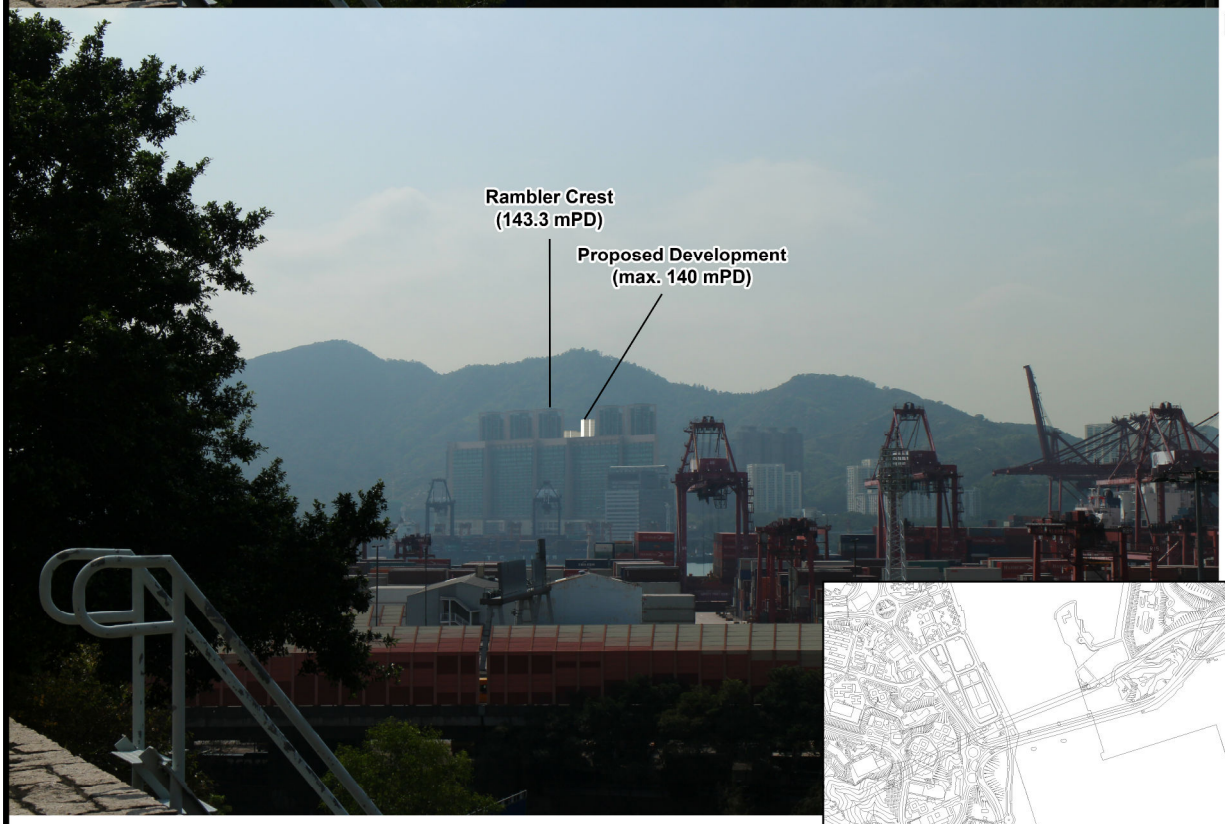
AutoCAD 2000 A1 594 x 841

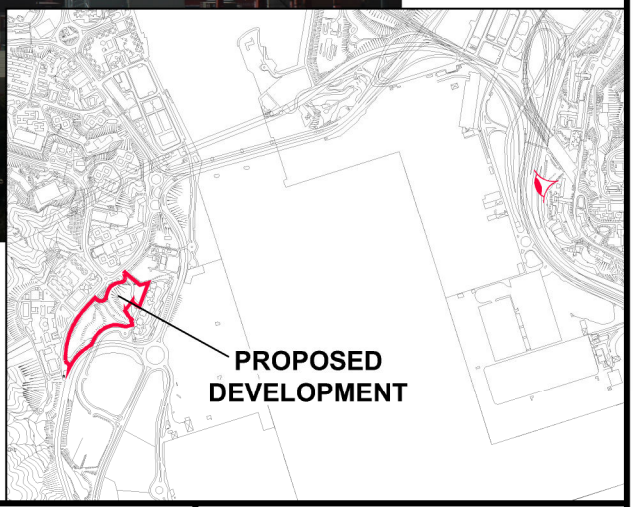
HOUSING DEPARTMENT

15_1303KT_Plan2

Existing View

Photomontage





PHOTOMONTAGE AT VIEWPOINT 1
(SITTING-OUT AREA OUTSIDE YEUNG KING HOUSE OF LAI KING ESTATE)

HOUSING DEPARTMENT
PLANNING SECTION

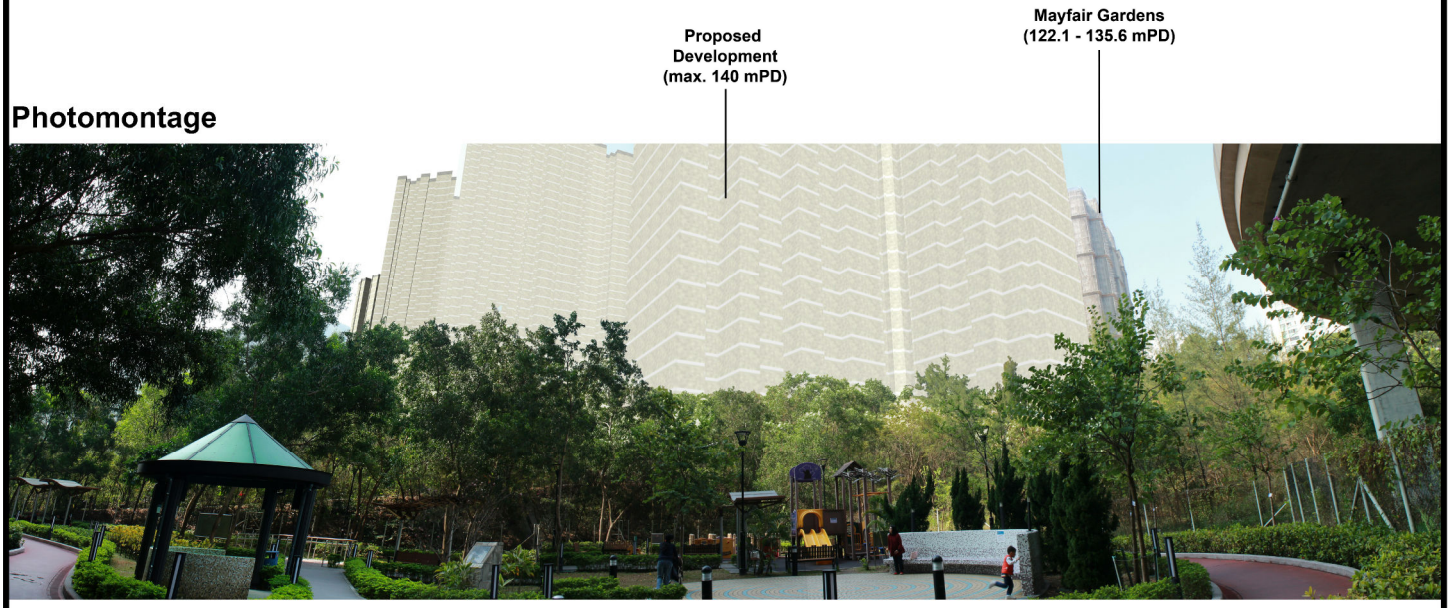
Figure A

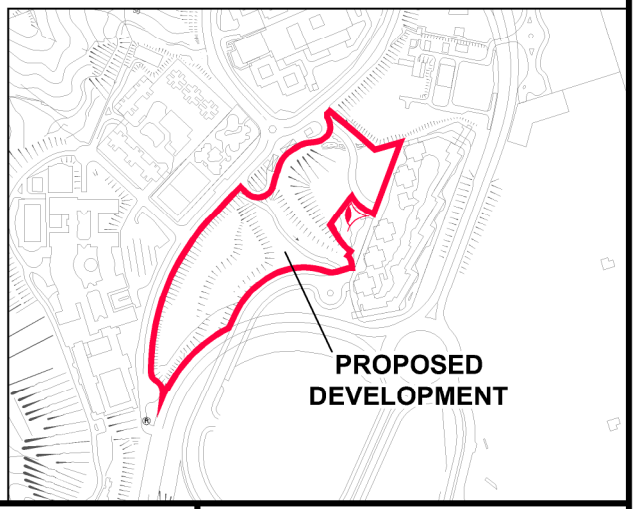
DATE :
15. 12. 2015

15_1302KT_VP1

Existing View

Photomontage





PHOTOMONTAGE AT VIEWPOINT 2
(NORTH-EASTERN CORNER OF TSING HUNG ROAD PLAYGROUND)

HOUSING DEPARTMENT
PLANNING SECTION

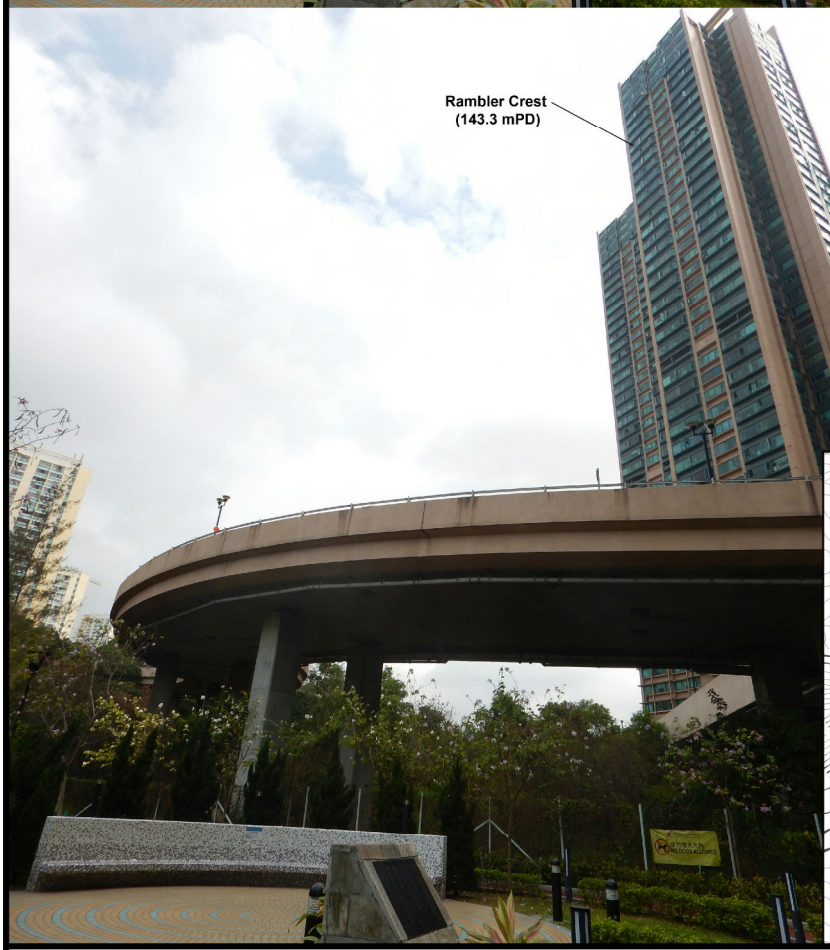
Figure B

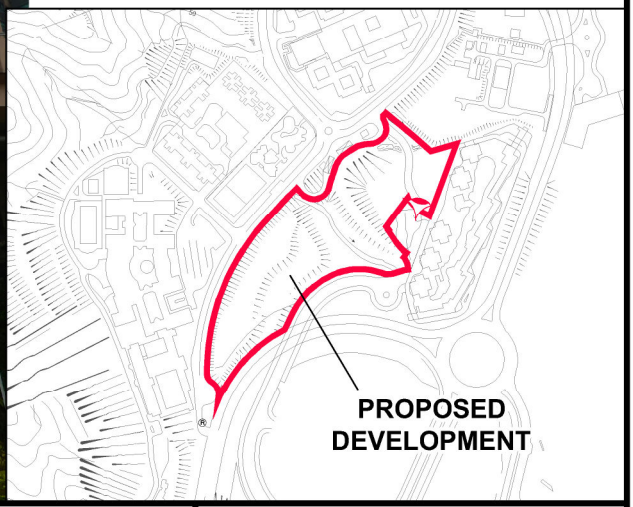
DATE :
4. 1. 2016

15_1302KT_VP2

Existing View

Photomontage





PHOTOMONTAGE AT VIEWPOINT 3
(CENTRE OF TSING HUNG ROAD PLAYGROUND)

HOUSING DEPARTMENT
PLANNING SECTION

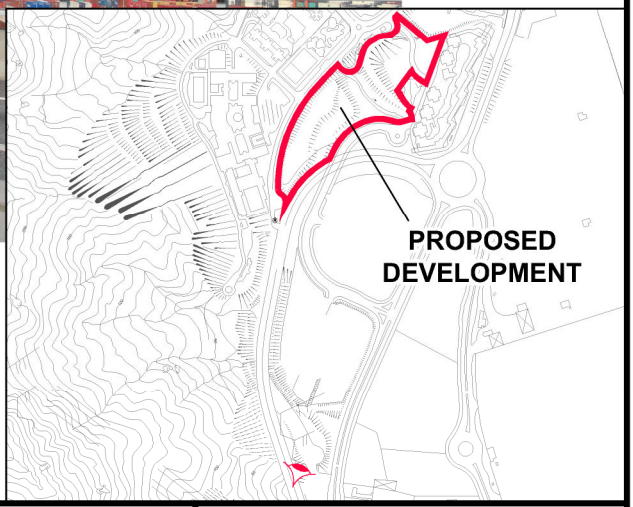
Figure C

DATE :
15. 12. 2015

15_1302KT_VP3a

Existing View

Photomontage



PHOTOMONTAGE AT VIEWPOINT 4
(NORTHBOUND SLIPROAD OF THE TSING SHA HIGHWAY NEAR THE PORTAL OF THE NAM WAN TUNNEL)

HOUSING DEPARTMENT
PLANNING SECTION

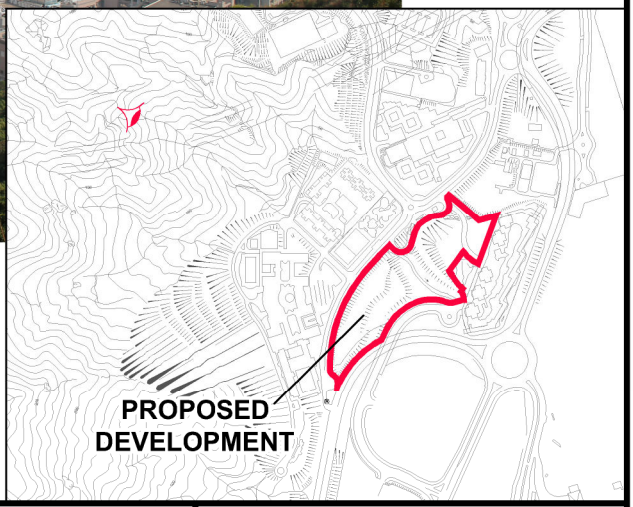
Figure D

DATE :
4. 1. 2016

15_1302KT_VP4

Existing View

Photomontage



PHOTOMONTAGE AT VIEWPOINT 5
(TSING YI SAN SHAN AT ABOUT 159mPD)

HOUSING DEPARTMENT
PLANNING SECTION

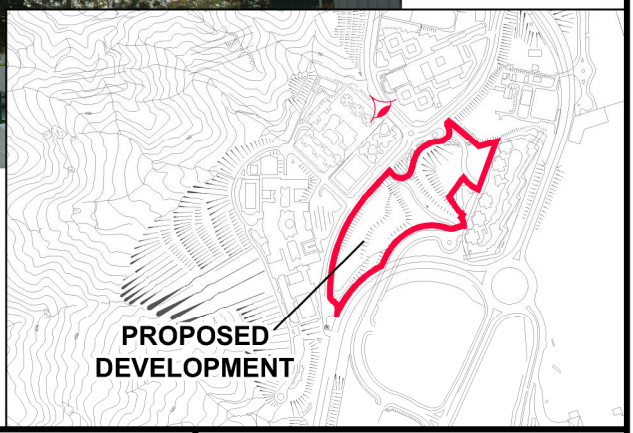
Figure E

DATE :
13. 1. 2016

15_1302KT_VP5

Existing View

Photomontage



PHOTOMONTAGE AT VIEWPOINT 6
(TSING HONG ROAD NEAR THE BUS STOP OF MAYFAIR GARDENS)

HOUSING DEPARTMENT
PLANNING SECTION

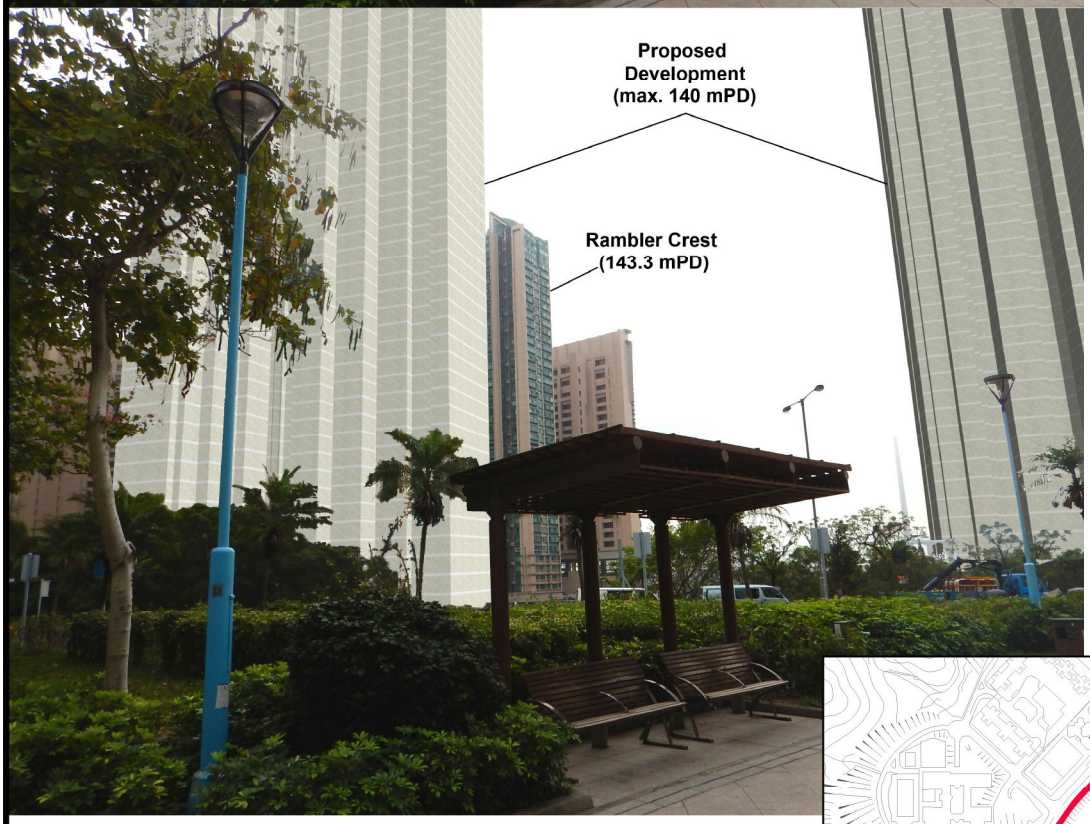
Figure F

DATE :
15. 12. 2015

15_1302KT_VP6

Existing View

Photomontage



PHOTOMONTAGE AT VIEWPOINT 7
(MEI KING PLAYGROUND)

HOUSING DEPARTMENT
PLANNING SECTION

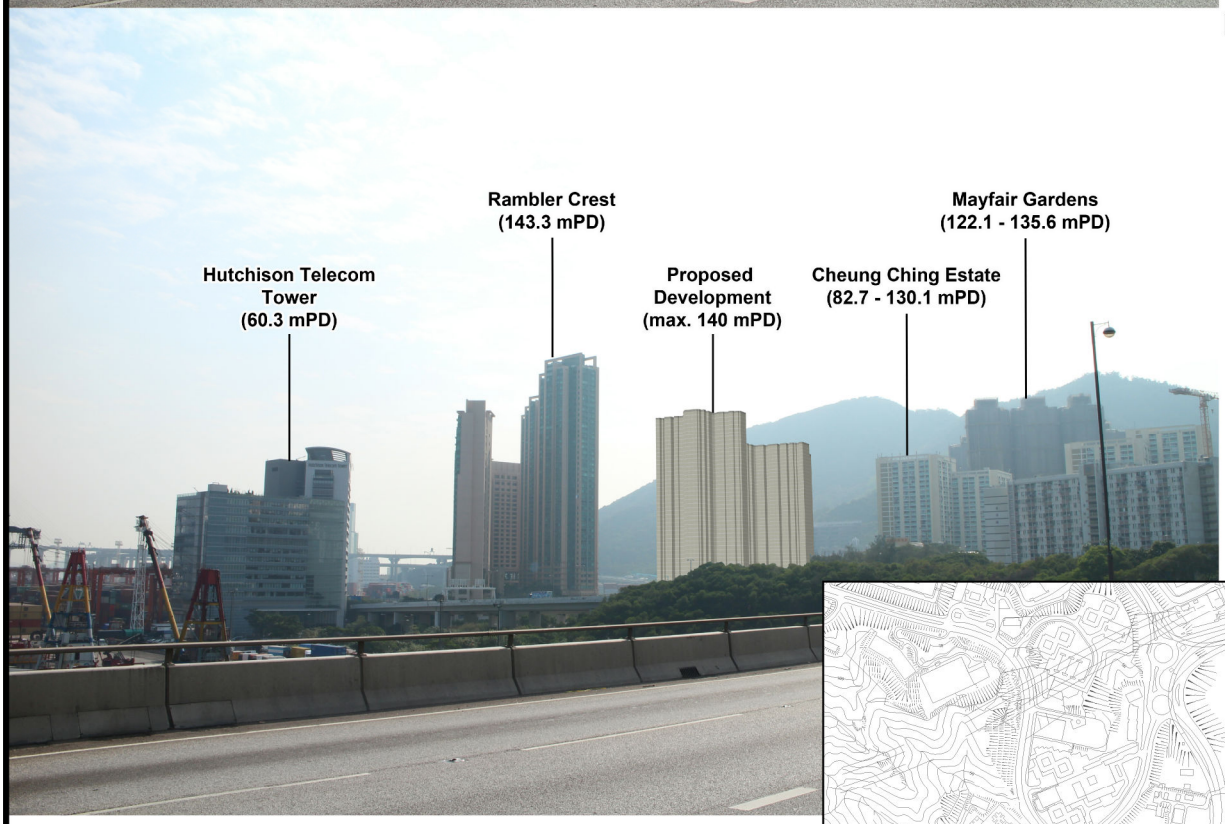
Figure G

DATE :
15. 12. 2015

15_1302KT_VP7

Existing View

Photomontage



PHOTOMONTAGE AT VIEWPOINT 8
(KWAI TSING BRIDGE)

HOUSING DEPARTMENT
PLANNING SECTION

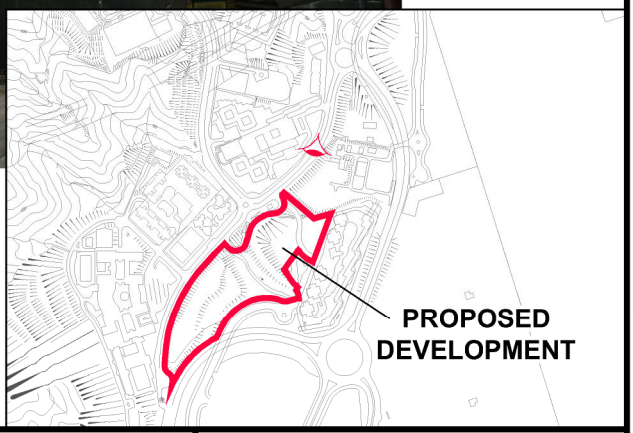
Figure H

DATE :
15. 12. 2015

15_1302KT_VP8

Existing View

Photomontage



PHOTOMONTAGE AT VIEWPOINT 9

(BUS STOP AT CHING TAO HOUSE, NEAR CHEUNG CHING ESTATE COMMERCIAL COMPLEX, TSING YI HEUNG SZE WUI ROAD)

HOUSING DEPARTMENT
PLANNING SECTION

Figure 1

DATE :
15. 12. 2015

15_1302KT_VP9

Existing View

Photomontage

PHOTOMONTAGE AT VIEWPOINT 10
(TSING YI PROMENADE)

HOUSING DEPARTMENT
PLANNING SECTION

Figure J

DATE :
13. 1. 2016

15_1302KT_VP10

AECOM

Hong Kong Housing Authority

Environmental Study for the Public Housing Development at Tsing Yi Area 22B

Air Ventilation Assessment Expert Evaluation

February 2016

	Name	Signature
Prepared :	Ross Wong	
Checked:	Kenneth Lam	
Reviewed & Approved:	YT Tang	

Version: 12 Date: 15/2/2016

Disclaimer

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AECOM Asia Co. Ltd.
11/F, Grand Central Plaza, Tower 2, 138 Shatin Rural Committee Road, Shatin, NT, Hong Kong
Tel: (852) 3105 8686 Fax: (852) 2317 7609 www.aecom.com

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1 INTRODUCTION

1.1.1 AECOM Asia Co. Ltd was commissioned by the Hong Kong Housing Authority to undertake Air Ventilation Assessment – Expert Evaluation on the proposed Public Housing (PH) development at Tsing Yi Area 22B. The purposes of the study include examining the air ventilation performance of the proposed architectural design scheme qualitatively and formulate possible measures to enhance ventilation performance.

1.1.2 The study is carried out in accordance with the "Housing, Planning and Lands Bureau – Technical Circular No.1/06, Environment, Transport and Work Bureau – Technical Circular No.1/06, Air Ventilation Assessment" and Annex A of the above mentioned Technical Circular "Technical Guide for Air Ventilation Assessment for Development in Hong Kong".

1.1.3 The report presents an expert evaluation on the air ventilation performance of the proposed design scheme of PH development at Tsing Yi Area 22B. It evaluates the wind characteristics of the subject site and its vicinity areas, including the following tasks.

- Identify the site wind conditions;
- Identify good design features;
- Identify obvious problem areas and propose some mitigation measures; and
- Recommend the scope, methodology and details of initial study for further air ventilation assessment stage

2 EXPERT EVALUATION

2.1 Site Vicinity

2.1.1 The proposed PH development is located at the south-eastern part of Tsing Yi Island, bounded by Tsing Yi Road at the west and the north, Tsing Hung Road at the east and Tsing Sha Highway at the south. The total site area is approximately 4.2 hectares, which is currently categorized as “Residential” in the Outline Zoning Plan (OZP).

2.1.2 Rambler Crest at Tsing Yi Road (Lower), categorized as commercial area, are located at the due east to the subject site. Residential blocks of Cheung Ching Estate at the junction of Tsing Yi Road (Upper) and Tsing Hong Road are situated at the north of the subject site. They are separated by Tsing Yi Preliminary Treatment Works at the northeast, adjoining the site boundary. Residential blocks of Mayfair Gardens at Tsing Yi Road (Upper) are at situated at the north-east, separated by approximately 180m from Rambler Crest across the subject site. In addition, The Hong Kong Institute of Vocational Education (Tsing Yi) is built at the west. Presently, Container Terminal No.9 is located at the south-east of site and the land at the south is occupied by temporary uses, which is categorized as Other Specified Uses in the OZP. Idling containers are stacked in Container Terminal No. 9 and the lands nearby. The containers could be stacked up to 8 containers as high as approximately 20m above ground. **Figure 2.1** shows the container stacks around Container Terminal No. 9.

Figure 2.1 Container Stacks around Container Terminal No. 9

2.1.3 There are some open space recreation facilities in close proximity to the proposed development. The first one is Mei King Playground right between the subject site and Mayfair

Gardens. The second one is Tsing Hung Road Playground right between the subject site and Rambler Crest.

2.1.4 Residential buildings will be built on the site at Sai Shan Road next to Mayfair Gardens and the site at Ching Hong Road next to Cheung Ching Estate. An animal welfare centre will be built on the site at Cheung Fai Road next to Tsing Yi Preliminary Treatment Works. There are existing and proposed port back-up uses to the south of the subject site. **Figure 2.2** shows the location and vicinity of the subject site. And, **Table 2.1** summarizes the building height of surrounding buildings. The tallest building in the site vicinity is approximately 143mPD.

Figure 2.2 Location and Vicinity of the Public Rental Housing Development at Tsing Yi Area 22B

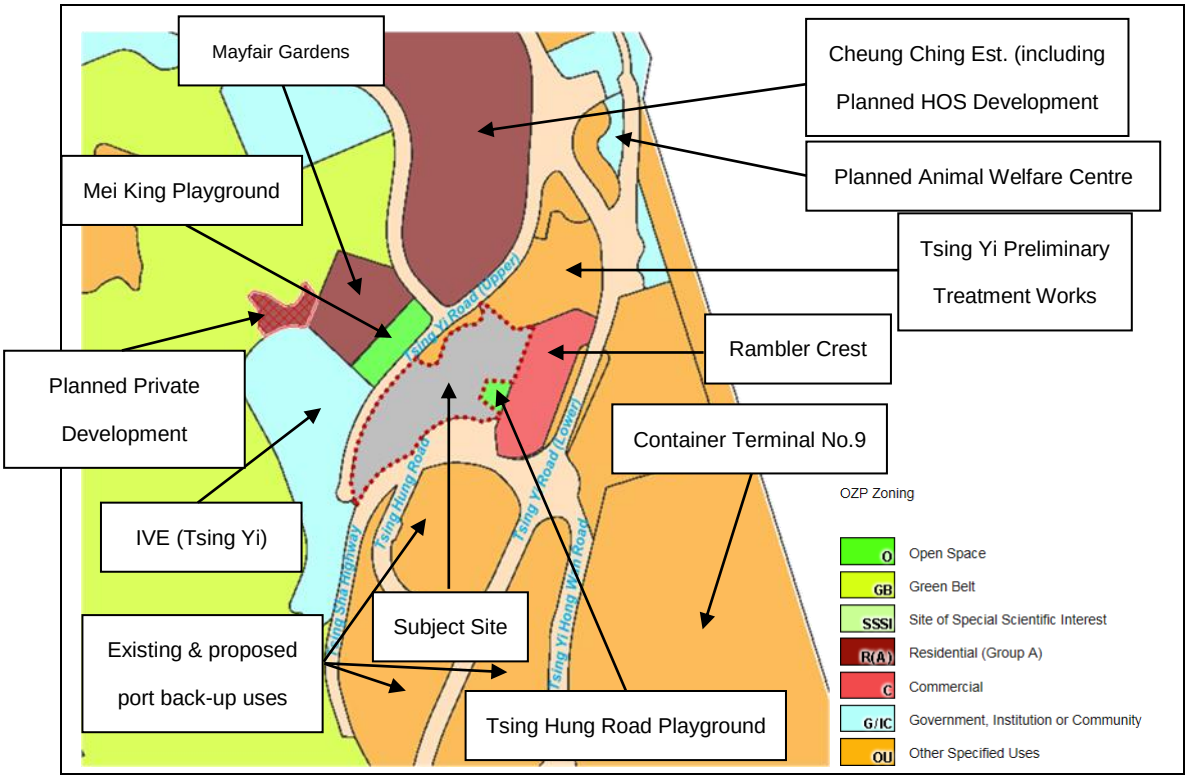


Table 2.1 Height of Surrounding Buildings

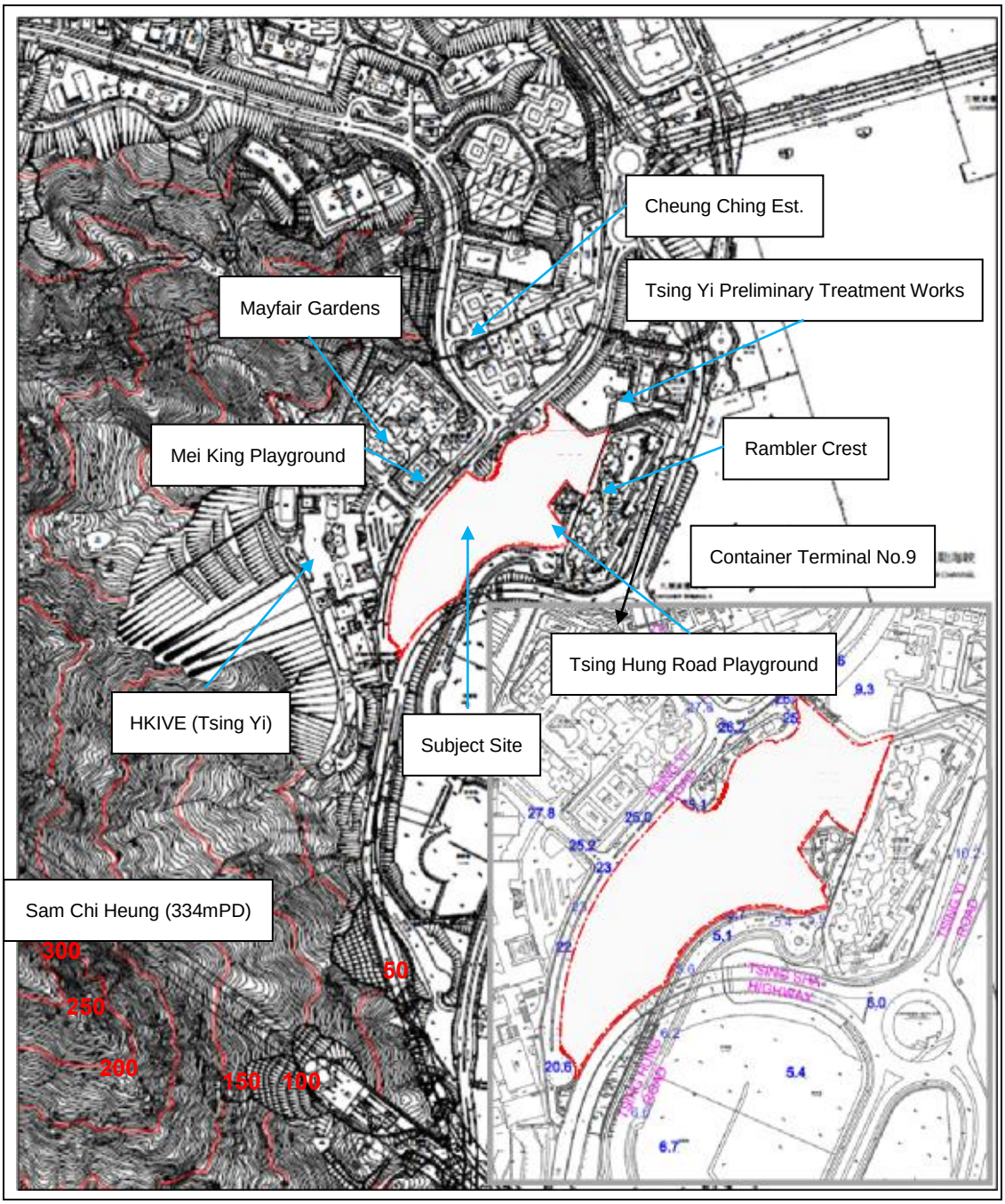
No.	Surrounding Building	Building Height (mPD)
1	Cheung Ching Estate	130
2	Mayfair Gardens	136
3	Rambler Crest	143
4	Hong Kong Institute of Vocational Education (Tsing Yi)	80
5	Tsing Yi Preliminary Treatment Works	16

2.2 Site Topography

2.2.1 **Figure 2.3** shows the ground elevation around the subject site. The ground level elevates from Tsing Hung Road at the east at approximately +6mPD to Tsing Yi Road (Upper) at the west at

approximately +20.6mPD. A slope with nearly 5m in height is situated along the west boundary of the subject site next to Tsing Yi Road (Upper). At the southeast of the subject site, the land remains flat and extends eastward to Ramble Channel and southward to the shore of Tsing Yi Island. On the other hand, ground level at the west rises abruptly to the peak of Sam Chi Heung at +334mPD. Urban area of Tsing Yi Island is located at the northwest and the north of the subject site. Ground level rise gradually to the peak of Liu To Shan at +218mPD at the north-west of Tsing Yi Island.

Figure 2.3 Contour Map of Surrounding Environment



2.3 Wind Availability

2.3.1 Natural wind availability is crucial to investigate the wind performance of the subject site. A set of wind availability data of different locations in Hong Kong grounded on the Fifth Generation Penn State Meso-scale Meteorological Model (MM5) and Regional Atmospheric Meteorological System (RAMS), released by the Hong Kong Planning Department, is suitable for air ventilation study. Three sets of wind data, including the annual wind rose of MM5, annual wind rose and summer wind rose of RAMS, are evaluated in this report. The site wind availability data can be accessed from the official website of the Planning Department.
(http://www.pland.gov.hk/pland_en/misc/MM5/main.htm)
(http://www.pland.gov.hk/pland_en/info_serv/site_wind/site_wind/index.html)

2.3.2 *Annual Wind Rose of MM5*– Annual wind rose of MM5 at grid (22, 28) shown in **Figure 2.4** is utilized in this study. **Table 2.2** summarizes the annual occurrence of each wind direction.

Figure 2.4 Annual Wind Rose of MM5 at Grid (22, 28)

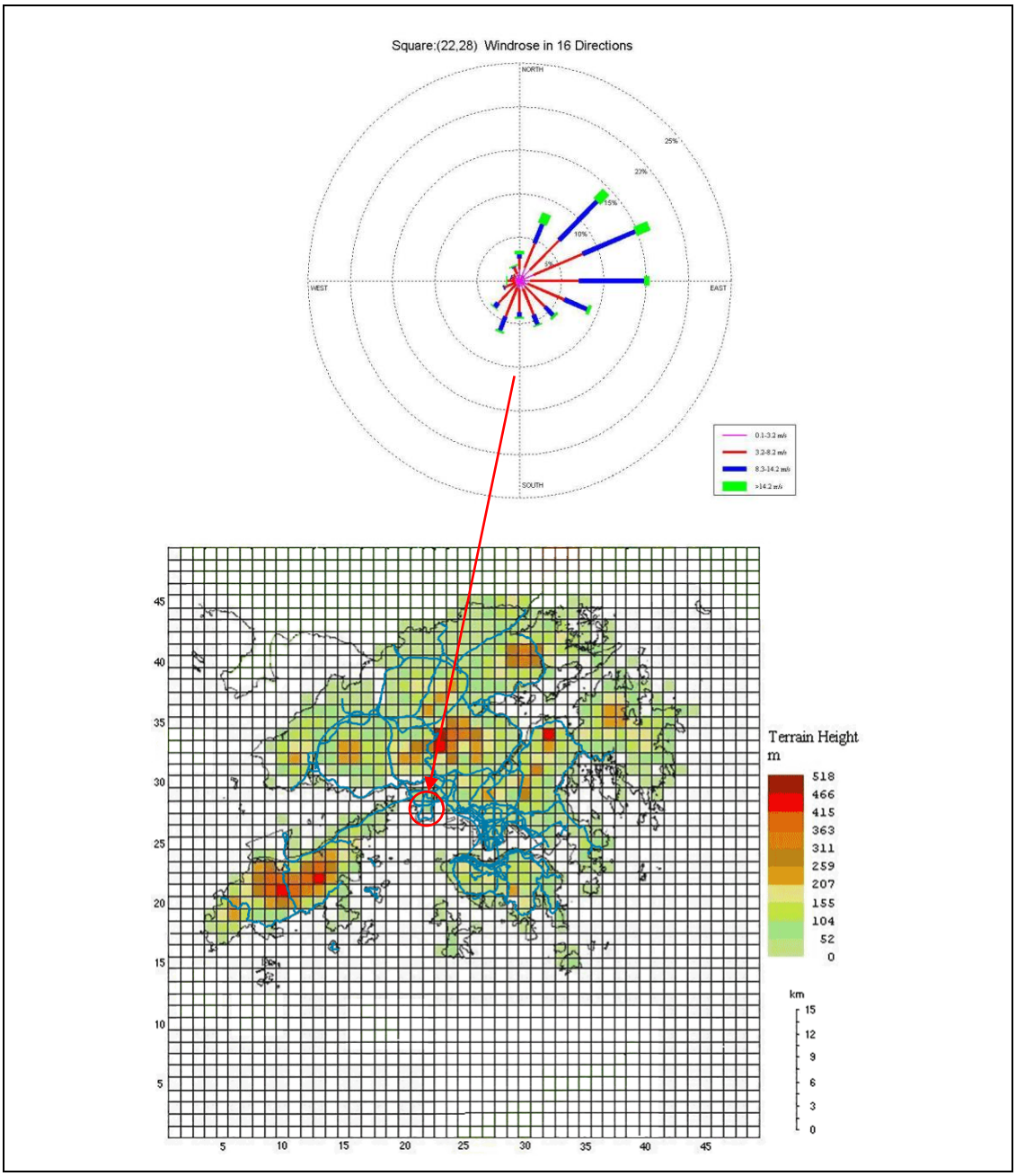


Table 2.2 Annual Wind Direction and Occurrence of MM5 at Grid (22, 28)

No.	Wind Direction (^{o})	Occurrence (%)
1	N (0^o)	3.4
2	NNE (22.5^o)	8.2
3	NE (45^o)	14.3
4	ENE (67.5^o)	16.4
5	E (90^o)	15.2
6	ESE (112.5^o)	8.9
7	SE (135^o)	5.8
8	SSE (157.5^o)	5.5
9	S (180^o)	4.3
10	SSW (202.5^o)	6.3
11	SW (225^o)	4.3
12	WSW (247.5^o)	2.1
13	W (270^o)	1.5
14	WNW (292.5^o)	1.1
15	NW (315^o)	1.0
16	NNW (337.5^o)	1.8

2.3.3 *Annual Wind Rose of RAMS* – Released by Planning Department in late 2015, annual wind rose of RAMS at 500m of grid (67, 48) shown in **Figure 2.5** is utilized in this study. **Table 2.3** summarizes the annual occurrence of each wind direction.

Figure 2.5 Annual Wind Rose of RAMS at 500m of Grid (67, 48)

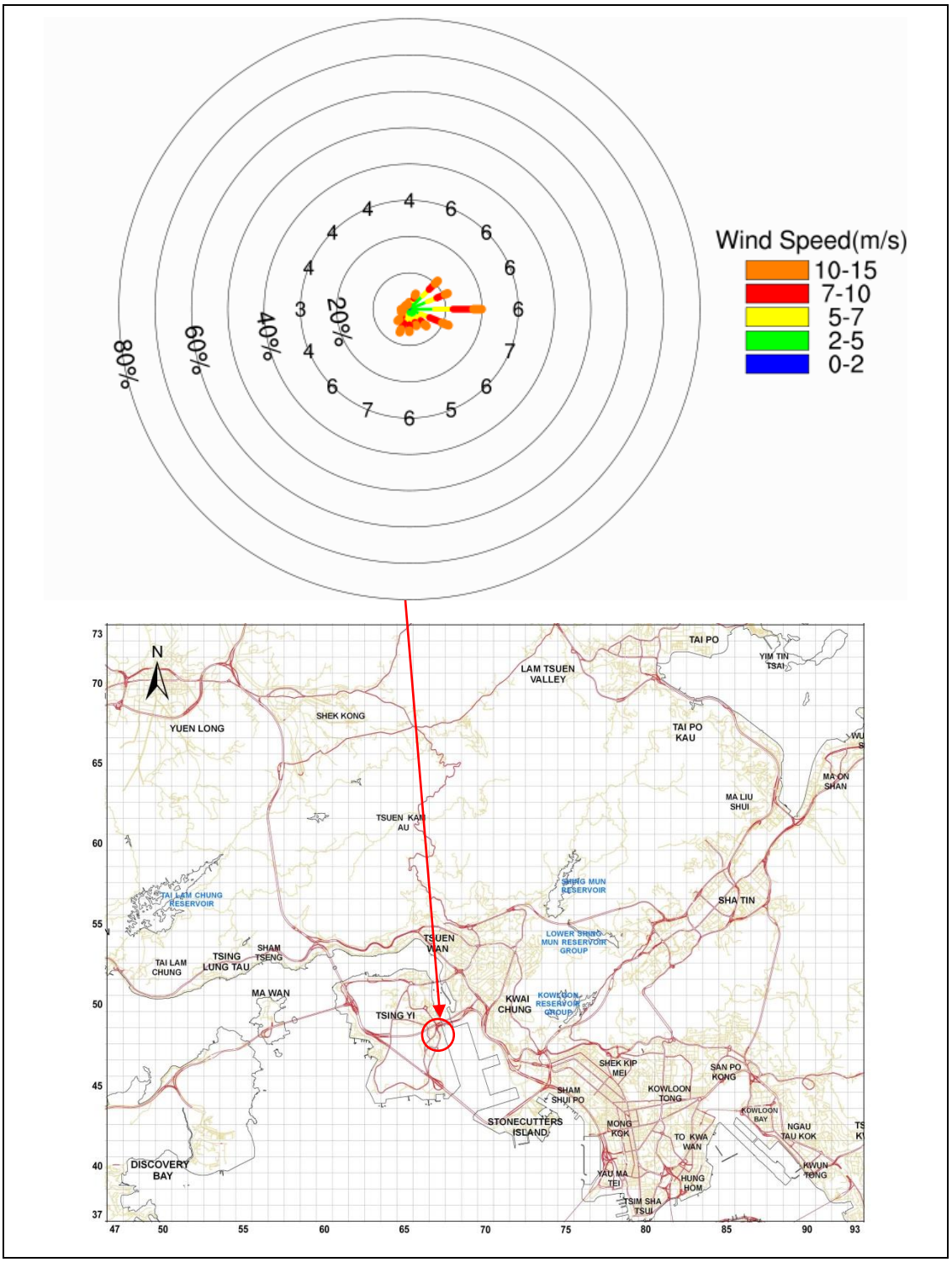


Table 2.3 Annual Wind Direction and Occurrence of RAMS at 500m of Grid (67, 48)

No.	Wind Direction (^{o})	Occurrence (%)
1	N (0^o)	2.0
2	NNE (22.5^o)	4.6
3	NE (45^o)	11.1
4	ENE (67.5^o)	11.6
5	E (90^o)	20.1
6	ESE (112.5^o)	11.9
7	SE (135^o)	6.7
8	SSE (157.5^o)	5.0
9	S (180^o)	6.3
10	SSW (202.5^o)	6.9
11	SW (225^o)	4.6
12	WSW (247.5^o)	2.4
13	W (270^o)	2.3
14	WNW (292.5^o)	1.5
15	NW (315^o)	1.5
16	NNW (337.5^o)	1.4

2.3.4 It can be noted from both wind roses that the annual occurrence of wind from NE, ENE and E directions occupy over 40% of the annual wind direction. Therefore, winds from NE, ENE and E are considered to be the annual prevailing wind from MM5 and RAMS wind availability data.

2.3.5 *Summer Wind Rose of RAMS*– Released together with the annual wind rose of RAMS by Planning Department in late 2015, summer wind rose of RAMS at 500m of grid (67, 48) shown in **Figure 2.6** is utilized in this study. **Table 2.4** summarizes the summer occurrence of each wind direction. It can be noted from the summer wind rose that occurrence of wind from S, SW and SSW directions occupy over 40% of the summer wind direction. Therefore, winds from S, SW and SSW are considered to be the summer prevailing wind from RAMS wind availability data.

Figure 2.6 Summer Wind Rose of RAMS at 500m of Grid (67, 48)

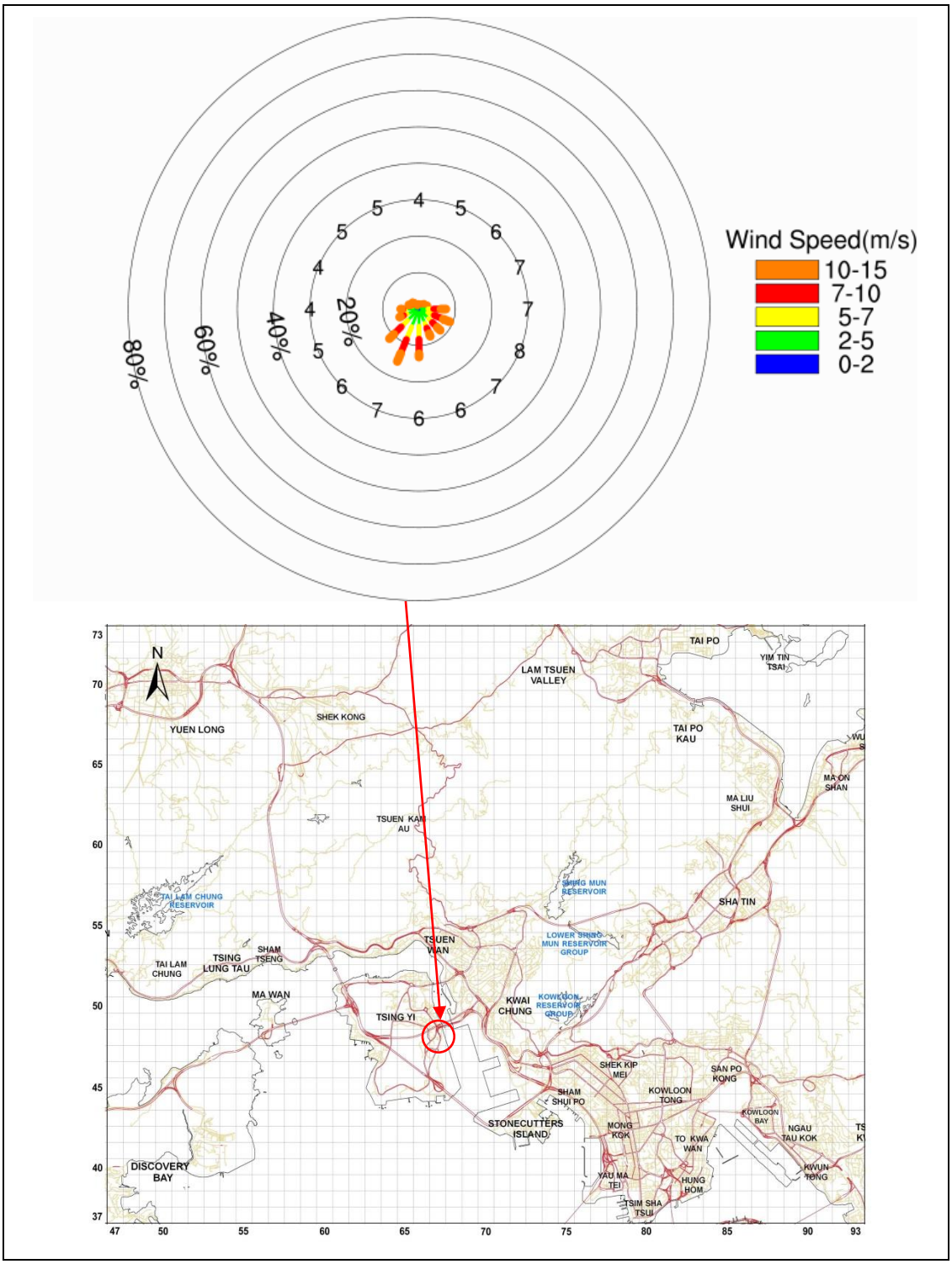
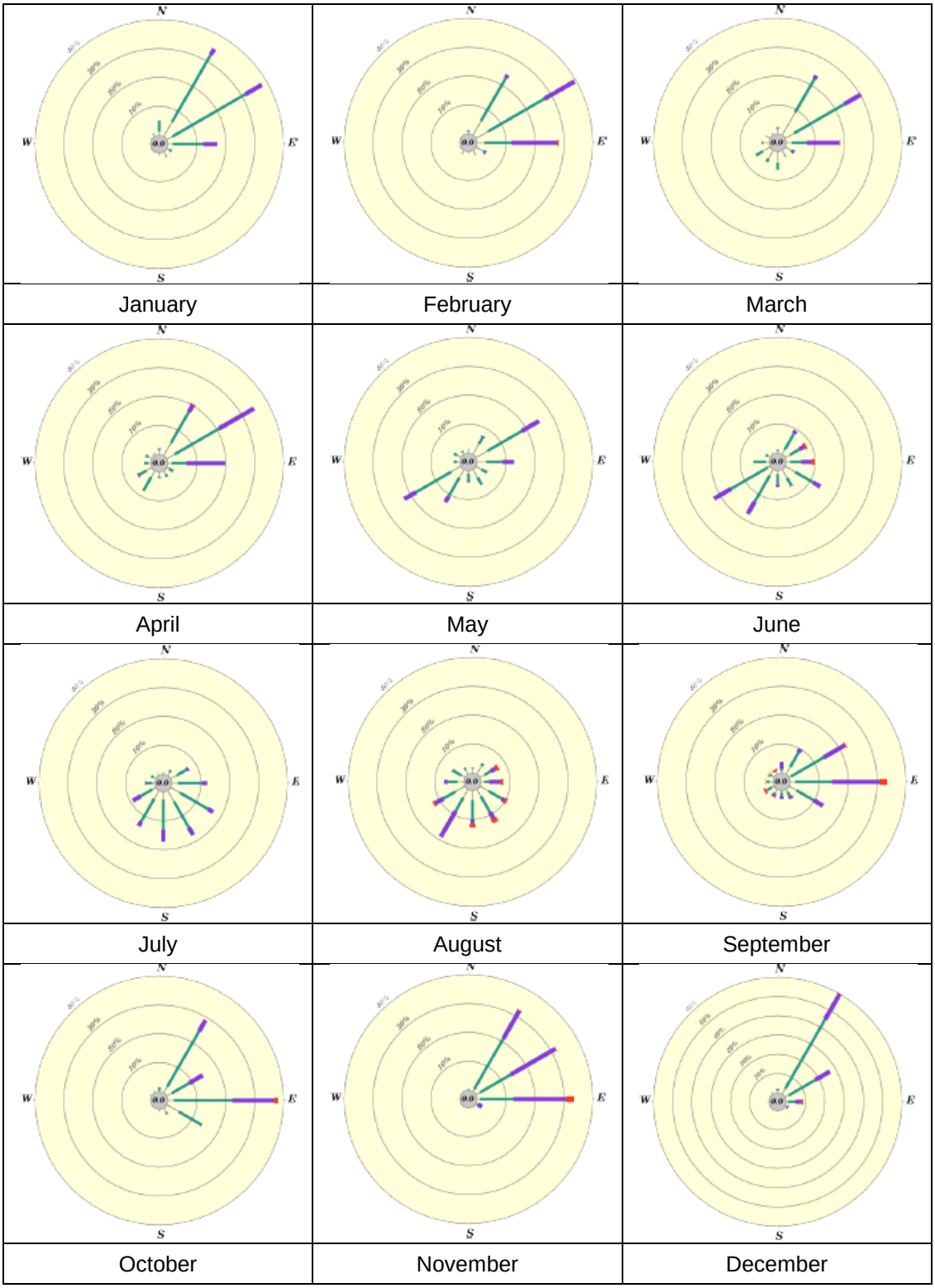


Table 2.4 Summer Wind Direction and Occurrence of RAMS at 500m of Grid (67, 48)

No.	Wind Direction (^{o})	Occurrence (%)
1	N (0^o)	1.2
2	NNE (22.5^o)	1.3
3	NE (45^o)	2.0
4	ENE (67.5^o)	2.5
5	E (90^o)	7.8
6	ESE (112.5^o)	9.6
7	SE (135^o)	8.5
8	SSE (157.5^o)	8.2
9	S (180^o)	13.4
10	SSW (202.5^o)	15.8
11	SW (225^o)	11.7
12	WSW (247.5^o)	5.8
13	W (270^o)	5.1
14	WNW (292.5^o)	3.0
15	NW (315^o)	2.5
16	NNW (337.5^o)	1.4

2.3.6 Further comparing MM5 and RAMS wind availability data with the monthly wind rose at Waglan Island shown **Figure 2.7**, which is adopted from *Summary of Meteorological and Tidal Observation in Hong Kong 2013* issued by Hong Kong Observatory (HKO), annual prevailing wind comes from NE quadrant, while summer prevailing wind comes from SW quadrant. Both MM5, RAMS wind rose and wind rose recorded by Waglan Island reach the same conclusion.

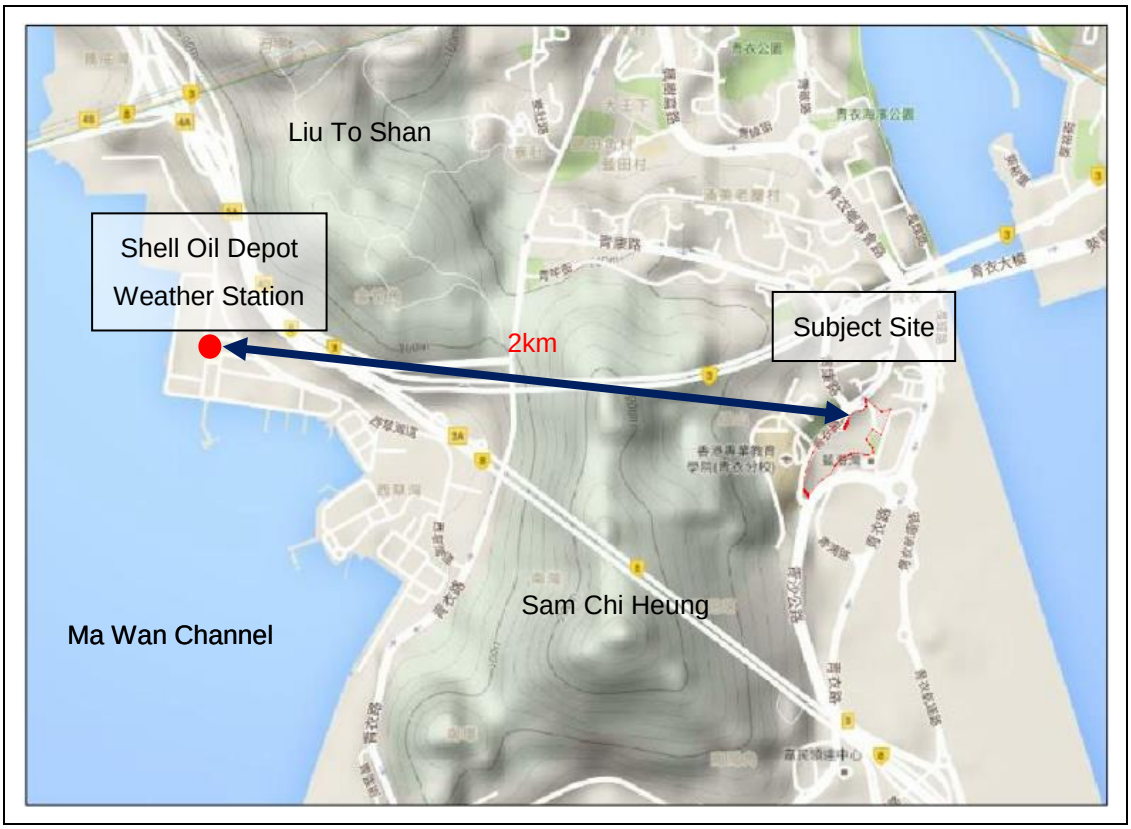
Figure 2.7 Monthly Wind Rose at Waglan Island Weather Station (Adopted from *Summary of Meteorological and Tidal Observation in Hong Kong 2013*)



2.3.7 *Wind Rose at Shell Oil Depot Weather Station* – Furthermore, local wind condition is identified by HKO Shell Oil Depot weather station at Sai Tso Wan Road, elevated at +43mPD. **Figure 2.8** shows the location of the weather station. Hilly Liu To Shan at +218mPD and Sam Chi

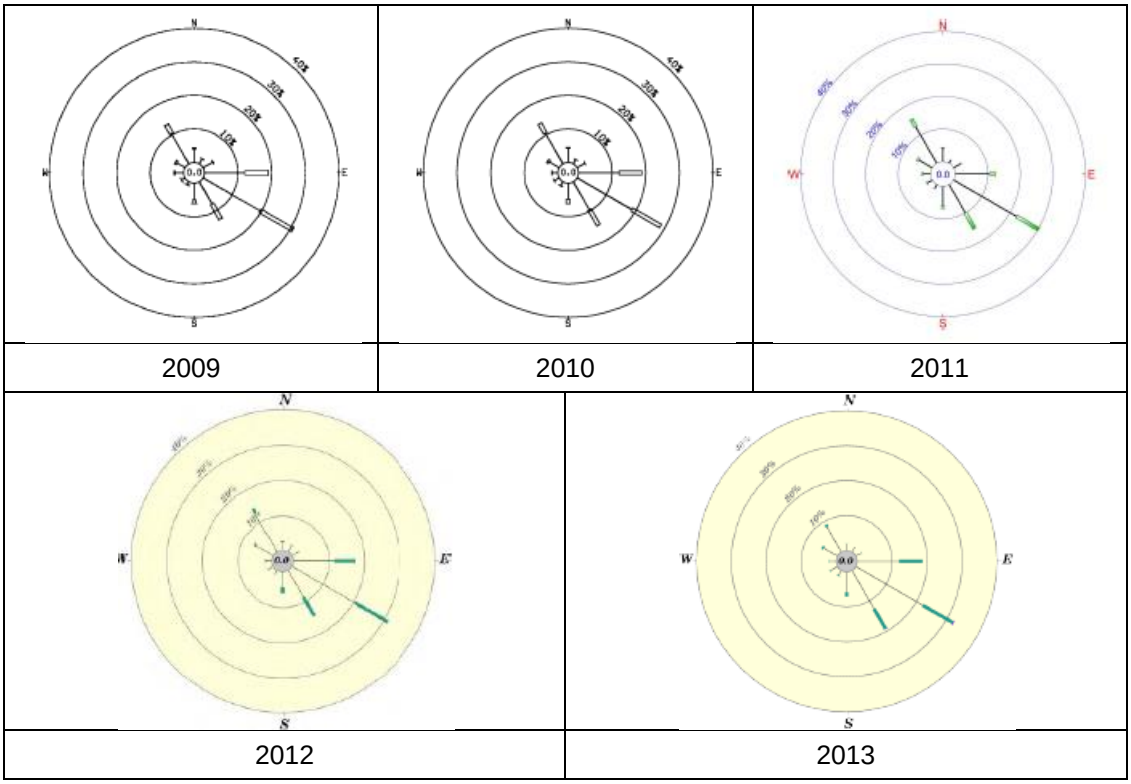
Heung at +334mPD are at the north-east and the south-east respectively, while smooth Ma Wan Channel is at the west. Separated by Sam Chi Heung, the subject site is located at approximately 2km east of the weather station.

Figure 2.8 Shell Oil Depot Weather Station Location



2.3.8 **Figure 2.9** shows the annual wind rose recorded by the weather station from 2009 to 2013. It can be noted from these five year data that wind from SE quadrant is the most abundant, occupying over 60% annual occurrence. Meanwhile, winds from ESE, SE and SSE are the most frequent in summer (from May to August) referred to the raw data of that weather station. Therefore, winds from E, ESE, SE and SSE are regarded as annual prevailing wind and winds from ESE, SE and SSE are regarded as summer prevailing wind according to wind data at Shell Oil Depot Weather Station.

Figure 2.9 Annual Wind Rose at Shell Oil Depot Weather Station (Adopted from *Summary of Meteorological and Tidal Observation in Hong Kong 2009 - 2013*)



2.3.9 Comparing MM5 wind rose with the wind rose recorded by Shell Oil Depot weather station, undisturbed winds from NE, ENE and E are the most abundant while winds from ESE, SE and SSE at the weather station is more probable locally. The nuance can be attributed to the wind disturbance by the hilly topography at the east of the weather station. Under north-easterly prevailing winds, near-ground wind bypasses Liu To Shan via the trough between Liu To Shan and Sam Chi Heung, where is situated at the ESE of the weather station. Diverted wind approaches the weather station south-easterly, leading to highly probable south-easterly wind recorded by the weather station. Frequent south-easterly wind is a localized phenomenon at the weather station, which is not anticipated elsewhere. Generally, wind data from the weather station reflects the wind condition at the subject site.

2.3.10 To sum up, annual prevailing wind directions include NE, ENE, E, ESE, SE and SSE while summer prevailing wind directions include ESE, SE, SSE, S, SSW and SW.

2.4 Existing Wind Environment

2.4.1 Since the subject site is vacant now, no implied deterioration on ventilation performance is expected regardless prevailing wind direction.

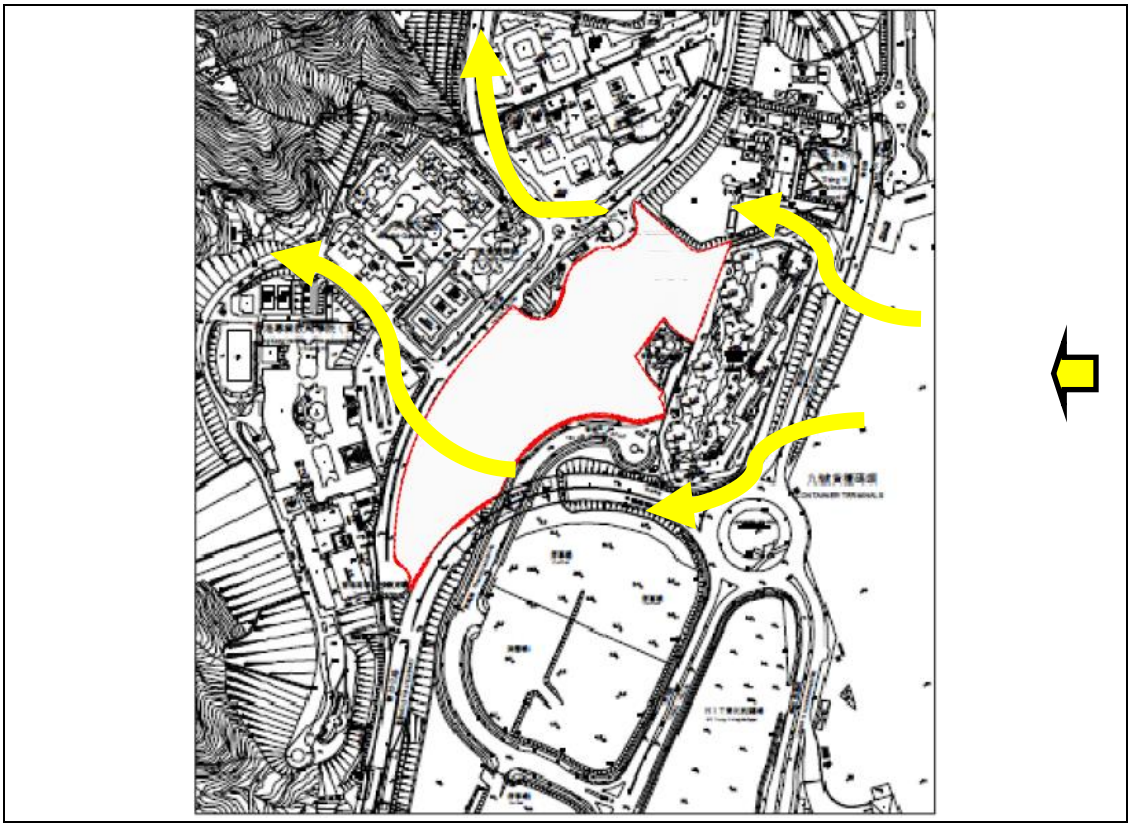
2.4.2 *Prevailing Winds from NE and ENE* – **Figure 2.10** shows the wind environment at pedestrian level around the subject site under north-easterly prevailing winds schematically. Cheung Ching Estate and Rambler Crest are located at the windward side under north-easterly winds.

Prevailing winds from NE and ENE are diverted by Rambler Crest, establishing wind stagnant zone at Tsing Hung Road Playground located at the leeward side of Rambler Crest. Relative to north-easterly wind, the extent of wind stagnant zone will be larger under ENE wind. Outside the wind stagnant zone, development of corner streams implies localized wind amplification at the breezeways at Tsing Yi Road (Upper) cum subject site and Tsing Yi Road (Lower). As wind permeates along the wind pathways, redevelopment of airflow pattern occurs at downstream locations, imposing some influences on ventilation performance at Mayfair Gardens, Mei King Playground and The Hong Kong Institute of Vocational Education (Tsing Yi).

Figure 2.10 Existing Wind Environment under North-Easterly Winds

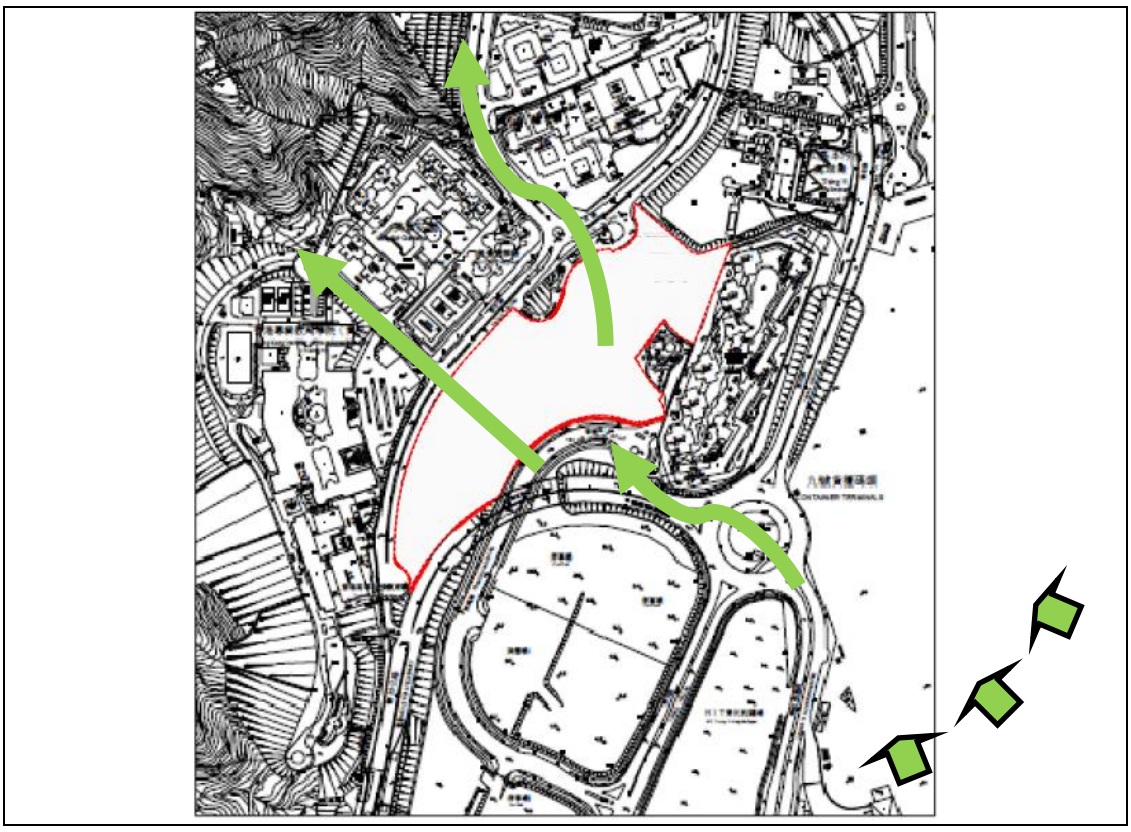
2.4.3 *Prevailing Wind from E* – **Figure 2.11** shows the wind environment at pedestrian level around the subject site under easterly prevailing wind schematically. Cheung Ching Estate and Rambler Crest are located at the windward side under easterly wind. Prevailing wind is bifurcated by Rambler Crest. On the one hand, wind advances to Ching Hong Road via the wind corridor at the north of Rambler Crest. On the other hand, wind advances to Sai Shan Road via the south of Rambler Crest and the subject site. Therefore, the subject site Mayfair Gardens, Mei King Playground and the Hong Kong Institute of Vocational Education (Tsing Yi) along Sai Shan Road are affluently ventilated. Tsing Hung Road Playground, where is located at the leeward side, is well sheltered by Rambler Crest.

Figure 2.11 Existing Wind Environment under Easterly Winds



2.4.4 *Prevailing Winds from ESE, SE and SSE* – **Figure 2.12** shows the wind environment at pedestrian level around the subject site under south-easterly prevailing winds schematically. Despite of the absence of permanent superstructure built on the lands categorized as other specified uses at the southeast of the subject site, the densely packed container stacks in these areas and Container Terminal No. 9 can serve as wind barriers blocking incoming wind from ESE, SE and SSE near ground level. Wind availability at the subject site and Tsing Hung Road Playground is restricted consequently. On the contrary, wind obstruction at Cheung Ching Estate, Mayfair Gardens, Mei King Playground and The Hong Kong Institute of Vocational Education (Tsing Yi) is less significant as the elevation is higher than the preceding obstacles at Container Terminal No.9. South-easterly winds can penetrate the subject site, ventilating Mayfair Gardens, Mei King Playground and The Hong Kong Institute of Vocational Education (Tsing Yi) directly without wind barriers. Although wind availability at Cheung Ching Estate is not altered by the container stacks, it is sheltered by Ramble Crest at the south-east. Instead of direct exposure to prevailing winds, diverted wind permeate the junction of Tsing Hong Road and Tsing Yi Road (Upper) and downstream via the wind corridor above the subject site.

Figure 2.12 Existing Wind Environment under South-Easterly Winds



2.4.5 *Prevailing Winds from S, SW and SSW* – **Figure 2.13** shows the wind environment at pedestrian level around the subject site under south and south-westerly prevailing winds schematically. After bypassing the hilly Sam Chi Heung at the southwest of Tsing Yi Island, summer prevailing winds from S, SW and SSW advance the urban area of Tsing Yi Island via the breezeways at Tsing Yi Road (Upper) cum subject site and Tsing Yi Road (Lower). The subject site, Cheung Ching Estate, Mayfair Gardens, Mei King Playground and The Hong Kong Institute of Vocational Education (Tsing Yi) at Tsing Yi Road (Upper) and Rambler Crest at Tsing Yi Road (Lower) are located at the air pathways. No adverse wind condition is expected. However, wind availability at Tsing Hung Road Playground is exacerbated by the upstream container stacks.

Figure 2.13 Existing Wind Environment under South and South-Westerly Winds

2.4.6 The two principal breezeways along Tsing Yi Road (Upper) cum subject site and Tsing Yi Road (Lower) optimize overall wind permeability of the assessment area. Wind condition at Tsing Hung Road Playground is the most sensitive to wind direction, surrounding topography and morphology. Located at the breezeways, wind availability at the subject site, Rambler Crest, Mayfair Gardens, Mei King Playground and The Hong Kong Institute of Vocational Education (Tsing Yi) is affluent regardless prevailing wind direction. Finally, Cheung Ching Estate can expose strong north-easterly winds and south-westerly winds.

2.5 Baseline and Proposed Design Schemes

2.5.1 Two design schemes are evaluated in this report. The design scheme, which was submitted in July 2015, acts as baseline design scheme. The proposed design scheme is the one developed based on the baseline design scheme, taking into considerations on any essential and possible mitigation measures to improve air ventilation performance.

2.5.2 *Baseline Design Scheme* **- Figure 2.14** shows a plan view and an elevation view of the baseline design scheme. The development involves some retail, carpark and welfare facilities at low level up to about +30mPD and 5 domestic blocks with maximum building height of +140mPD. **Table 2.5** tabulates the maximum building height of each domestic block. There is no podium but Block 1 and Block 2 will sit on the deck at +16.5mPD and Block 3, Block 4 and Block 5 on another deck at +12.0mPD, both below the level of Tsing Yi Road (Upper).

Figure 2.14 Plan View and Elevation View of Baseline Design Scheme

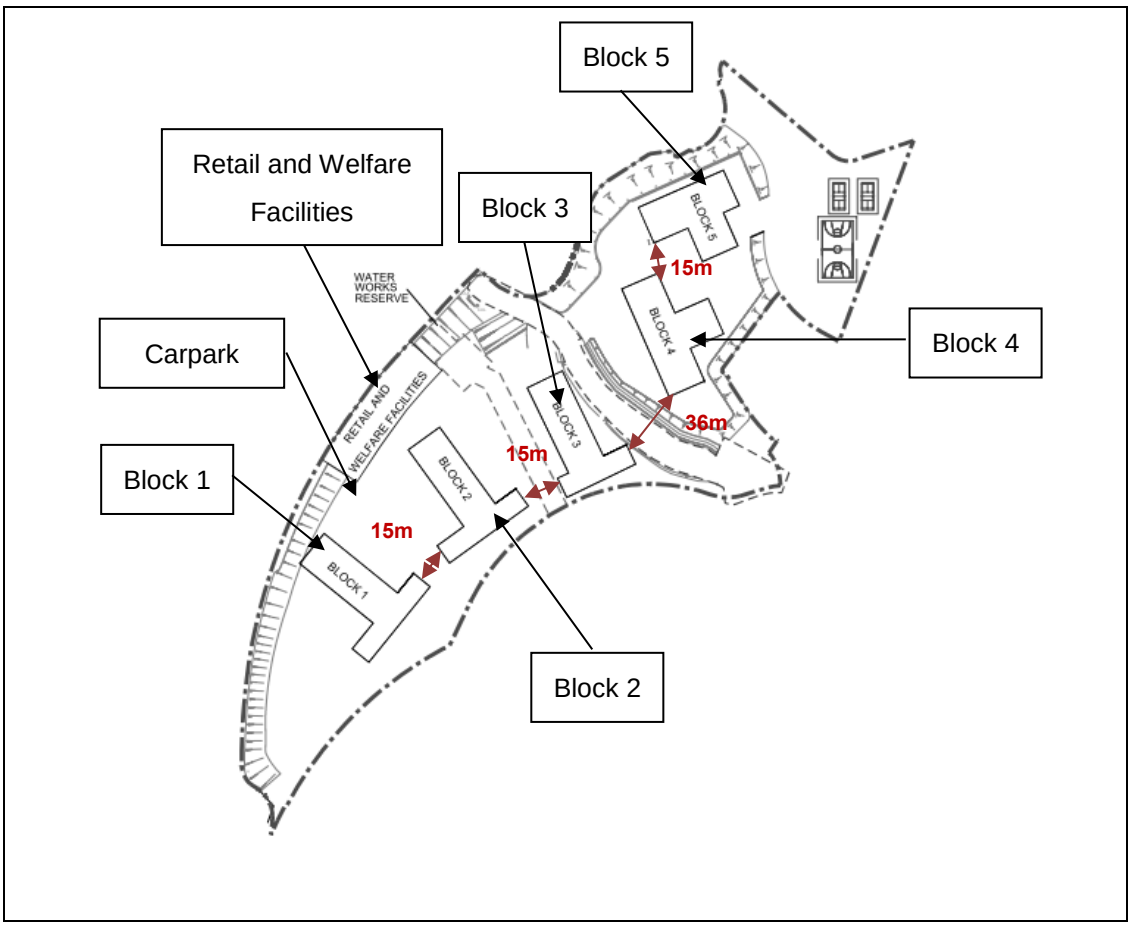


Table 2.5 Height of Proposed Buildings in Baseline Design Scheme

No.	Proposed Building	Building Height (mPD)
1	Domestic Block No. 1	+140 at maximum
2	Domestic Block No. 2	+140 at maximum
3	Domestic Block No. 3	+140 at maximum
4	Domestic Block No. 4	+140 at maximum
5	Domestic Block No. 5	+140 at maximum

2.5.3 *Proposed Design Scheme* – **Figure 2.15** shows a plan view and an elevation view of the proposed design scheme. The proposed development involves a semi-basement carpark, a low rise retails block up to about +28mPD and 4 domestic blocks with varying building height from +125mPD to +140mPD approximately. **Table 2.6** tabulates the building height of each domestic block. There is no podium but the retails block, Block 1, Block 2 and Block 3 will sit on the deck at +20mPD and Block 4 will sit on the deck at +6mPD., both below the level of Tsing Yi Road (Upper).

Figure 2.15 Plan View and Elevation View of Proposed Design Scheme

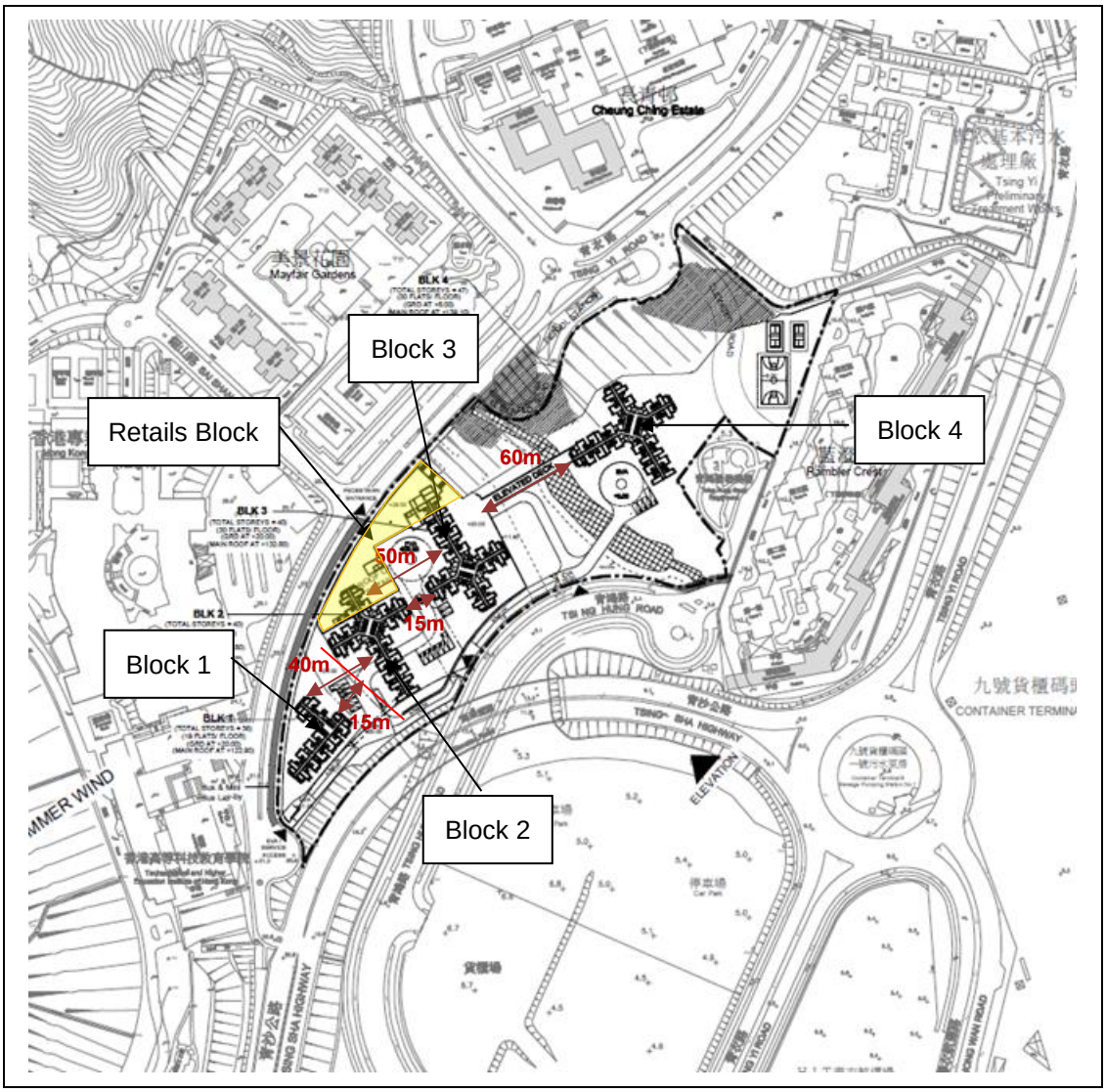


Table 2.6 Height of Proposed Buildings in Proposed Design Scheme

No.	Proposed Building	Building Height (mPD)
1	Domestic Block No. 1	+125
2	Domestic Block No. 2	+135
3	Domestic Block No. 3	+135
4	Domestic Block No. 4	+140

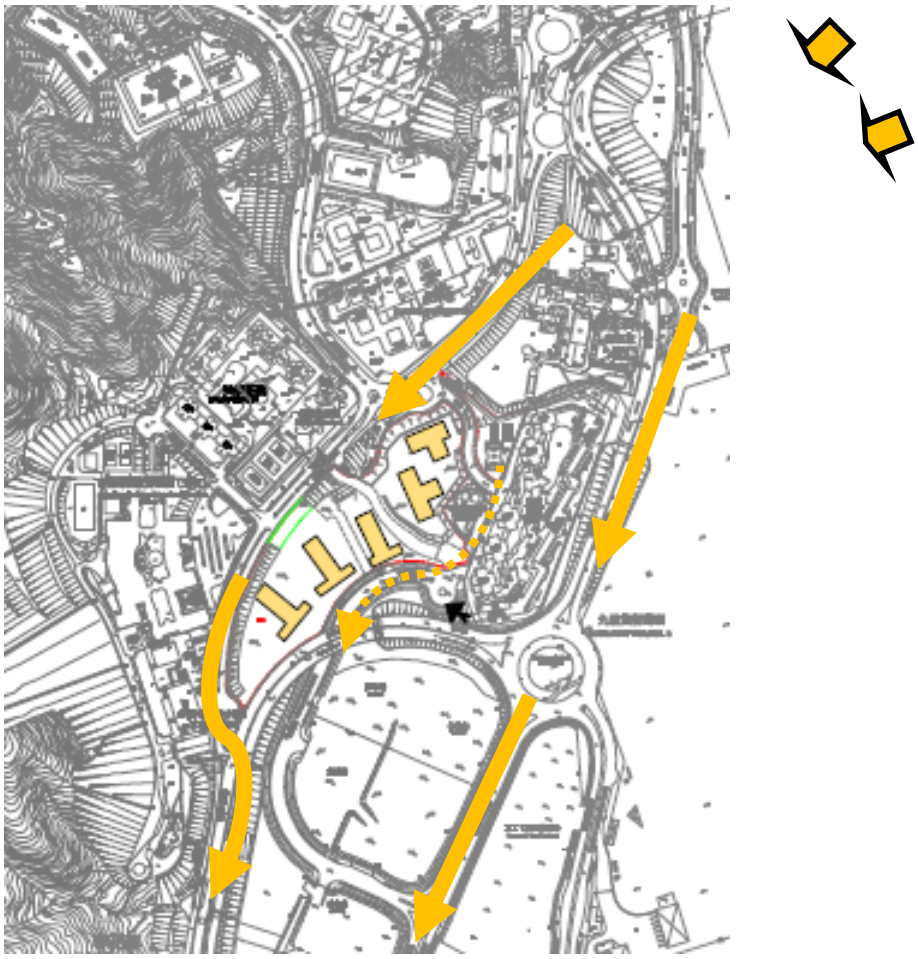
2.6 Wind Environment under Baseline and Proposed Scenarios

2.6.1 *Prevailing Winds from NE and ENE* – **Figure 2.16** shows the wind environment at pedestrian level around the subject site under north-easterly prevailing winds schematically. Cheung Ching Estate, Rambler Crest and Tsing Hung Road Playground are located upstream under north-easterly winds. Therefore, ventilation performance at these areas is not expected being adversely affected by the proposed development. Incoming wind approaching the subject site

will be bifurcated by domestic block 5 and domestic block 4 under baseline scenario and proposed scenario respectively. Under both scenarios, wind crosses the subject site via the breezeway at Tsing Yi Road (Upper) principally and Tsing Hung Road adjunctively. Therefore, wind availability at the subject site, Mayfair Gardens, Mei King Playground and The Hong Kong Institute of Vocational Education (Tsing Yi), which currently relies on that breezeway at Tsing Yi Road (Upper), will inevitably be reduced due to narrowed breezeway when compared with the current vacant site. Wind condition at Tsing Hung Road Playground can be preserved as the penetrable width of wind corridor at this segment remains after construction. In the proposed design scheme, reduction of one domestic block enables broadening of building separation between domestic block 3 and domestic block 4. The separated breezeways along Tsing Yi Road (Upper) and Tsing Hung Road can be connected. Hence, fresh air can be diverted partially towards Tsing Hung Road via the in-site wind passage, avoiding local wind stagnation and unwanted amplification nearby. However, the building blocks of the proposed scenario have been shifted southwards and become much closer to the Hong Kong Institute of Vocational Education (Tsing Yi).The narrowed wind passage may limit the wind availability along Tsing Yi Road (Upper) sandwiched by the proposed residential blocks and IVE (Tsing Yi).

Figure 2.16 Wind Environment under North-Easterly Winds 在東北風情況下的現有風環境

Baseline Scenario

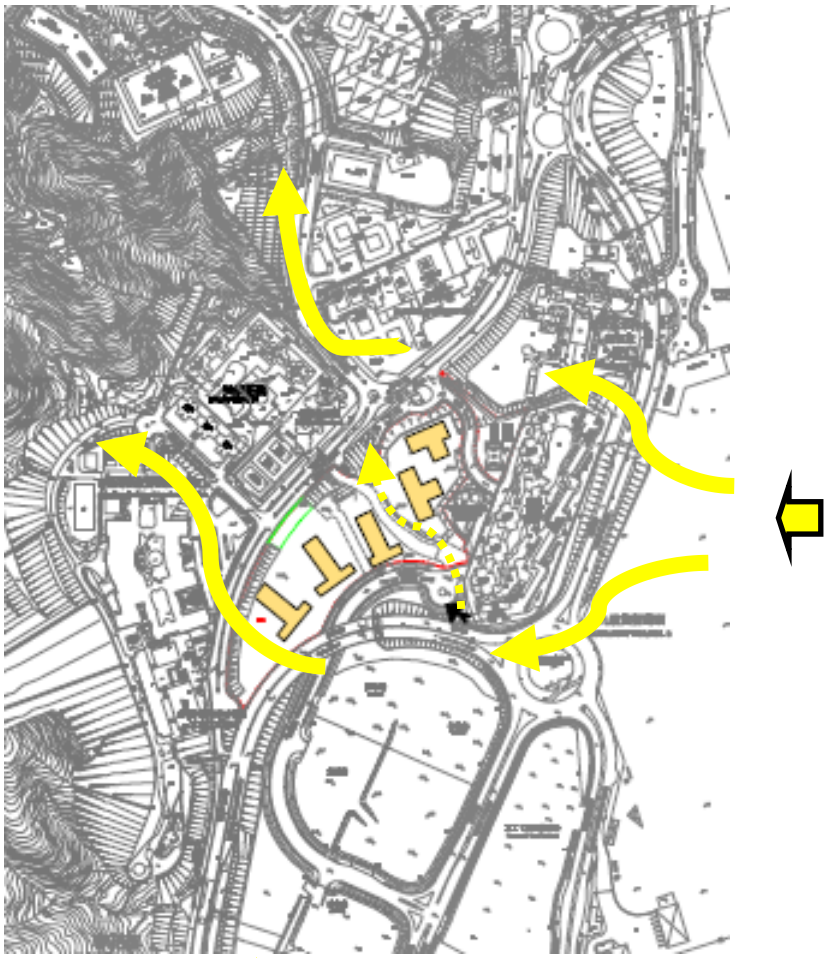


Proposed Scenario

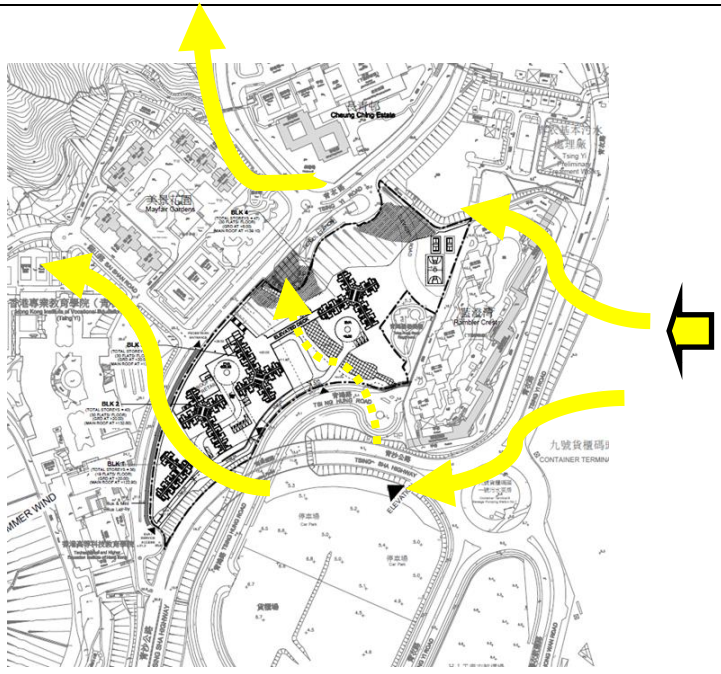
2.6.2 *Prevailing Wind from E* – **Figure 2.17** shows the wind environment at pedestrian level around the subject site under easterly prevailing wind schematically. Rambler Crest at the windward side acts as existing wind barrier to easterly wind. Incoming wind must bypass the wind blockage via the north wind passage (open spaces extending from the north of Rambler Crest to Tsing Hong Road) or the south wind passage (open spaces extending from the south of Rambler Crest to Sai Shan Road). Rambler Crest and Cheung Ching Estate ventilated by the north wind passage are not expected being notably affected by the proposed development. Current wind availability at Tsing Hung Road Playground which is located at the leeward side of Rambler Crest is hindered by the extensive podium majorly. The proposed buildings in both baseline and proposed schemes may not notably reduce the wind condition. Without the proposed development, wind from south passage reaches Mayfair Gardens, Mei King Playground and The Hong Kong Institute of Vocational Education (Tsing Yi) directly. Wind availability at these areas will be obstructed by the proposed buildings inevitably even if approaching wind can bypass the proposed buildings via southward of block 1 and building gaps between domestic blocks. The broaden building gap between domestic block 3 and domestic block 4 in the proposed design scheme can alleviate adverse influence, if any, on the pedestrian along Tsing Yi Road (Upper), Sai Shan Road and Mayfair Gardens. Also, setback along the northern boundary can help in prevailing wind reaching Mayfair Gardens and Sai Shan Road under proposed scenario. However, the blocks shift southwards would reduce prevailing wind penetration to the Hong Kong Institution of Vocational Education (Tsing Yi) under proposed scenario.

Figure 2.17 Wind Environment under Easterly Wind

Baseline Scenario



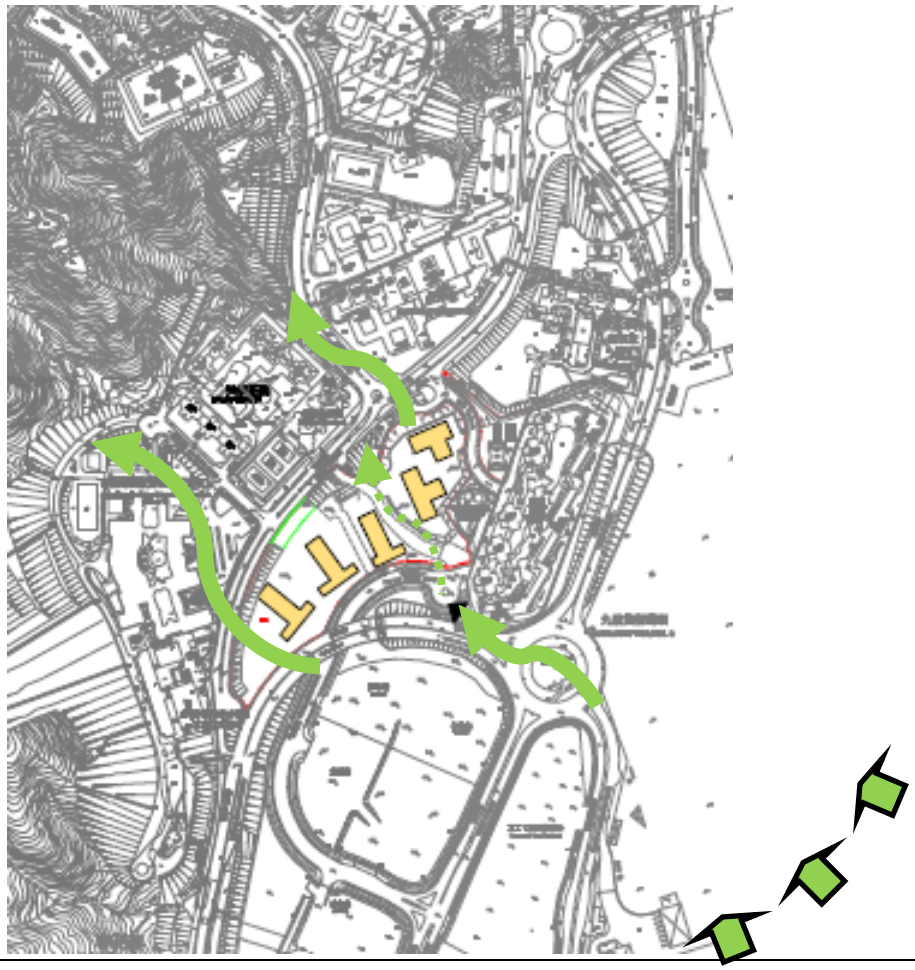
Proposed Scenario



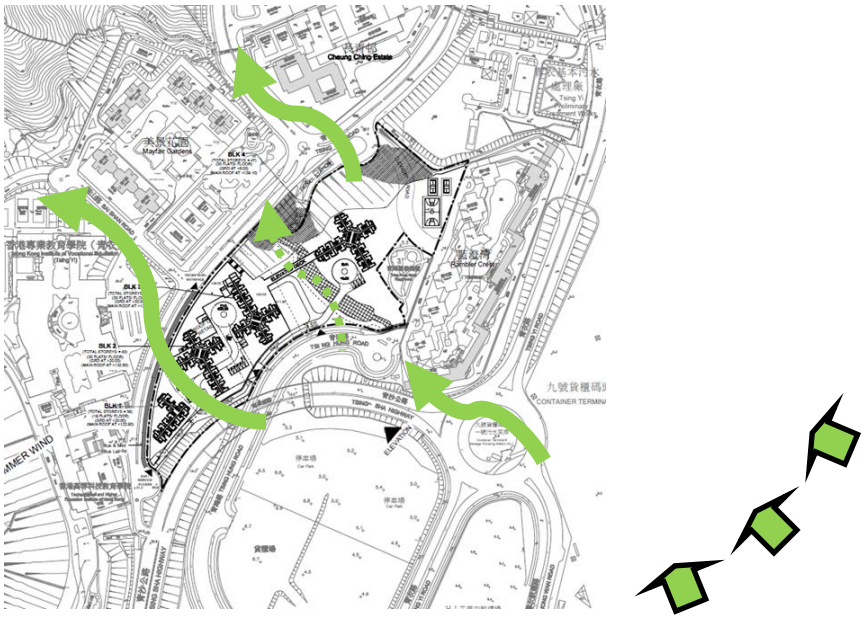
2.6.3 *Prevailing Winds from ESE, SE and SSE* – **Figure 2.18** shows the wind environment at pedestrian level around the subject site under south-easterly prevailing winds schematically. Similar to easterly prevailing wind condition, Rambler Crest at the windward side is not expected being affected by the proposed development. Current wind availability at Tsing Hung Road Playground which is located at the leeward side of Rambler Crest is hindered by the extensive podium majorly. The proposed buildings in both baseline and proposed schemes may not notably reduce the wind condition. Without the proposed development, wind from south passage reaches Mayfair Gardens, Mei King Playground and The Hong Kong Institute of Vocational Education (Tsing Yi) directly. In both baseline and proposed design schemes, domestic block 1 and domestic block 2 are situated at the south wind passage, wind availability at these areas will be obstructed by the proposed buildings inevitably even if approaching wind can bypass the proposed buildings via southward of block 1 and building gaps between domestic blocks. On one hand, part of the Cheung Ching Estate and Tsing Yi Road (upper) adjoining the estate are situated leeward of the proposed development. On the other hand, wind advancement towards Ching Hong Road can pass through the wind corridor between domestic block 3 and domestic block 4. Hence the proposed development may alter the wind environment around Cheung Ching Estate and surrounding Tsing Yi Road. In the proposed design scheme, broadened building separation which aligned wind passage with Ching Hong Road increase prevailing wind penetration toward downstream residential area along Ching Hong Road and Mayfair Gardens. Also, reduction of one domestic block can reduce the size of wake region significantly. Both measures can alleviate the impact on ventilation performance around Cheung Ching Estate.

Figure 2.18 Wind Environment under South-Easterly Winds

Baseline Scenario



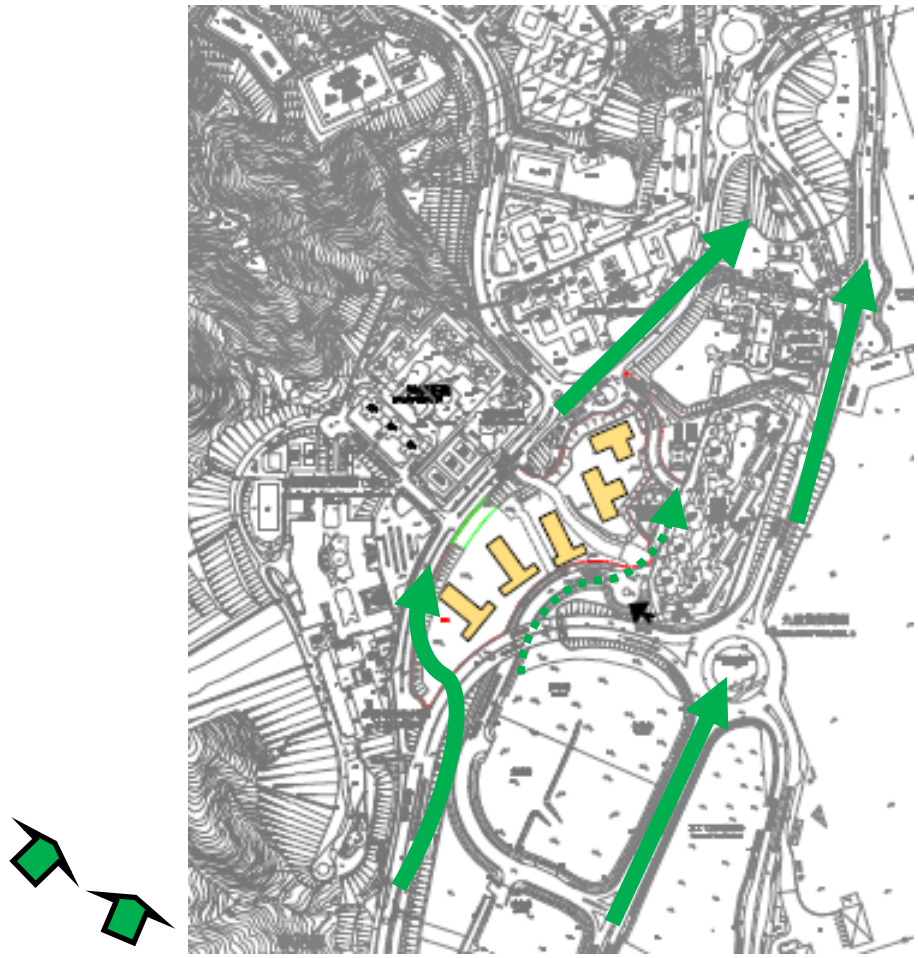
Proposed Scenario



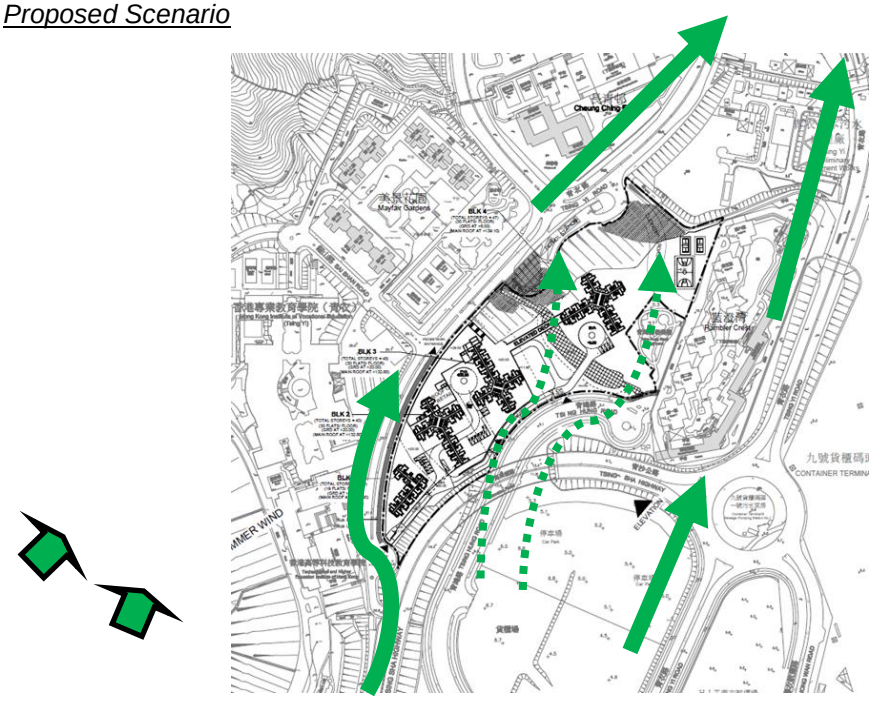
2.6.4 *Prevailing Winds from SSW and SW* – **Figure 2.19** shows the wind environment at pedestrian level around the subject site under south-westerly prevailing winds schematically. Similar to north-easterly prevailing wind condition, the proposed development shall impose negligible impact on the breezeway at Tsing Yi Road (Lower) and neighbouring development, including Rambler Crest. Instead, the proposed development narrows the breezeway at Tsing Yi Road (Upper) and affects local wind environment. Incoming wind bifurcated by domestic block 1 in both baseline and proposed design schemes travels through the narrowed breezeway at Tsing Yi Road (Upper) majorly. Wind availability along Tsing Yi Road (upper) and neighbouring developments, including The Hong Kong Institute of Vocational Education (Tsing Yi), Mei King Playground, Mayfair Gardens and Cheung Ching Estate will inevitably be reduced. On the other hand, wind diverted to the secondary wind corridor between the proposed development and Rambler Crest, which can be advantageous to the ventilation performance at Tsing Hung Road Playground. Similar to north-easterly wind condition, the broaden wind passage between domestic block 3 and domestic block 4 joins the separated breezeway along Tsing Yi Road (Upper) and Tsing Hung Road, avoiding undesirable localized wind stagnation and amplification. The increase in distance between proposed residential block and Cheung Ching Estate due to reduction of one residential block under the proposed scenario could alleviate the ventilation impact on Cheung Ching Estate and surrounding areas.

Figure 2.19 Wind Environment under South-Westerly Winds

Baseline Scenario



Proposed Scenario



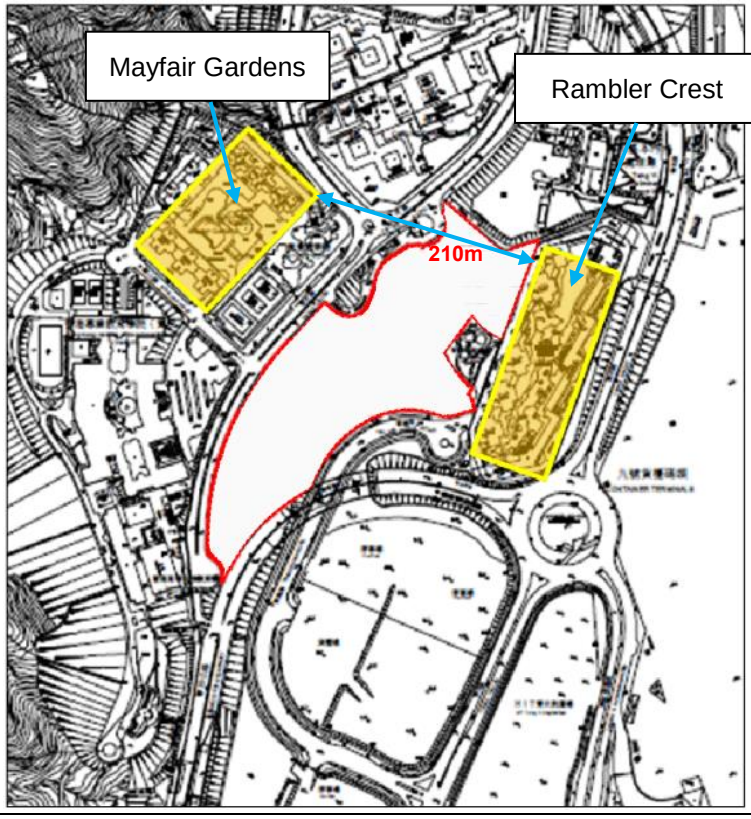
2.7 Mitigation Measures

2.7.1 The design scheme has incorporated following mitigation measures to response the above problematic areas.

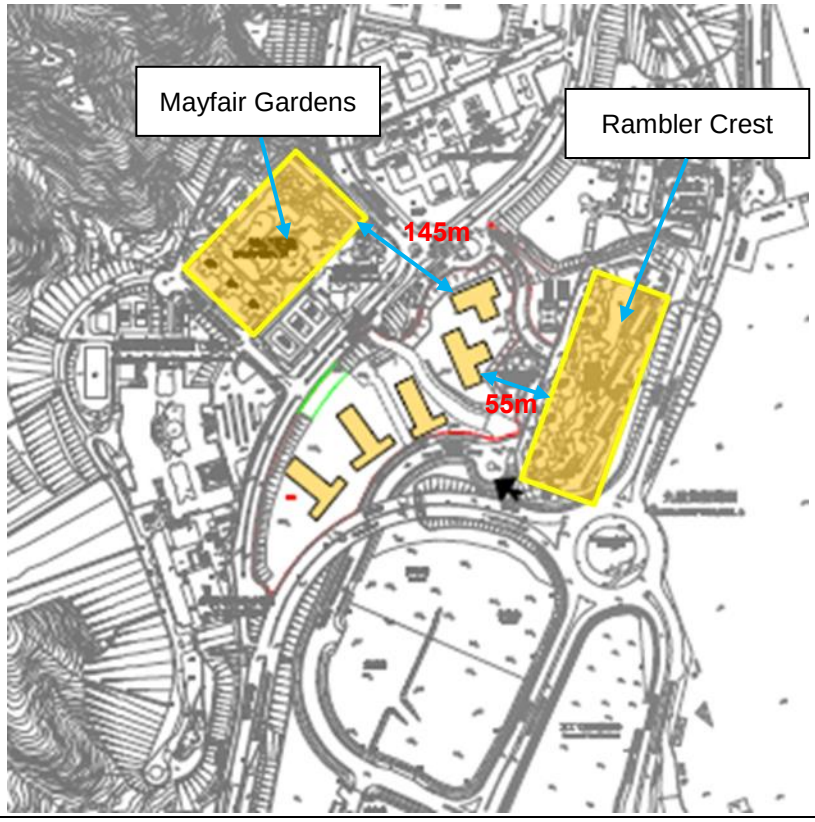
2.7.2 *Preservation of Existing Breezeway at Tsing Yi Road (Upper)* – Tsing Yi Road (Upper) is the principal breezeway for Cheung Ching Estate, Mayfair Gardens, Mei King Playground and The Hong Kong Institute of Vocational Education (Tsing Yi) under north-easterly and south-westerly prevailing wind conditions. **Figure 2.20** shows the building separation under existing, baseline and proposed scenarios. The existing breezeway extends from Mei King Playground to the east end of the subject site with a total width of 210m approximately. In order to minimize the impact on surrounding wind environment, the separation distance between the proposed buildings in the subject site and surrounding buildings is maximized. In the baseline design scheme, the proposed domestic blocks are separated from Mayfair Gardens and Rambler Crest by at least 145m and at least 55m respectively. In the proposed design scheme, the proposed domestic blocks are separated from Mayfair Gardens and Rambler Crest by at least 140m and at least 60m respectively. All separations are commodious for wind penetration.

Figure 2.20 Building Separation under Existing, Baseline and Proposed Scenarios

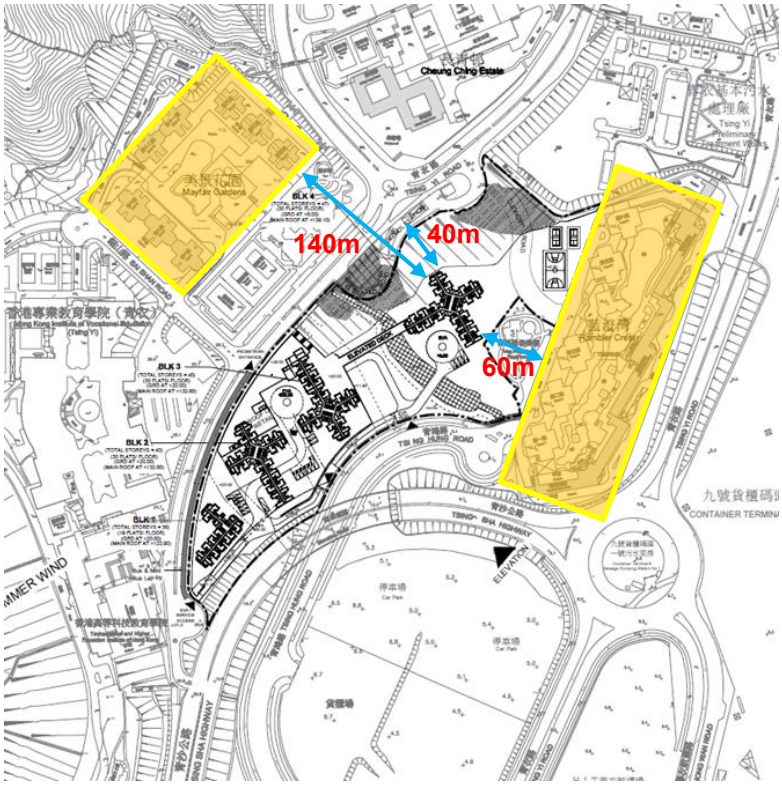
Existing Scenario



Baseline Scenario



Proposed Scenario



2.7.3 *Reduction of One Domestic Block* – Number of domestic blocks has been reduced from five in the baseline design scheme to four in the proposed design scheme, allowing widening of building separation between domestic block 3 and domestic block 4.

2.7.4 *Building Separation and Alignment* – In both baseline and proposed design scheme, domestic blocks are allocated strategically such that the separation distance is at least 15m. A cardinal wind corridor with 36m in width (Refer to **Figure 2.14**) is provided between domestic blocks 3 and 4, aligned collaterally with Ching Hong Road in baseline design scheme. The wind corridor is further broaden by about 80% to 65m (Refer to **Figure 2.15**) in the proposed design scheme. On one hand, wind can advance towards Cheung Ching Estate and downstream residential areas along Ching Hong Road more effectively under south-easterly wind. On the other hand, two major breezeways along Tsing Yi Road (Upper) and Tsing Hung Road are connected to avoid local wind stagnation and wind funnelling under north-westerly and south-westerly prevailing winds.

2.7.5 To sum up, the proposed development will impose negligible impact on the breezeway at Tsing Yi Road (Lower). Therefore, adverse impact on Rambler Crest is not expected under major prevailing wind directions. However, given the site location, the proposed buildings will affect the breezeway at Tsing Yi Road (Upper) partially. Consequently, ventilation performance at Mayfair Gardens, Mei King Playground and The Hong Kong Institute of Vocational Education (Tsing Yi), which currently relies on that breezeway, will be affected inevitably. Under easterly, south-easterly and southerly prevailing winds, wind availability at these areas will be obstructed by the proposed buildings inevitably even if approaching wind can bypass the proposed buildings via southward of block 1 and building gaps between domestic blocks. Meanwhile, disturbance on local wind condition at Cheung Ching Estate would also be notable under south-easterly winds and south-westerly winds.

2.7.6 The proposed development has been designed properly to incorporate appropriate alleviation measures including preservation of the existing wind corridors with effort, maximizing the width of breezeway, reducing number of building blocks and increasing building permeability whenever possible to reduce the impact on ventilation performance and pedestrian wind comfort.

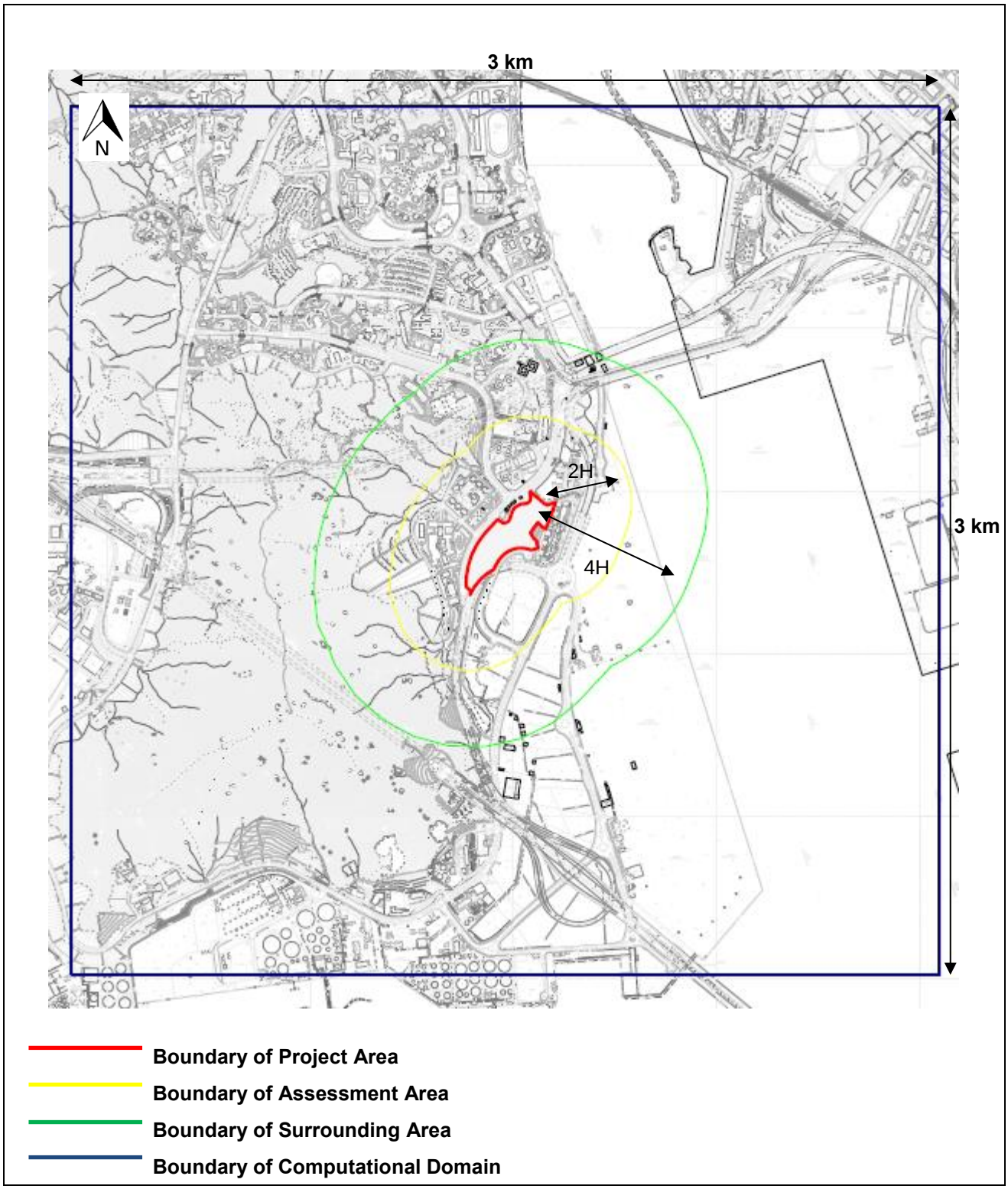
3 METHODOLOGY FOR INITIAL STUDY

3.1.1 This expert evaluation has provided a qualitative identification of ventilation performance of the subject site. In order to evaluate the ventilation performance at pedestrian level quantitatively and a better visualization on airflow pattern and wind corridors, AVA Initial Study will be carried out to provide better illustration of ventilation performance of the proposed development.

3.1.2 Refer to the Technical Guide for Air Ventilation Assessment for Development in Hong Kong, Computational Fluid Dynamics (CFD) simulations together by imposing meteorological data collected from RAMS model as boundary condition is accepted as appropriate method for AVA initial study.

3.1.3 For AVA initial study, wind environment surrounding the project area will be simulated under 8 annual prevailing wind directions (which represent occurrence of more than 75% of time) and summer prevailing wind directions. **Figure 3.1** shows the assessment area and surrounding area of AVA initial study, which include the area within distance of 2H and 4H from the site boundary, where H is the maximum building height in the development. Wind velocity ratio (VR) which is obtained at various test point locations distributed uniformly within the assessment area is used as ventilation performance indicator.

Figure 3.1 Study Area of AVA Initial Study



3.1.4 Wind velocity ratio (VR) is defined as VR = V_p/V_{inf}, where V_p is the wind velocity at test point locations and V_{inf} is the unobstructed wind velocity at the top of boundary layer. VR indicates the wind availability experienced by pedestrian, which is a simple indicator to reflect the wind environment of the subject site.

4 SUMMARY AND CONCLUSION

4.1.1 Qualitative assessment of the wind environment regarding Public Rental Housing Development at Tsing Yi Area 22B has been carried out. Ventilation Issues has been identified in this report.

4.1.2 According to the RAMS annual wind rose, RAMS summer wind rose, MM5 annual wind rose, HKO annual wind rose at Shell Oil Depot and the monthly wind rose at Waglan Island weather station in 2011, it can be noted that annual prevailing wind comes from NE, ENE, E, ESE, SE and SSE directions, while summer prevailing wind comes from ESE, SE, SSE, S, SW and SSW directions.

4.1.3 The proposed design scheme has incorporated measures to alleviate against the ventilation impact, including broadening wind corridors, arranging building orientation, reduction of building blocks, etc. AVA initial study will assess the effectiveness of the features deployed quantitatively and identify any additional focus area.

4.1.4 In order to assess ventilation performance quantitatively and visualize wind flow pattern, an AVA initial study adopting CFD simulation will be carried out soon and the methodology of AVA initial study has been formulated in this report.

Proposed Public Housing development at Tsing Yi Area 22B
Air Ventilation Assessment – Executive Summary
April 2016

In order to recognize the ventilation impact arisen from the proposed development, air ventilation assessment covering expert evaluation and initial study has been employed to evaluate the ventilation impact on the project area and the surrounding. Expert evaluation assesses the ventilation performance under existing, baseline and proposed scenarios qualitatively and measures the effectiveness of mitigation incorporated in the proposed design scheme relative to the baseline design scheme. Initial study quantifies the ventilation performance under existing and proposed scenarios by computational fluid dynamics simulations. The executive summary presents the key findings from air ventilation assessment.

Regional Atmospheric Modeling System (RAMS) annual and summer wind roses released by the Planning Department are employed to identify the prevailing wind directions. Annual prevailing wind directions include northeast (NE), east-northeast (ENE), east (E), east-southeast (ESE), southeast (SE), south-southeast (SSE), south (S) and south-southwest (SSW), while summer prevailing wind directions include E, ESE, SE, SSE, S, SSW, southwest (SW) and west-southwest (WSW). Simulated wind environment is indicated by wind velocity ratio (VR), which is ratio of wind velocity at the test points to the wind velocity at 500m unaffected by urban morphology. Site wind velocity ratio (SVR) which is the VR averaged by all perimeter test points in all prevailing wind directions indicates the ventilation performance at the immediate surrounding. Local wind velocity ratio (LVR) which is the VR averaged by all perimeter test points and overall test points in all prevailing wind directions indicates the ventilation performance at the Assessment Area, that is perpendicular distance of 2H from the project boundary, where H is the maximum building height within the project area.

Wind Velocity Ratios

Under annual condition, existing scenario achieves SVR of 0.21 and LVR of 0.20 respectively, while proposed scenario achieves SVR of 0.19 and LVR of 0.19 respectively.

Table 1 SVR and LVR under annual wind condition

	Existing Scenario	Proposed Scenario
SVR	0.21	0.19
LVR	0.20	0.19

Under summer condition, existing scenario achieves SVR of 0.24 and LVR of 0.21 respectively, while proposed scenario achieves SVR of 0.20 and LVR of 0.19 respectively.

Table 2 SVR and LVR under summer wind condition

	Existing Scenario	Proposed Scenario
SVR	0.24	0.20
LVR	0.21	0.19

The contours of weighted VR of the existing scenario and proposed scenario under annual condition and summer condition are shown in Figures 1 and 2 respectively.

Key Analysis of Focus Areas – Annual Wind Condition

Table 3 VRs at Focus Areas under Annual Wind Condition

No.	Focus Area	Test Points	Existing Scenario	Proposed Scenario
1	Cheung Fai Road	T1 – T3	**0.22**	**0.21**
2	Tsing Yi Preliminary Treatment Works	T4 – T7	**0.27**	**0.26**
3	Tsing Yi Road (Lower)	T8 – T16	**0.27**	**0.28**
4	Rambler Crest	S1 – S6	**0.19**	**0.19**
5	Tsing Hung Road	T17 – T23	**0.19**	**0.19**
6	Tsing Hung Road Playground	T24 – T25	**0.16**	**0.26**
7	Tsing Sha Highway	T26 – T29	**0.24**	**0.25**
8	IVE (Tsing Yi)	T30 – T54	**0.13**	**0.14**
9	Mayfair Gardens Bus Terminus	T55 – T56	**0.15**	**0.16**
10	Sai Shan Road	T57 – T58	**0.17**	**0.14**
11	Mayfair Gardens	T59 – T61 S7 – S11	**0.16**	**0.16**
12	Mei King Playground	T62 – T65	**0.27**	**0.26**
13	Ching Hong Road	T66 – T70	**0.26**	**0.21**
14	Cheung Ching Estate	T71 – T84	**0.15**	**0.14**
15	Tsing Yi Road (Upper)	T85 – T90	**0.28**	**0.25**

Under the Existing Scenario, average VRs at Rambler Crest, Tsing Hung Road, Tsing Hung Road Playground, IVE(Tsing Yi), Sai Shan Road, Mayfair Gardens, Mayfair Gardens Bus Terminus and Cheung Ching Estate are lower than the LVR. This represents that the ventilation performance at these areas are worse than the average wind environment of the studied area. Such phenomenon may be due to Rambler Crest having a long continuous façade facing the easterly direction, blocking easterly winds from flowing to its downstream areas. IVE (Tsing Yi) has the lowest ventilation performance amongst all the Focus Areas as it is in the downstream of Mayfair Gardens under winds from the north-east quadrant.

Comparing the Existing and Proposed Scenarios, the same ventilation performance is found at Rambler Crest, Tsing Hung Road and Mayfair Gardens. Rambler Crest is located at the upwind location of the project site under most of the annual prevailing wind directions. The ventilation impact at Rambler Crest due to the proposed development is therefore insignificant. As for Tsing Hung Road, part of the road benefits from the channelled wind between the proposed development and Rambler Crest but part of it is located at the downwind side of the project site under winds from the north-east quadrant. In balance, it results in a similar ventilation performance between the Existing and Proposed Scenarios for this focus area. Although the proposed development will inevitably affect the general annual wind availability at the downstream area, the 60m building separation between Block 3 and Block 4 of the proposed development allows the southerly winds to penetrate through the site and reach Mayfair Gardens.

Under the annual condition, significant improvement is found at Tsing Hung Road Playground. Under the existing scenario, the VR at this focus area is below the LVR. With the proposed development, it has been improved above LVR. It is because the proposed high-rise buildings introduce downwashed wind from the north-east and south-east quadrants to the pedestrian level bringing significant localized improvements in ventilation performance. The separation between the proposed development and Rambler Crest would also channelize the wind and further enhance the local air ventilation performance at the playground.

Slightly increased VRs at Tsing Yi Road (Lower), Tsing Sha Highway, IVE(Tsing Yi) and Mayfair Gardens Bus Terminus is found under the Proposed Scenario. Ventilation performance at IVE (Tsing Yi) and Mayfair Gardens Bus Terminus are improved benefitting from the channeling effect of winds from south-east quadrant by the building separation between Blocks 1 and 2. The proposed development slightly enhances the ventilation performance at IVE (Tsing Yi).Winds from the north-east quadrant channeled between the proposed development and Rambler Crest may bring improvement along Tsing Sha Highway. More wind will also flow along Tsing Yi Road (Lower) when compared to the Existing scenario as the proposed development would divert the north-easterly wind to flow along Tsing Yi Road (Lower).

Deterioration in ventilation performance is found at Sai Shan Road, Ching Hong Road and Tsing Yi Road (Upper) under the Proposed Scenario. The proposed development blocks the prevailing winds from entering these areas from the south-east quadrant. The wind environment at Cheung Ching Estate and Mei King Playground is slightly worsened due to the same reason. At the Focus Areas of Cheung Fai Road and Tsing Yi Preliminary Treatment Works, the annual VRs are slightly reduced under the Proposed Scenario. The proposed development, located at the upwind area of these areas, slightly reduces their wind availability from the south-west quadrant.

Key Analysis of Focus Areas – Summer Wind Condition

Table 4 VRs at Focus Areas under Summer Wind Condition

No.	Focus Area	Test Points	Existing Scenario	Proposed Scenario
1	Cheung Fai Road	T1 – T3	**0.16**	**0.15**
2	Tsing Yi Preliminary Treatment Works	T4 – T7	**0.29**	**0.29**
3	Tsing Yi Road (Lower)	T8 – T16	**0.25**	**0.26**
4	Rambler Crest	S1 – S6	**0.22**	**0.21**
5	Tsing Hung Road	T17 – T23	**0.21**	**0.20**
6	Tsing Hung Road Playground	T24 – T25	**0.25**	**0.36**
7	Tsing Sha Highway	T26 – T29	**0.25**	**0.24**
8	IVE (Tsing Yi)	T30 – T54	**0.15**	**0.16**
9	Mayfair Gardens Bus Terminus	T55 – T56	**0.13**	**0.15**
10	Sai Shan Road	T57 – T58	**0.18**	**0.13**
11	Mayfair Gardens	T59 – T61 S7 – S11	**0.18**	**0.16**
12	Mei King Playground	T62 – T65	**0.29**	**0.24**
13	Ching Hong Road	T66 – T70	**0.30**	**0.22**
14	Cheung Ching Estate	T71 – T84	**0.13**	**0.11**
15	Tsing Yi Road (Upper)	T85 – T90	**0.30**	**0.20**

In summer prevailing wind directions, significant improvement is again found at Tsing Hung Road Playground. Improvement in VRs is also found at Mayfair Gardens Bus Terminus, Tsing Yi Road (Lower) and IVE(Tsing Yi). The rationale is similar to the annual condition.

Deterioration in ventilation performance at Mei King Playground, Ching Hong Road, Cheung Ching Estate, Tsing Yi Road (Upper), Sai Shan Road and Cheung Fai Road is found and the reasons is similar to the annual condition. Worsened ventilation performance is also found at Mayfair Gardens. The higher

frequencies of winds from the southerly quadrant under the summer condition would mean an increased impact on Mayfair Gardens by the proposed development.

Slightly reduced VR is found at Tsing Hung Road, Rambler Crest, and Tsing Sha Highway. Under winds from the south-west quadrant, Rambler Crest falls within the wake region of the proposed development. The proposed development would also reduce the general wind availability along Tsing Sha Highway and Tsing Hung Road as it blocks wind penetration when compared to the existing open ground condition.

Under summer prevailing wind condition, same ventilation performance is achieved at Tsing Yi Preliminary Treatment Works under Existing and Proposed Scenarios.

Effectiveness of the Mitigation Measures

The proposed design scheme has incorporated the following mitigation measures to alleviate the ventilation impact on the surrounding.

Preservation of Existing Breezeway along Tsing Yi Road (Upper) – Tsing Yi Road (Upper) and the project area are the principal breezeway for prevailing winds from all directions. Existing developments along Tsing Yi Road (Upper), including Cheung Ching Estate, Mei King Playground, Mayfair Gardens and IVE (Tsing Yi), rely on the breezeway for ventilation. The existing breezeway with a minimum width of 210m covers the open area of Mei King Playground and the project area. In order to minimize the impact on surrounding wind environment, the separation distance among proposed buildings and surrounding building is retained if possible. In the baseline design scheme (5 blocks), the proposed residential blocks are separated from Mayfair Gardens by 145m, while they are separated from Rambler Crest by 55m. In the proposed design scheme (4 blocks), the proposed residential blocks are separated from Mayfair Gardens by 140m, while they are separated from Rambler Crest by 60m. All separations are wide enough for the penetration of NE, ENE and E prevailing winds along Tsing Yi Road (Upper) and the penetration of NE, ENE, ESE, SE, SSE, S, SSW, SW and WSW prevailing winds through the open area between the proposed development and Rambler Crest. Hence, VR at Tsing Hung Road Playground and Tsing Yi Road (Upper) should be similar under baseline and proposed scenarios.

Reduction of One Residential Block – Number of residential blocks has been reduced from five in the baseline design scheme to four in the proposed design scheme. This measure reduces the size of wind shadow induced at the leeward side of proposed residential blocks significantly. The wind shadow might cover Cheung Ching Estate and surrounding Tsing Yi Road (Upper) under ESE, SE, SSE, S, SSW, SW and WSW prevailing winds. Hence, VR at the aforementioned locations under proposed scenario could be recovered partially.

Building Separation and Alignment – In both baseline and proposed design schemes, proposed residential blocks are allocated strategically such that the separation distance is at least 15m. A cardinal wind corridor of 35m is provided between block 3 and block 4, aligned collaterally with Ching Hong Road in the baseline design scheme, which is broaden by 80% approximately to 65m in the proposed design scheme. The wind corridor is effective to conduct ESE, SE, SSE, S, SSW, SW and SSW prevailing winds partially from Tsing Hung Road to Tsing Yi Road (Upper). Hence, VR along Tsing Yi Road (Upper) and neighboring downstream areas, including Cheung Ching Estate and Ching Hong Road under proposed scenario could be recovered partially.

Concluding Remarks

The annual SVR for the Existing Scenario and Proposed Scenario are 0.21 and 0.19 respectively, while the summer SVR are 0.24 and 0.20 respectively. The annual LVR for the Existing Scenario and Proposed

Scenario are 0.20 and 0.19 respectively, while the summer LVR are 0.21 and 0.19 respectively. There is deterioration in ventilation performance in both annual and summer conditions comparing the existing open ground condition to the Proposed Scenario. However, the proposal would bring improvement to the wind environment of some areas including Tsing Hung Road Playground, Mayfair Gardens Bus Terminus, IVE(Tsing Yi) and Tsing Yi Road (Lower) under both annual and summer conditions.

Considering the Baseline Scheme (5 blocks) in the expert evaluation and the Proposed Scenario (4 blocks), substantial effort has been made to alleviate the potential impact by incorporating the aforementioned mitigation measures and the deterioration of ventilation performance can be deemed not significant in view of the effect on local air ventilation performance which is reduced from 0.21 to 0.19.

In detailed design stage, further wind enhancement features should be incorporated into the design to enhance the wind environment. Quantitative AVA should be carried out to assess the ventilation performance of the future development.

Figure 1 Annual average VR under existing and proposed scenarios

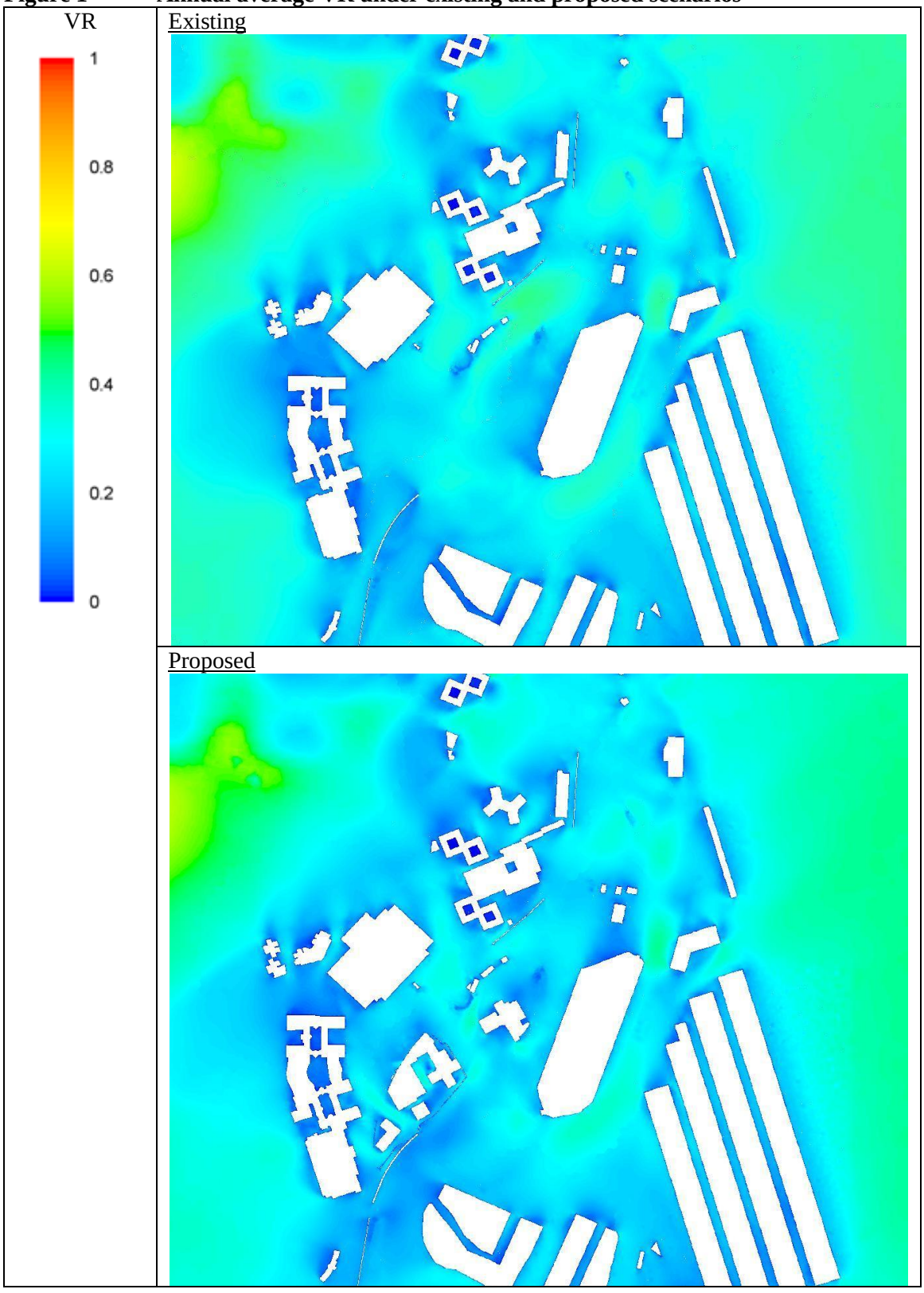
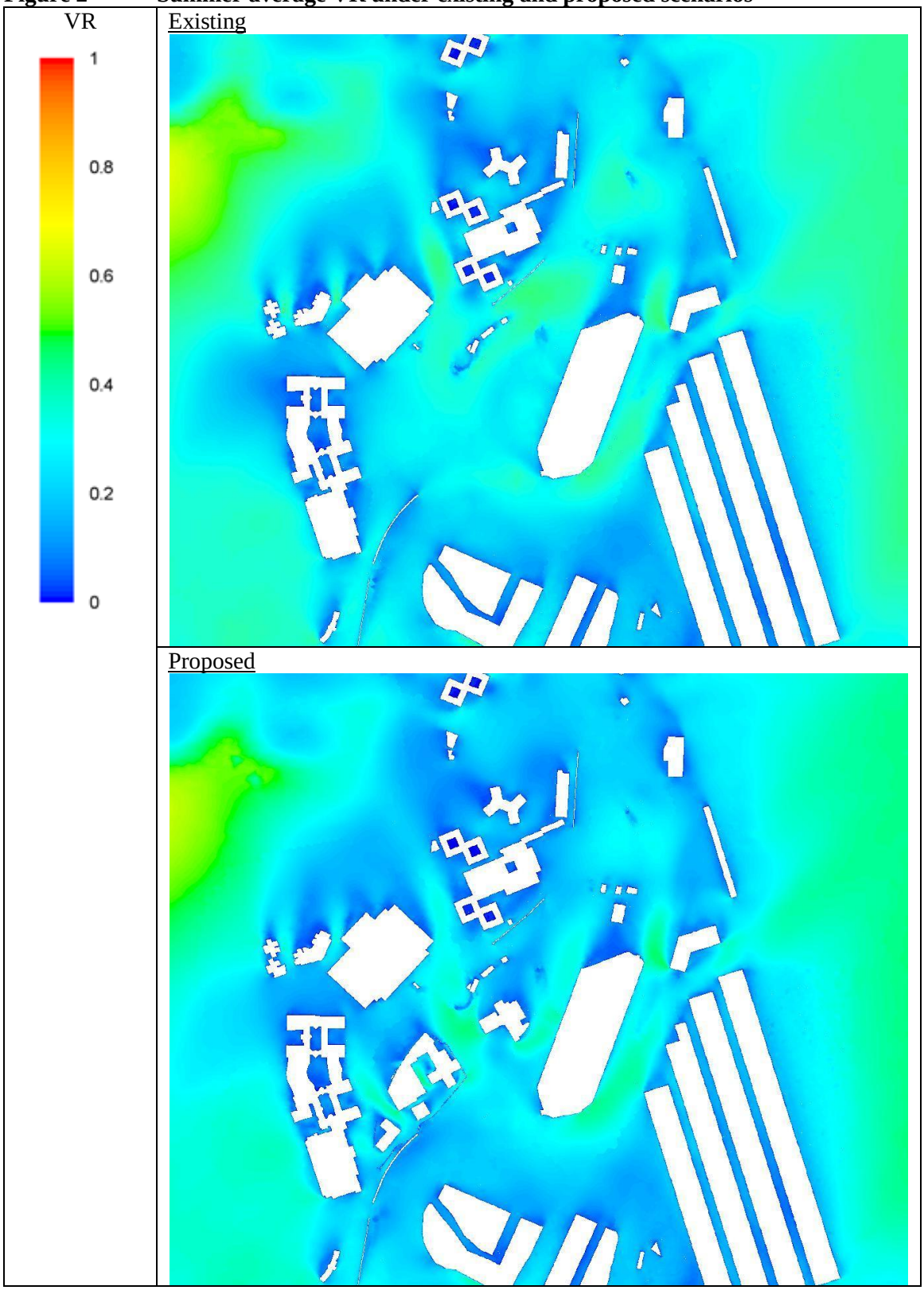


Figure 2 Summer average VR under existing and proposed scenarios



Preliminary Tree Survey for Tsing Yi Area 22B

Introduction:

1.0 A preliminary tree survey for the captioned project was carried out in February 2015. It consists of a preliminary study for existing trees on site in groups of different girth size, with respect to their species and approximate quantities of each group by visual inspection. The survey extent has covered the following areas at Area 22B, Tsing Yi as shown in the attached location plan.

Site condition:

2.0 The subject site is located at Tsing Hung Road, Tsing Yi. It is bounded by Tsing Yi Road at the West, Tsing Hung Road and Container Terminal 9 at the South, Rambler Crest and LCSD playground at the East, Cheung Ching Estate and Mayfair Gardens at the North. The existing land is vacant government land, it is formed by three terrace platforms at 14.9mPD, 11.5mPD and 5.7mPD that are separated by a series of fill & cut slopes. An elevated private road from Tsing Yi Road to Rambler Crest divides the site into 2 parts (site remains intact under the elevated road). Also, the site is also bisected by drainage reserve & waterworks reserve into segments of land area.

Preliminary Tree Survey:

3.0 The preliminary tree survey reveals that there is no Old and Valuable Tree (OVT) or rare species within the site boundary. The existing trees are surveyed in groups and identified with their tree species, but no particular investigation is given to their respective health conditions and amenity value. Tree Risk Assessment (TRA) has not been carried out in these stages. The principle of retaining or removing the existing trees depends on the proposed development layout and the findings by detail tree survey. In this stage of assessment, it is anticipated that more than 80% of the existing trees have to be removed for future development (subject to the final development design and extent of works).

4.0 A detail tree survey will be carried out at the design stage to ascertain the location of these trees and to assess the impact to the project. The existing trees will be preserved as far as possible. For the surveyed existing trees that cannot be accommodated in the design or if the condition is unacceptable, tree transplant/ felling application and compensatory proposal will be submitted to Housing Department's Tree Preservation Committee for approval in accordance with the requirements in DEVB TC(W) No. 10/2013.

5.0 Categories of Trees

	Estimated Nos. of Tree	Tree Species
Tree with girth ≧ 1000mm	59	Acacia auriculiformis (大葉相思) Acacia confuse (台灣相思) Alstonia scholaris (糖膠樹) Casuarina equisetifolia (木麻黃) Eucalyptus citriodora (檸檬桉) Ficus hispida (對葉榕) Leucaena leucocephala (銀合歡) Melia azedarach (楝) Spathodea campanulata (火焰木)
Tree with girth ≧ 600mm and <1000mm	771	Acacia auriculiformis (大葉相思) Acacia confuse (台灣相思) Casuarina equisetifolia (木麻黃) Eucalyptus citriodora(檸檬桉) Ficus hispida (對葉榕) Leucaena leucocephala (銀合歡) Bauhinia variegata (宮粉羊蹄甲) Celtis sinensis (朴樹) Ficus microcarpa (細葉榕) Macaranga tanarius (血桐) Melaleuca quinquenervia (白千層)
Tree with girth ≧ 300mm and <600mm	1000	Acacia auriculiformis (大葉相思) Acacia confuse (台灣相思) Casuarina equisetifolia (木麻黃) Eucalyptus citriodora(檸檬桉) Ficus hispida (對葉榕) Leucaena leucocephala (銀合歡) Bauhinia variegata (宮粉羊蹄甲) Celtis sinensis (朴樹) Ficus microcarpa (細葉榕)

		Macaranga tanarius (血桐) Melaleuca quinquenervia (白千層)
Tree with girth ≧ 200mm and <300mm	48	Acacia auriculiformis (大葉相思) Acacia confuse (台灣相思) Leucaena leucocephala (銀合歡)

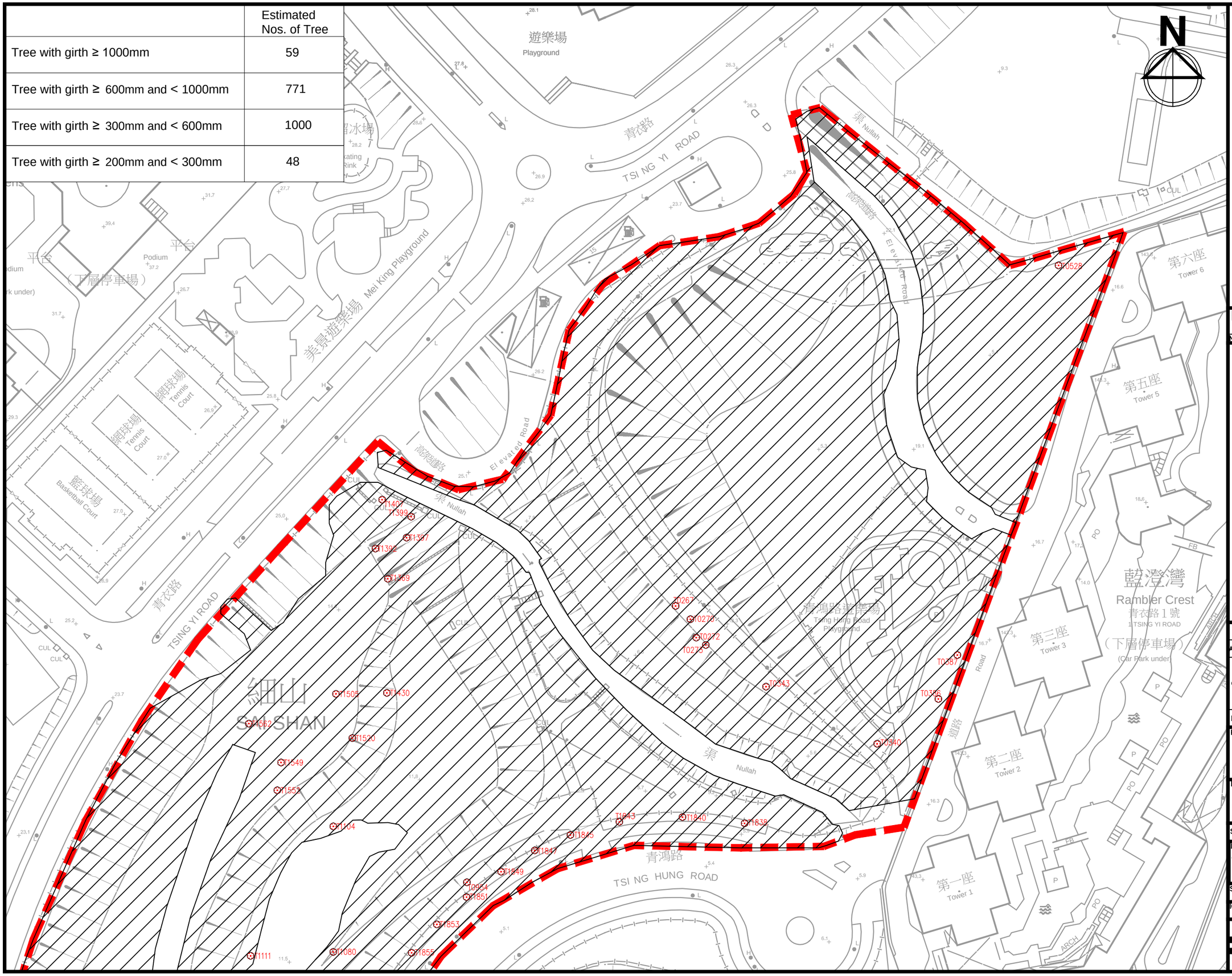
Preliminary Tree Survey Summary:

6.0 Preliminary tree survey by visual inspection for trees in groups was carried out in February 2015, in order to fulfill the need of initial site assessment, including that for existing trees and vegetation. The following data are summarized for easy reference:

- Nos. of existing tree surveyed: approx.: 1878 nos.
- Existing tree of girth size 1000mm: approx.: 59 nos.
- Existing trees are mainly common species (Acacia auriculiformis, Acacia confuse and Leucaena leucocephala) with average forms and low amenity value. Some of the existing trees are of poor health including deformed, damaged or cracked trunks, leaning caused structural conditions with failure potential due to limited & competitive slope woodland growing conditions.

END OF REPORT

	Estimated Nos. of Tree
Tree with girth ≥ 1000mm	59
Tree with girth ≥ 600mm and < 1000mm	771
Tree with girth ≥ 300mm and < 600mm	1000
Tree with girth ≥ 200mm and < 300mm	48



NOTES

- SITE BOUNDARY
- TREE WITH GIRTH ≥ 1000mm
- GROUPS OF TREE

REVISIONS

NO	DESCRIPTION AND DATE	INITIAL AND DESIGNATION DWN	CKD	AUTH

	NAME AND DESIGNATION	INITIAL	DATE
AUTHORISED	DENNIS YIP SLA/2		
CHECKED	TERESA LEE LA/T3		
	YAT SHING LAM STO(A)/24		
DRAWN	K.M. CHENG CTA/A606		

PROJECT
TSING YI AREA 22B

DRAWING TITLE
TREE SURVEY PLAN
(PRELIMINARY STUDY)
(SHEET 1 OF 2)

SCALE 1:500 @ A1 ; 1:1000 @ A3

DRAWING NO.
TYA / TS / L / LO-01

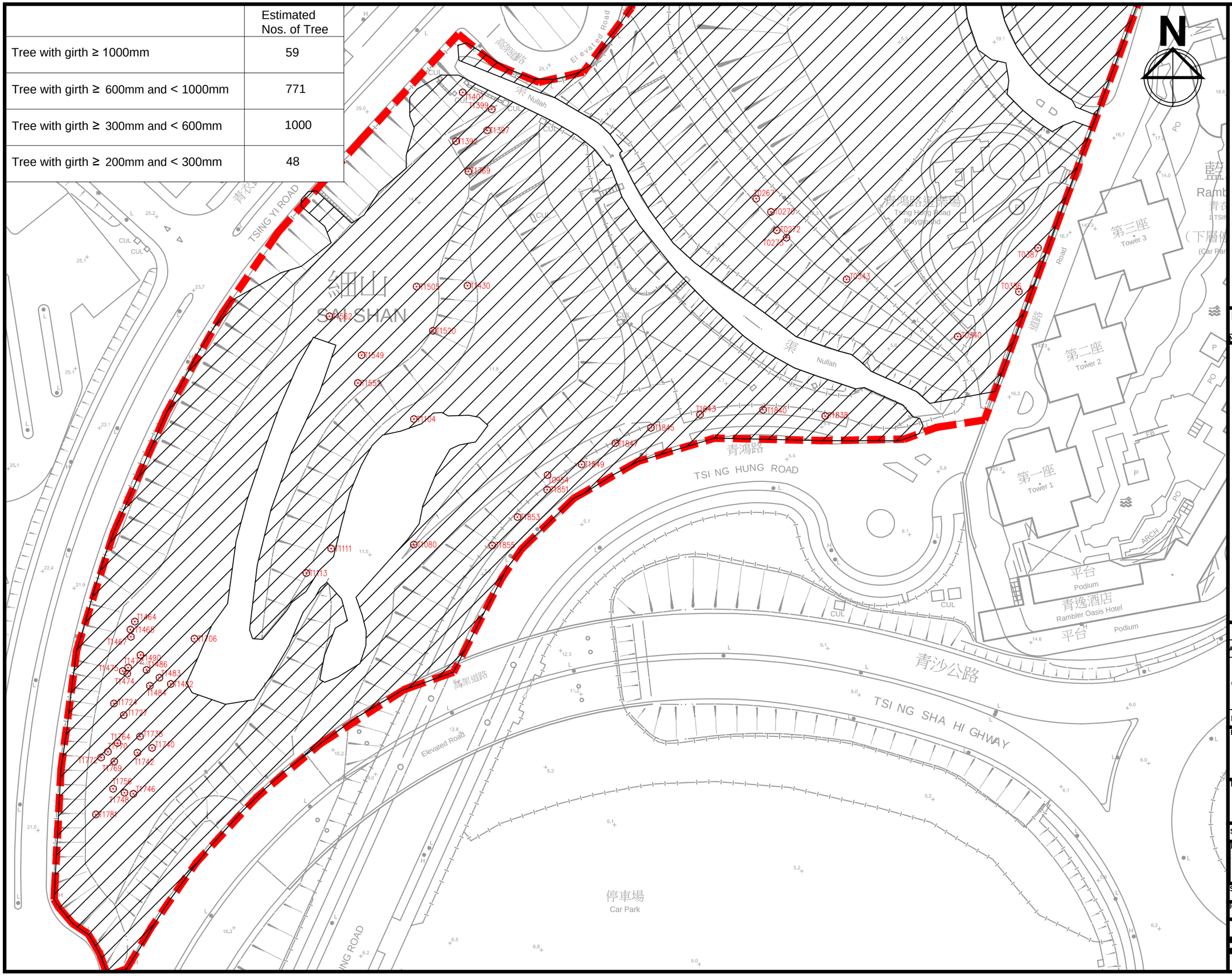
SOURCE

ICU NO.

AutoCAD 2000 A1 594 x 841

HOUSING DEPARTMENT

	Estimated Nos. of Tree
Tree with girth ≥ 1000mm	59
Tree with girth ≥ 600mm and < 1000mm	771
Tree with girth ≥ 300mm and < 600mm	1000
Tree with girth ≥ 200mm and < 300mm	48



NOTES

SITE BOUNDARY

TREE WITH GIRTH ≥ 1000mm

GROUPS OF TREE

REVISIONS

NO	DESCRIPTION AND DATE	INITIAL AND DESIGNATION DWN	CKD	AUTH

	NAME AND DESIGNATION	INITIAL	DATE
AUTHORISED	DENNIS YIP SLA/2		
CHECKED	TERESA LEE LA/T3		
	YAT SHING LAM STO(A)/24		
DRAWN	K.M. CHENG CTA/A606		

PROJECT
TSING YI AREA 22B

DRAWING TITLE
TREE SURVEY PLAN
(PRELIMINARY STUDY)
(SHEET 2 OF 2)

SCALE 1:500 @ A1 ; 1:1000 @ A3

DRAWING NO.
TYA / TS / L / LO-02

SOURCE

ICU NO.

AutoCAD 2000 A1 594 x 841

HOUSING DEPARTMENT

Provision of Major Community and Open Space Facilities in Tsing Yi

(Existing Population: 191,750)
(Planned Population: 211,950) (1)

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision	
District Open Space	10 ha per 100,000 persons	19.34 ha	19.72 ha	20.79 ha	1.45 ha
Local Open Space	10 ha per 100,000 persons	19.34 ha	42.27 ha	45.81 ha	26.47 ha
Secondary School	1 whole-day classroom for 40 persons aged 12-17	208 classrooms	184	244	36 classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6-11	323 classrooms	324	324	1 classroom
Kindergarten/ Nursery	26 classrooms for 1,000 children aged 3-6	99 classrooms	148	148	49 classrooms
District Police Station	1 per 200,000 to 500,000 persons	0	1	1	1
Divisional Police Station	1 per 100,000 to 200,000 persons	1	1	1	0
Hospital	5.5 beds per 1,000 persons	1,166 beds	0	0	-1,166 beds
Specialist Clinic/Polyclinic	1 specialist clinic/polyclinic whenever a regional or district hospital is built	NA	0	0	NA
Clinic/Health Centre	1 per 100,000 persons	2	2	2	0
Magistracy (with 8 courtrooms)	1 per 660,000 persons	NA	0	0	NA
Market	No set standard	NA	0	0	NA
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24	2	5	5	3
Integrated Family Services Centres	1 for 100,000 to 150,000 persons	1	2	2	1
Library	1 district library for every 200,000 persons	1	1	1	0
Sports Centre	1 per 50,000 to 65,000 persons	3	3	4	1
Sports Ground/ Sport Complex	1 per 200,000 to 250,000 persons	1	1	1	0
Swimming Pool Complex - standard	1 complex per 287,000 persons	1	1	1	0

Note: (1) The planned population for the OZP area is 193 420 (including usual residents and mobile residents). If the transient population of 18 530 (e.g. tourists) is included, the figure will be 211 950.
(2) The demand for open space is calculated based on the planned population of 193 420.
(3) Some facilities are assessed on a wider district basis, e.g. hospital beds. The shortfall in the OZP area could be addressed by the provision in the adjoining area.

青衣區主要社區設施

(現有人口: 191,750)
(計劃人口: 211,950) (1)

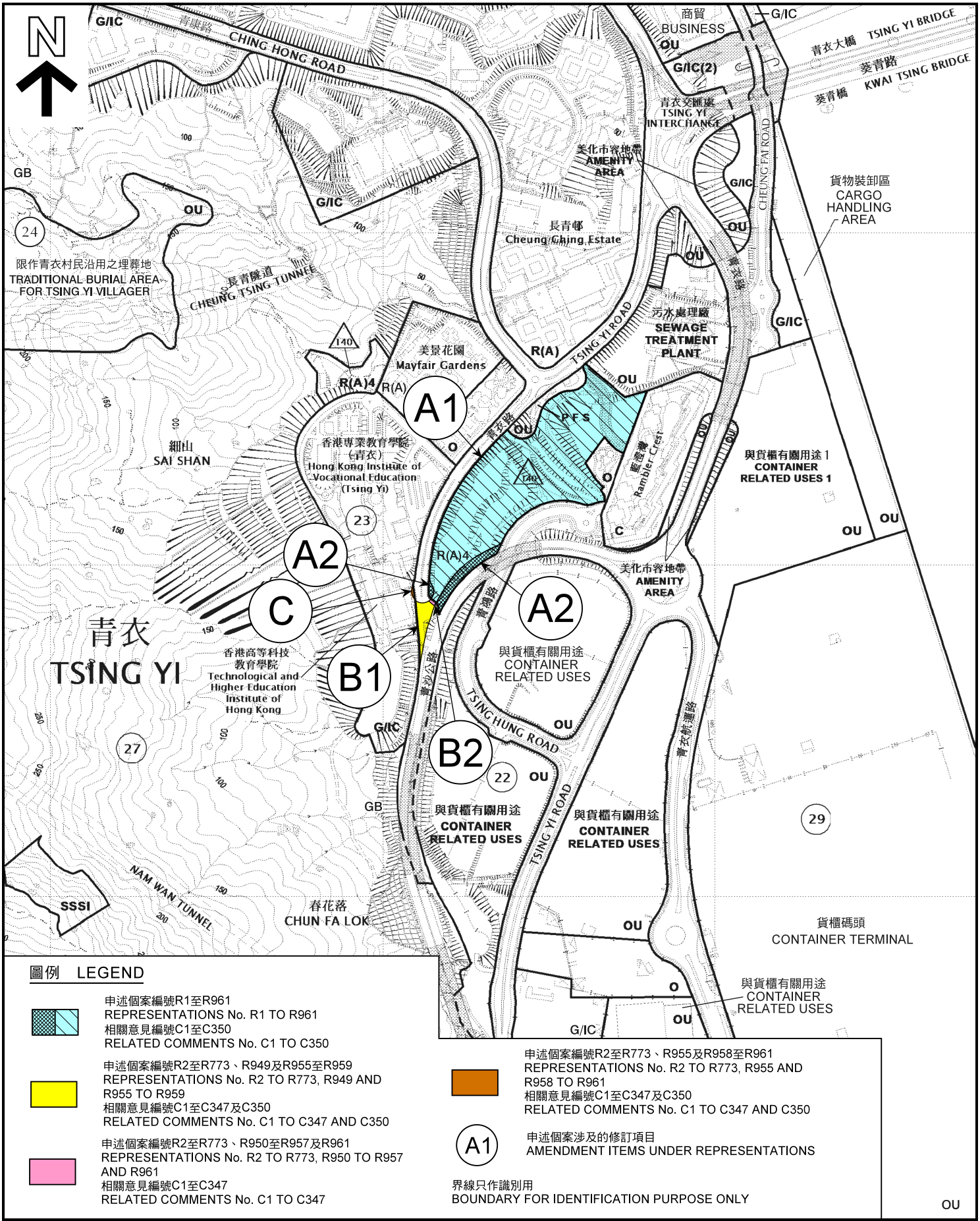
設施種類	《香港規劃標準與準則》的標準	按標準要求 (基於計劃人口)	供應		剩餘/ 短缺 (已計劃的供應)
			現有的	已計劃的	
地區休憩用地	每 100 000 人 10 公頃	19.34 公頃	19.72 公頃	20.79 公頃	1.45 公頃
鄰舍休憩用地	每 100 000 人 10 公頃	19.34 公頃	42.27 公頃	45.81 公頃	26.47 a 公頃
中學	每 40 名 12-17 歲青少年設一間全日制學校課室	208 課室	184	244	36 課室
小學	每 25.5 名 6-11 歲兒童設一間全日制學校課室	323 課室	324	324	1 課室
幼稚園及幼兒班	每 1 000 名 6-11 歲兒童設 26 個課室	99 課室	148	148	49 課室
警區警署	每 200 000 – 500 000 人設一間	0	1	1	1
分區警署	每 100 000 – 200 000 人設一間	1	1	1	0
醫院	每 1 000 人設 5.5 張病牀	1,166 病牀	0	0	-1,166 病牀
專科診療所／分科診療所	在興建一間分區或地區醫院時，設一間專科診療所／分科診療所	不適用	0	0	不適用
普通科診療所／健康中心	每 100 000 人設一間	2	2	2	0
裁判法院 (8 個法庭)	每 660 000 人設一間	不適用	0	0	不適用
街市	無既定標準	不適用	0	0	不適用
綜合青少年服務中心	每 12 000 名屬於 6 至 24 歲年齡組別的兒童／青年設一間	2	5	5	3
綜合家庭服務中心	每 100 000 至 150 000 人設一間	1	2	2	1
圖書館	每 200 000 人應設一間分區圖書館	1	1	1	0
體育中心	每 50 000 至 65 000 人一個	3	3	4	1
運動場／運動場館	每 20 000 至 250 000 人一個	1	1	1	0

遊泳池場館 -標準池	每 287 000 人一個場館	1	1	1	0

註：（1）分區計劃大綱圖內的規劃人口為 193 420 （常住人口及流動人口）。如包括 18 530 的過境人口（例如旅客），人口數字則為 211 950。

（2）休憩用地需求的計算是根據規劃人口 193 420 作計算。

（3）有些設施是根據較廣濶範圍去評估供求的，例如醫院病床。在分區計劃大綱圖的範圍內如有短缺情況，可以由附近地區的設施補充。



圖例 LEGEND

申述個案編號R1至R961
REPRESENTATIONS No. R1 TO R961
相關意見編號C1至C350
RELATED COMMENTS No. C1 TO C350

申述個案編號R2至R773、R949及R955至R959
REPRESENTATIONS No. R2 TO R773, R949 AND R955 TO R959
相關意見編號C1至C347及C350
RELATED COMMENTS No. C1 TO C347 AND C350

申述個案編號R2至R773、R950至R957及R961
REPRESENTATIONS No. R2 TO R773, R950 TO R957 AND R961
相關意見編號C1至C347
RELATED COMMENTS No. C1 TO C347

申述個案編號R2至R773、R955及R958至R961
REPRESENTATIONS No. R2 TO R773, R955 AND R958 TO R961
相關意見編號C1至C347及C350
RELATED COMMENTS No. C1 TO C347 AND C350

A1 申述個案涉及的修訂項目
AMENDMENT ITEMS UNDER REPRESENTATIONS

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2016年2月23日擬備
所根據的資料為於2015年8月7日
展示的分區計劃大綱圖編號S/TY/27

EXTRACT PLAN PREPARED ON 23.2.2016
BASED ON OUTLINE ZONING PLAN No. S/TY/27 EXHIBITED ON 7.8.2015

位置圖 LOCATION PLAN

就青衣分區計劃大綱草圖編號S/TY/27
提出的申述個案編號R1至R961及
相關意見編號C1至C350作出考慮

CONSIDERATION OF REPRESENTATIONS No. R1 TO R961 AND RELATED COMMENTS No. C1 TO C350 TO THE DRAFT TSING YI OUTLINE ZONING PLAN No. S/TY/27

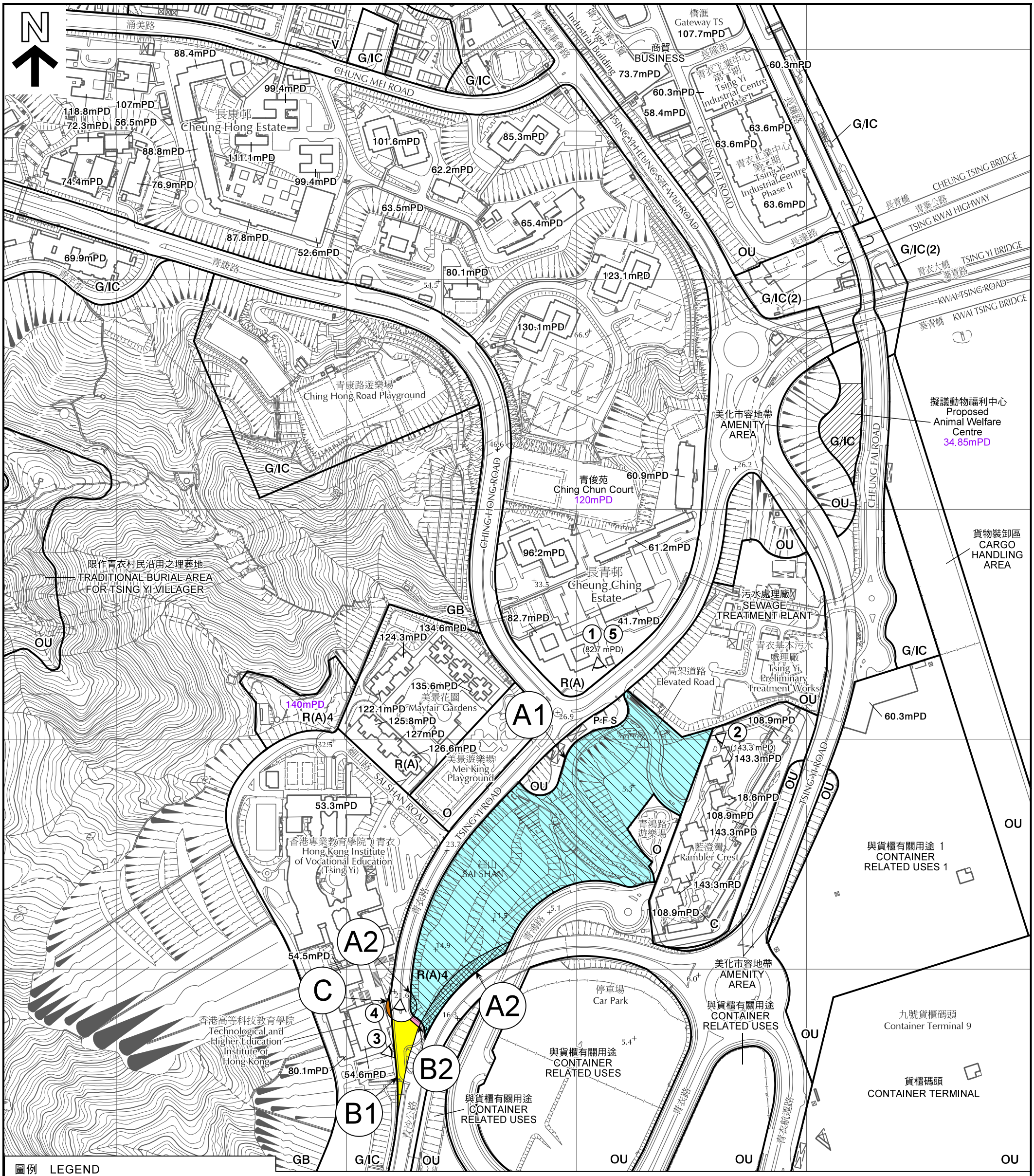
SCALE 1 : 7 500 比例尺

米 METRES 100 0 100 200 300 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
R/S/TY/27

圖 PLAN
H-1



圖例 LEGEND

申述個案編號R1至R961
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相關意見編號C1至C350
RELATED COMMENTS No. C1 TO C350

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REPRESENTATIONS No. R2 TO R773, R949 AND R955 TO R959
相關意見編號C1至C347及C350
RELATED COMMENTS No. C1 TO C347 AND C350

申述個案編號R2至R773、R950至R957及R961
REPRESENTATIONS No. R2 TO R773, R950 TO R957 AND R961
相關意見編號C1至C347
RELATED COMMENTS No. C1 TO C347

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REPRESENTATIONS No. R2 TO R773, R955 AND R958 TO R961
相關意見編號C1至C347及C350
RELATED COMMENTS No. C1 TO C347 AND C350

A1 申述個案涉及的修訂項目
AMENDMENT ITEMS UNDER REPRESENTATIONS

C 商業 COMMERCIAL

R(A) 住宅(甲類) RESIDENTIAL(GROUP A)

V 鄉村式發展 VILLAGE TYPE DEVELOPMENT

G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY

O 休憩用地 OPEN SPACE

OU 其它指定用途 OTHER SPECIFIED USES

OU(PFS) 其它指定用途「加油站」 OTHER SPECIFIED USES (PETROL FILLING STATION)

GB 綠化地帶 GREEN BELT

① (82.7 mPD) 實地照片的觀景點及其高度（在主水平基準上82.7米） VIEWING POINT OF SITE PHOTO AND IT'S ALTITUDE (in 82.7 meters above Principle Datum)

140mPD 擬議高度在主水平基準上若干米 PROPOSED HEIGHT IN METRES ABOVE PRINCIPAL DATUM

53.3mPD 現有高度在主水平基準上若干米 EXITING HEIGHT IN METRES ABOVE PRINCIPAL DATUM

+23.7 地盤平整/街道高度(主水平基準上若干米) SITE FORMATION / STREET LEVEL(mPD)

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2016年2月29日擬備，
所根據的資料為測量圖編號
10-NE-5A/B/C/D和10A/B/C/D
EXTRACT PLAN PREPARED ON 29.2.2016
BASED ON SURVEY SHEETS No.
10-NE-5A/B/C/D &10A/B/C/D

平面圖 SITE PLAN

就青衣分區計劃大綱草圖編號S/TY/27
提出的申述個案編號R1至R961及
相關意見編號C1至C350作出考慮

CONSIDERATION OF REPRESENTATIONS No. R1 TO R961
AND RELATED COMMENTS No. C1 TO C350
TO THE DRAFT TSING YI OUTLINE ZONING PLAN No. S/TY/27

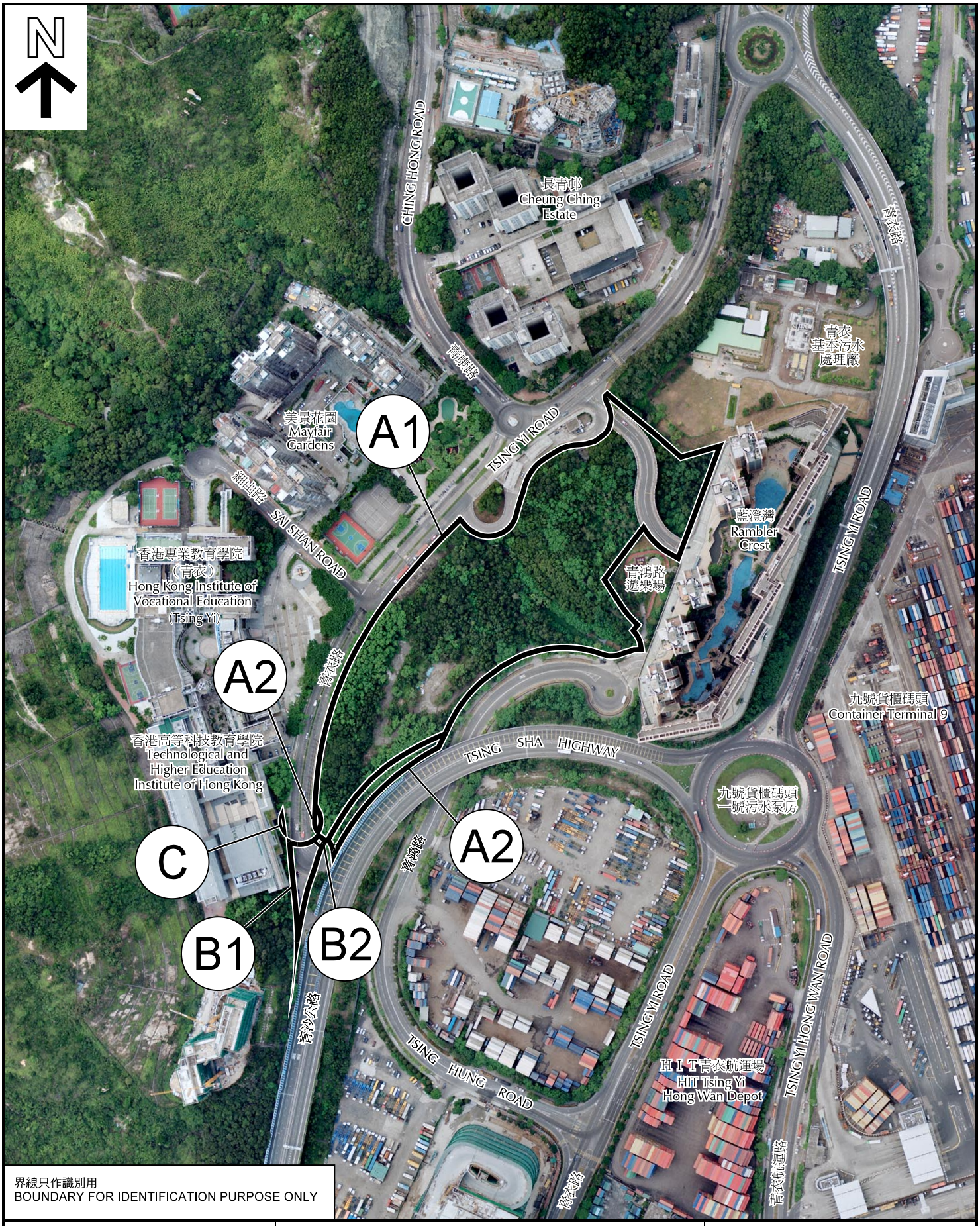
SCALE 1 : 4 000 比例尺

米 METRES 100 0 100 200 300 米 METRES

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
R/S/TY/27

圖 PLAN
H-2



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2016年2月15日擬備，
所根據的資料為地政總署於2015年6月20日
拍得的航攝照片編號CS60479
EXTRACT PLAN PREPARED ON 15.2.2016
BASED ON AERIAL PHOTO No. CS60479
TAKEN ON 20.6.2015 BY LANDS DEPARTMENT

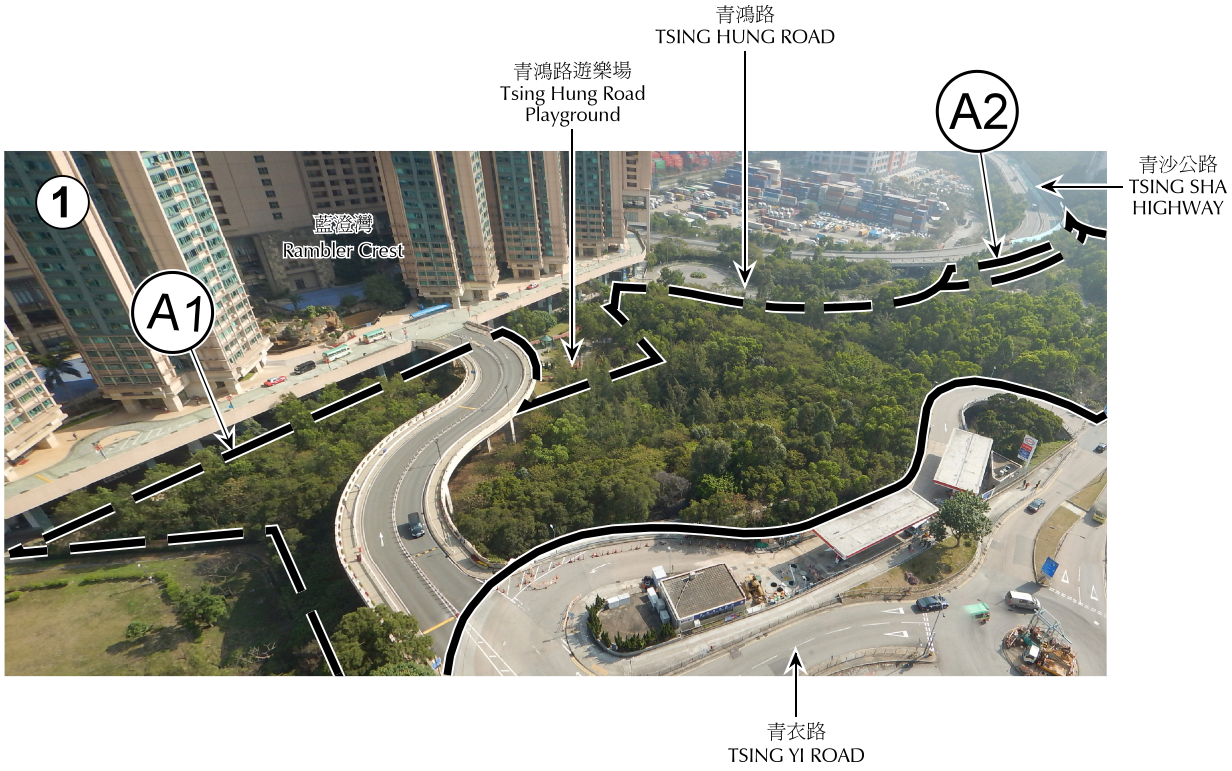
航空照片 AERIAL PHOTO

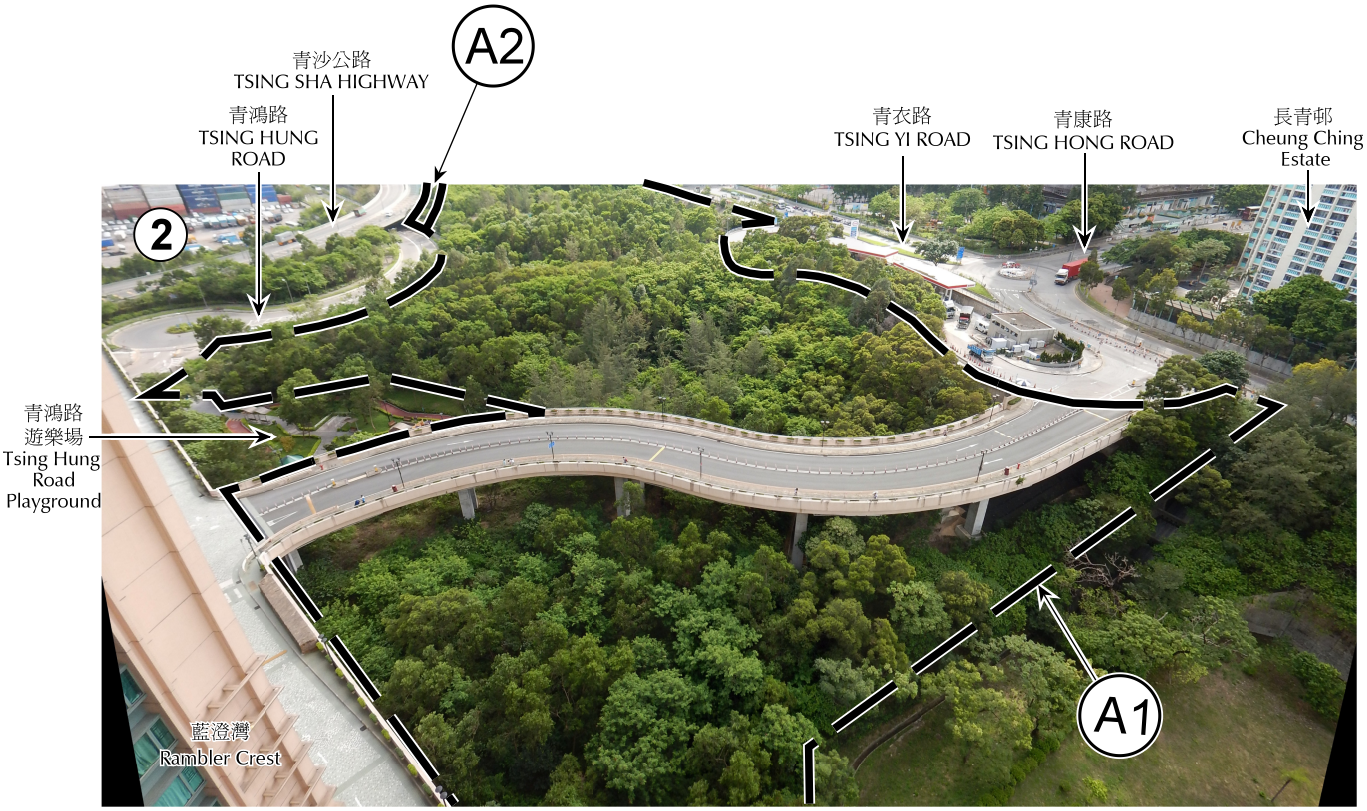
就青衣分區計劃大綱草圖編號S/TY/27
提出的申述個案編號R1至R961及
相關意見編號C1至C350作出考慮
CONSIDERATION OF REPRESENTATIONS No. R1 TO R961
AND RELATED COMMENTS No. C1 TO C350
TO THE DRAFT TSING YI
OUTLINE ZONING PLAN No. S/TY/27

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
R/S/TY/27

圖 PLAN
H-3





界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2016年3月2日擬備，所根據的
資料為攝於2016年3月1日及
2015年6月9日的實地照片
PLAN PREPARED ON 2.3.2016
BASED ON SITE PHOTOS
TAKEN ON 1.3.2016 & 9.6.2015

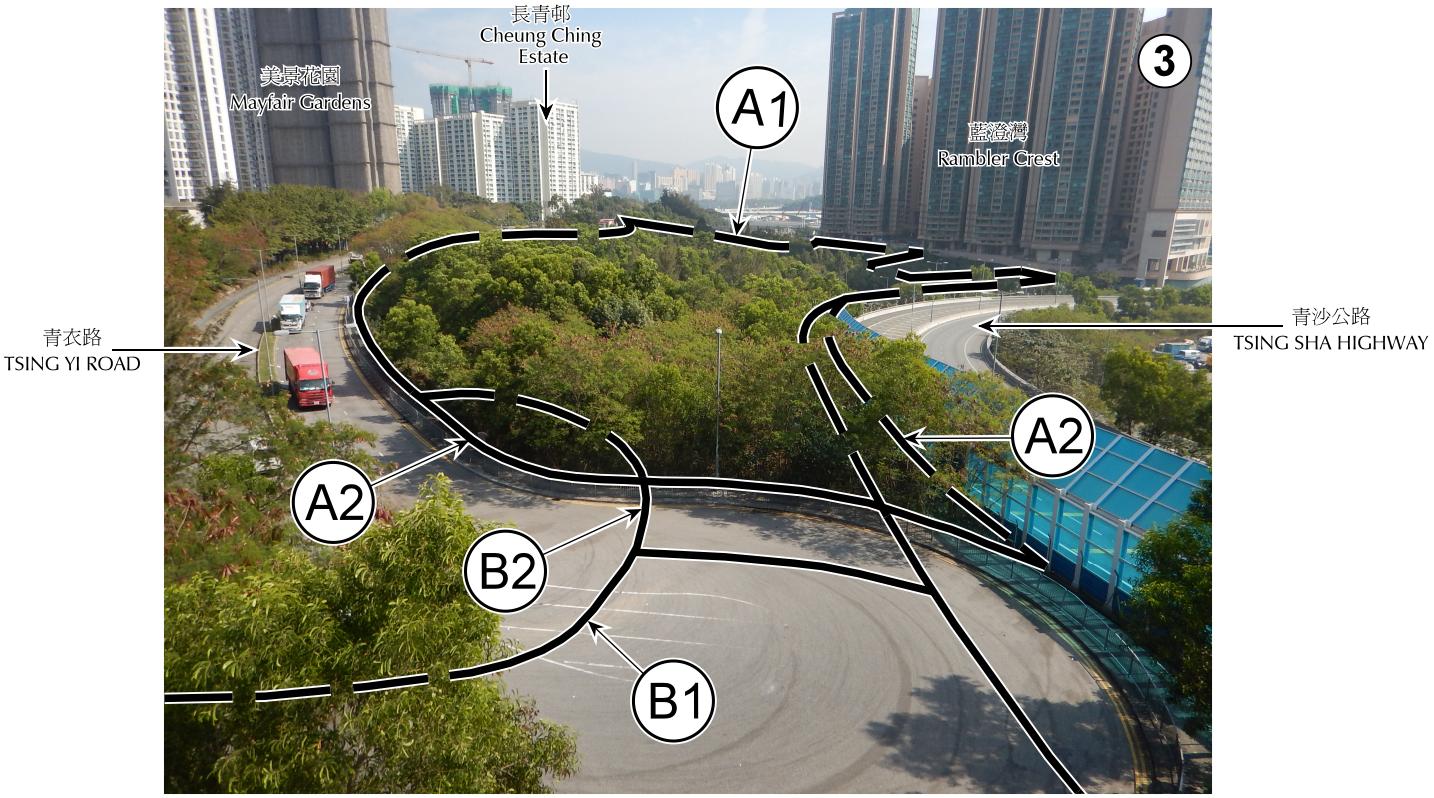
實地照片 SITE PHOTOS

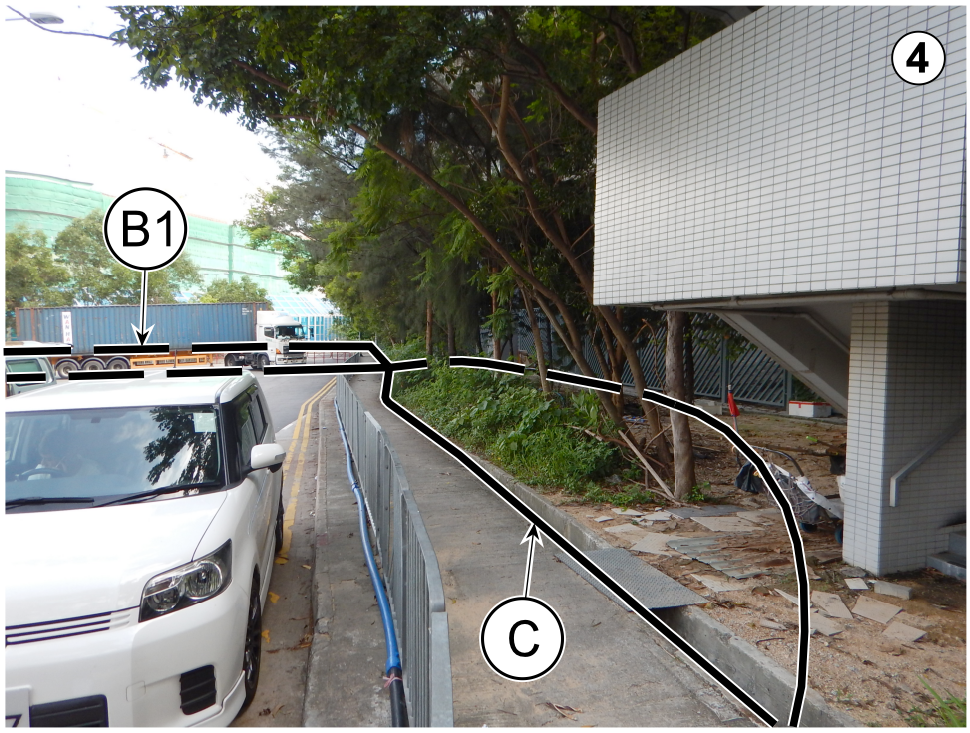
就青衣分區計劃大綱草圖編號S/TY/27
提出的申述個案編號R1至R961及
相關意見編號C1至C350作出考慮
CONSIDERATION OF REPRESENTATIONS No. R1 TO R961
AND RELATED COMMENTS No. C1 TO C350
TO THE DRAFT TSING YI
OUTLINE ZONING PLAN No. S/TY/27

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
R/S/TY/27

圖 PLAN
H-4





界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2016年3月3日擬備，所根據的
資料為攝於2016年3月3日及
2015年6月9日的實地照片
PLAN PREPARED ON 3.3.2016
BASED ON SITE PHOTOS
TAKEN ON 3.3.2016 & 9.6.2015

實地照片 SITE PHOTOS

就青衣分區計劃大綱草圖編號S/TY/27
提出的申述個案編號R1至R961及
相關意見編號C1至C350作出考慮
CONSIDERATION OF REPRESENTATIONS No. R1 TO R961
AND RELATED COMMENTS No. C1 TO C350
TO THE DRAFT TSING YI
OUTLINE ZONING PLAN No. S/TY/27

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
R/S/TY/27

圖 PLAN
H-5

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2016年3月2日擬備，
所根據的資料為攝於2016年3月1日
的實地照片
PLAN PREPARED ON 2.3.2016
BASED ON SITE PHOTO
TAKEN ON 1.3.2016

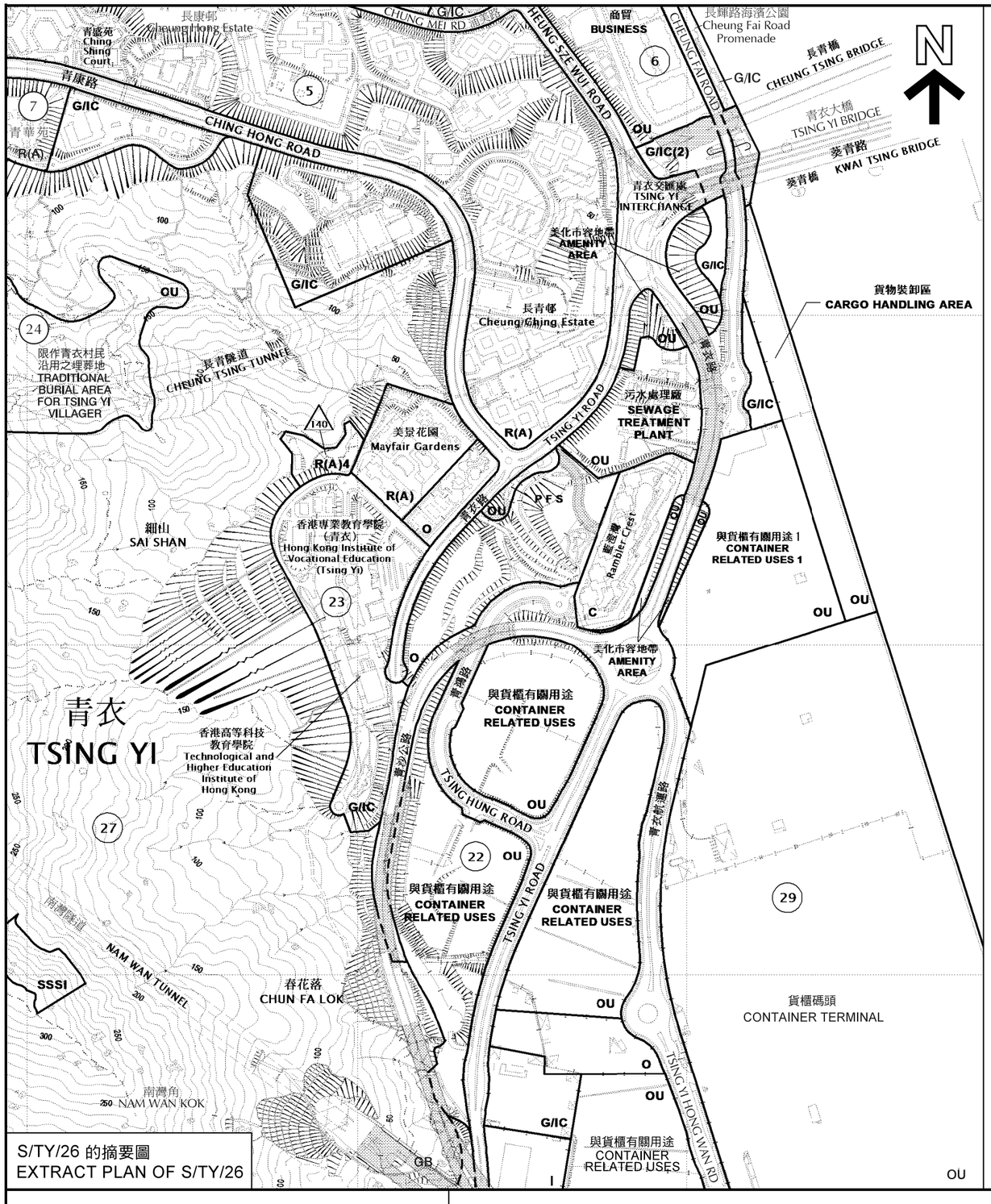
實地照片-擬議發展的邊界
SITE PHOTO-PROPOSED DEVELOPMENT SITE BOUNDARY

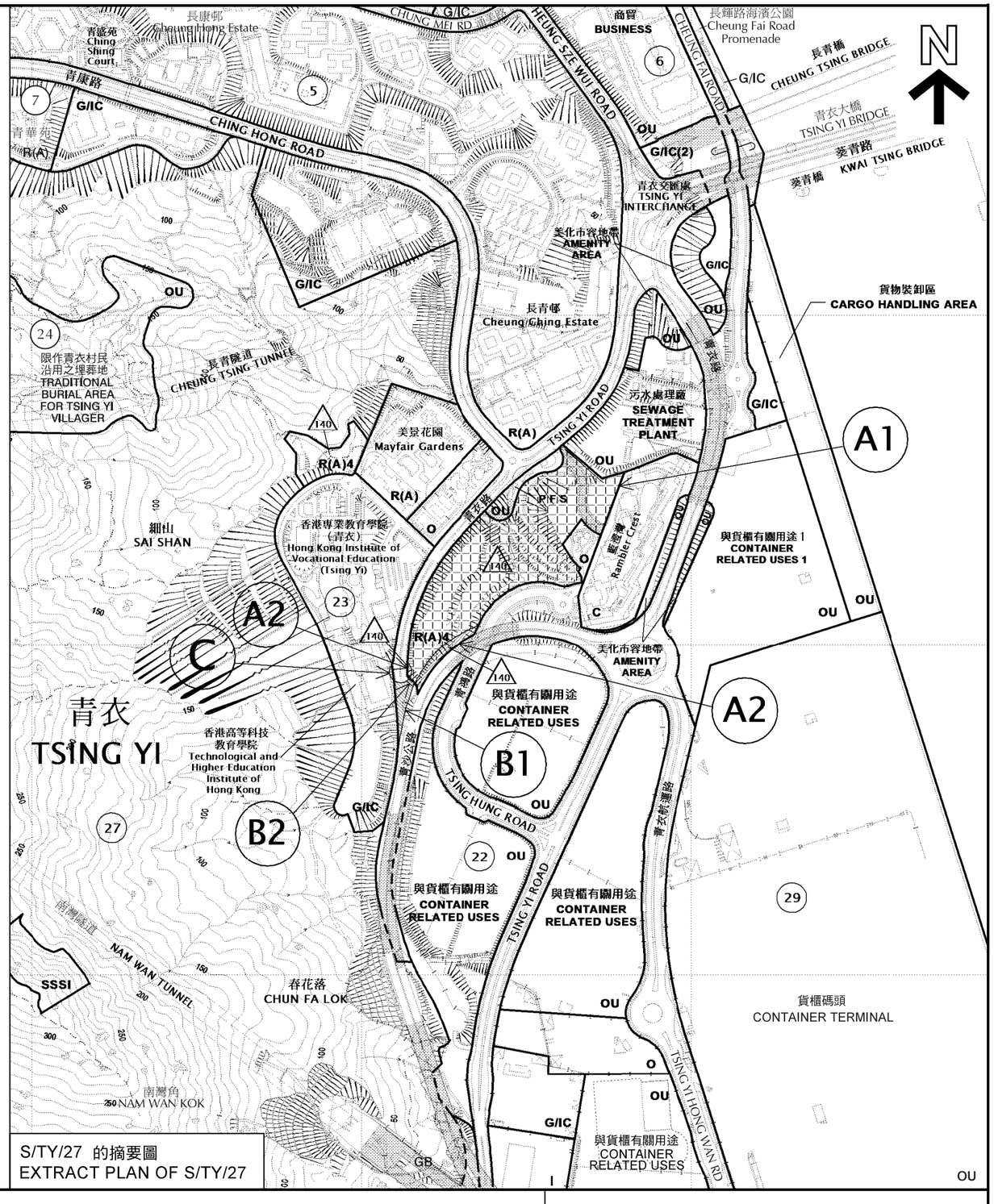
就青衣分區計劃大綱草圖編號S/TY/27
提出的申述個案編號R1至R961及相關意見編號C1至C350作出考慮
CONSIDERATION OF REPRESENTATIONS No. R1 TO R961
AND RELATED COMMENTS No. C1 TO C350
TO THE DRAFT TSING YI OUTLINE ZONING PLAN No. S/TY/27

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
R/S/TY/27

圖 PLAN
H-6





本摘要圖於2016年2月5日擬備，所根據的資料為
於2015年4月21日核准的分區計劃大綱圖編號 S/TY/26和
於2015年8月7日展示的分區計劃大綱圖編號 S/TY/27
EXTRACT PLAN PREPARED ON 5.2.2016 BASED ON OUTLINE ZONING PLANS No. S/TY/26 APPROVED ON 21.4.2015 AND S/TY/27 EXHIBITED ON 7.8.2015

修訂項目A1至C在青衣分區計劃大綱圖上的先前與現在用途地帶的比較
COMPARISON OF PREVIOUS AND CURRENT ZONINGS ON THE TSING YI OUTLINE ZONING PLAN FOR AMENDMENT ITEMS A1 TO C

就青衣分區計劃大綱草圖編號S/TY/27提出的申述個案編號R1至R961及相關意見編號C1至C350作出考慮
CONSIDERATION OF REPRESENTATIONS No. R1 TO R961 AND RELATED COMMENTS No. C1 TO C350 TO THE DRAFT TSING YI OUTLINE ZONING PLAN No. S/TY/27

SCALE 1 : 7 500 比例尺
米 METRES 100 0 100 200 300 400 500 600 700 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
R/S/TY/27

圖 PLAN
H-7