



Annex I

圖例
NOTATION

ZONES

COMMERCIAL
RESIDENTIAL (GROUP A)
RESIDENTIAL (GROUP B)
GOVERNMENT, INSTITUTION OR COMMUNITY
OPEN SPACE
OTHER SPECIFIED USES
GREEN BELT

C
R(A)
R(B)
GHC
O
OU
GB

地帶
商業
住宅 (甲類)
住宅 (乙類)
政府、機構或社區
休憩用地
其他指定用途
綠化地帶

COMMUNICATIONS

RAILWAY AND STATION (UNDERGROUND)
RAILWAY AND STATION (ELEVATED)
MAJOR ROAD AND JUNCTION
ELEVATED ROAD

交通
鐵路及車站 (地下)
鐵路及車站 (高架)
主要道路及路口
高架道路

MISCELLANEOUS

BOUNDARY OF PLANNING SCHEME
BUILDING HEIGHT CONTROL
ZONE BOUNDARY
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
PETROL FILLING STATION
NON-BUILDING AREA

其他
規劃範圍界線
建築物高度控制區界線
最高建築物高度 (在主水平基準上若干米)
最高建築物高度 (樓層數目)
加油站
非建築用地

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分比 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分比	
COMMERCIAL	2.42	0.71	商業
RESIDENTIAL (GROUP A)	66.60	19.57	住宅 (甲類)
RESIDENTIAL (GROUP B)	4.74	1.39	住宅 (乙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	49.62	14.54	政府、機構或社區
OPEN SPACE	48.33	14.16	休憩用地
OTHER SPECIFIED USES	44.28	12.98	其他指定用途
GREEN BELT	52.63	15.42	綠化地帶
MAJOR ROAD ETC.	72.44	21.23	主要道路等
TOTAL PLANNING SCHEME AREA	341.26	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7條展示。
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN
AND HAVE BEEN AMENDED FOR EXHIBITION UNDER
SECTION 7 OF THE TOWN PLANNING ORDINANCE

草圖編號 S/K13/28 的修訂
AMENDMENTS TO DRAFT PLAN No. S/K13/28

AMENDMENTS EXHIBITED UNDER SECTION 7
OF THE TOWN PLANNING ORDINANCE

按照城市規劃條例第7條
展示的修訂

AMENDMENT ITEM A
AMENDMENT ITEM B
AMENDMENT ITEM C
AMENDMENT ITEM D1
AMENDMENT ITEM D2

修訂項目 A 項
修訂項目 B 項
修訂項目 C 項
修訂項目 D 1 項
修訂項目 D 2 項

(參看附表)
(SEE ATTACHED SCHEDULE)

2017年4月13日 按照城市規劃條例第7條展示的
草圖編號 S/K13/28 的修訂
AMENDMENTS TO DRAFT PLAN No. S/K13/28 EXHIBITED
UNDER SECTION 7 OF THE TOWN PLANNING ORDINANCE ON
13 APRIL 2017

Fiona LUNG
SECRETARY
TOWN PLANNING BOARD

龍小玉
城市規劃委員會秘書

香港城市規劃委員會依據城市規劃條例擬備的牛頭角及九龍灣 (九龍規劃區第13及17區) 分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
KOWLOON PLANNING AREAS No. 13 & 17 - NGAU TAU KOK & KOWLOON BAY - OUTLINE ZONING PLAN

0 100 200 300 400 500 600 700 800 900 1000
METRES

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

圖則編號
PLAN No.

S/K13/29

本摘要圖於2017年10月6日擬備
EXTRACT PLAN PREPARED ON 6.10.2017

參考編號 REFERENCE No. R/S/K13/29-G2

**SCHEDULE OF AMENDMENTS TO THE
DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN NO. S/K13/28
MADE BY THE TOWN PLANNING BOARD
UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)**

I. Amendments to Matters shown on the Plan

- Item A – Rezoning of two sites at Wang Chiu Road to the north of Richland Gardens from “Open Space” (“O”) to “Residential (Group A)” (“R(A)”) with stipulation of building height restriction and addition of a symbol on the Plan to link the two “R(A)” sites.
- Item B – Rezoning of a site at Wang Chiu Road to the north of Richland Gardens from “O” to “Government, Institution or Community” (“G/IC”) with stipulation of building height restriction.
- Item C – Stipulation of building height restriction on a site zoned “R(A)” near the junction of Kwun Tong Road and Choi Shek Lane.
- Item D1 – Rezoning of a small piece of land at Kwun Tong Road to the north of Kai Yip Estate from “O” to “G/IC” with stipulation of building height restriction.
- Item D2 – Rezoning of four strips of land along Prince Edward Road East, Kwun Tong Road, Wang Chiu Road and Wang Kwong Road from “O” and “G/IC(2)” to areas shown as ‘Road’.

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 in Schedule II of the “Other Specified Uses” annotated “Business” zone and corresponding amendment to replace ‘Place of Recreation, Sports or Culture’ under Column 2 by ‘Place of Recreation, Sports or Culture (not elsewhere specified)’.
- (b) Revision to the Covering Notes to include allowance for rail facilities in paragraph 7(a) and to correspondingly delete ‘railway track’ in paragraph 8.

Town Planning Board

13 April 2017

就草圖作出申述

Representation Relating to Draft Plan

TPB/R/S/K13/29-1

參考編號

Reference Number:

170603-115155-30010

提交限期

Deadline for submission:

13/06/2017

提交日期及時間

Date and time of submission:

03/06/2017 11:51:55

提出此宗申述的人士

Person Making This Representation: 先生 Mr. Lo

申述詳情

Details of the Representation :

與申述相關的草圖

Draft plan to which the representation relates: S/K13/29

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
A	支持 Support	support
B	支持 Support	support
C	支持 Support	support

對草圖的建議修訂(如有的話)

Proposed Amendments to Draft Plan(if any):

就草圖作出申述

Representation Relating to Draft Plan

TPB/R/S/K13/29-2

參考編號

Reference Number:

170603-114215-19624

提交限期

Deadline for submission:

13/06/2017

提交日期及時間

Date and time of submission:

03/06/2017 11:42:15

提出此宗申述的人士

Person Making This Representation:

先生 Mr. Lo Yang Yam

申述詳情

Details of the Representation :

與申述相關的草圖

Draft plan to which the representation relates: S/K13/29

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
A	支持 Support	支持發展公屋土地發展
B	支持 Support	支持增加社會機構用地
C	支持 Support	支持

對草圖的建議修訂(如有的話)

Proposed Amendments to Draft Plan(if any):

就草圖作出申述

Representation Relating to Draft Plan

TPB/R/S/K13/29-3

參考編號

Reference Number:

170603-114759-00381

提交限期

Deadline for submission:

13/06/2017

提交日期及時間

Date and time of submission:

03/06/2017 11:47:59

提出此宗申述的人士

Person Making This Representation:

先生 Mr. J CHan

申述詳情

Details of the Representation :

與申述相關的草圖

Draft plan to which the representation relates:

S/K13/29

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
A	支持 Support	目前土地資源嚴重浪費近20年,此地段應發展出住屋用途,,但建屋密度不能太高,且要兼顧交通負荷
B	支持 Support	觀塘區未來人口需面對2003年後適齡人口增加,需增加新學校以回應教育需求
C	支持 Support	支持

對草圖的建議修訂(如有的話)

Proposed Amendments to Draft Plan(if any):

13日06月2017年星期二 23:49

寄件日期:

tpbpd

收件者:

NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN NO. S/K13/28

主旨:

Dear TPB Members,

Once again I must protest that certain members of the community are denied access to the papers relating to the amendments. The Ngau Tau Kok file is a 360 page document with many illustrations, maps, etc, and should be broken down into smaller files. Not all members of the public have super fast computers and younger folk prefer to access files on their mobile phones. Sections such as the TIA should be posted as separate files.

I could not open this file on my home computer. I luckily have alternative access but not everyone is that fortunate.

DRAFT NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN NO. S/K13/28 MADE BY THE TOWN PLANNING BOARD UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)

Amendments to Matters shown on the Plan

- I. Item A – Rezoning of two sites at Wang Chiu Road to the north of Richland Gardens from “Open Space” (“O”) to “Residential (Group A)” (“R(A)”) with stipulation of building height restriction and addition of a symbol on the Plan to link the two “R(A)” sites.
- II. Item B – Rezoning of a site at Wang Chiu Road to the north of Richland Gardens from “O” to “Government, Institution or Community” (“G/IC”) with stipulation of building height restriction.
- III. Item C – Stipulation of building height restriction on a site zoned “R(A)” near the junction of Kwun Tong Road and Choi Shek Lane.
- IV. Item D1 – Rezoning of a small piece of land at Kwun Tong Road to the north of Kai Yip Estate from “O” to “G/IC” with stipulation of building height restriction.
- V. Item D2 – Rezoning of four strips of land along Prince Edward Road East, Kwun Tong Road, Wang Chiu Road and Wang Kwong

I strongly object to all the above amendments. That proposals that would have an enormous negative impact on an already over developed district have been put forward are an indication that the administration has sunk to new depths in its quest to squeeze the last dollar in value from resources that were intended to serve the growing community via the provision of some breathing space and recreational and community facilities.

It is quite obvious that there are significant ventilation and air circulation issues. The extensive TIA points to issues of overloading for the transport network. The impact on heritage is significant, the community would be deprived of the green backdrop they currently provide. Of course there are the usual ‘mitigation’ proposals that are laughable:

“urban window and low podium as proposed in the notional scheme, other measures including BG, building disposition/form, landscaped podium, compatible colour/materials/architectural design, screen/edge planting, etc. can be used to improve the visual permeability and mitigate the visual impact.”

The images provided indicate the overpowering nature of the proposed residential blocks and the disproportionate impact they would have on the surrounding estates.

The community was deprived for years of facilities due to the ongoing construction of various amenities. Finally when the works are coming to an end and local residents could finally look forward to enjoying the facilities originally laid out when the OZP was formulated, these are being snatched away from them.

It is quite obvious that these plans are drawn up by zombies who will never have to live in any of the surrounding estates.

Members MUST study Expert Evaluation and Advisory Report for Proposed Amendments to Ngau Tau Kok and Kowloon Bay Outline Zoning Plan Final

November 2010

This was commissioned by PD and its findings are now being ignored.

*Outside of the KBBA, the majority of the land consists of large-scale housing estates and residential developments, such as the Kai Yip Estate, the committed Lower Ngau Tau Kok Estate Redevelopment Project, and Richland Gardens. In general, building disposition should not form a wind wall to improve permeability. **Furthermore, low-rise facilities should be located in the centre of these developments to maximise the size of the open courtyard to improve local ventilation.***

These recommendations are now being completely ignored under the land for housing policy whereby all other policies are subsumed and misappropriated.

Mary Mulvihill

張順華議員辦事處

致：城市規劃委員會主席甯漢豪太平紳士

有關分區計劃大綱草圖編號 S/K13/28 的建議的澄清

本人於 2017 年 1 月 10 日在觀塘區議會，第七次全會，會議中關於《牛頭角及九龍灣分區計劃大綱草圖編號 S/K13/28》的擬議修訂項目中，建議於啟德大廈地盤內，或其他適當地方，建造一個巴士轉乘交匯處，以方便前往觀塘各區市民，在這裏轉乘巴士，及享受轉乘優惠。

可惜本人的意見，被運輸署官員曲解，以致運輸署官員有錯誤的回應，現將規劃處於 2017 年 5 月 9 日呈交觀塘區議會，第九次全會會議，提供給區議會，關於牛頭角及九龍灣分區計劃大綱草圖編號 S/K13/29 所收納的修訂項目的討論的文件，裡面的附件一，第五頁，關於啟德大廈重建發展，即列表中最後一列，原文內容節錄如下：

本人建議部分：

「建議善用啟德大廈重建地面部分空間，興建公共交通設施，包括公共交通交匯處或巴士站，以疏導觀塘道巴士到站時，所造成的交通擠塞……」

運輸署官員曲解以後之回應：

「考慮到啟德大廈未來發展的居民可享用附近的完善公共交通服務（距離港鐵彩虹站僅 5 至 8 分鐘步程，並有超過 40 條巴士及小巴路線在觀塘道設站），運輸署認為沒有充分理由支持在該用地內設置巴士總站。然而，該用地在重建時須從面向觀塘道的界線後移，以擴闊道路及設置一個巴士停車灣，以改善觀塘道的交通情況……」。

關於觀塘道近啟德大廈一帶，現時的交通狀況如下：

1. 誠如運輸署官員所描述，現有超過 40 條巴士線，在啟德大廈前後約 100 米範圍內設站，這四十多條巴士線，前往觀塘各個不同的區域，若有市民在

張順華議員辦事處

此下車轉乘其他巴士路線，若剛好他乘搭的巴士停在這段約 100 米的中段，下車後，不知向前或向後，才是自己想乘搭的巴士的停站位置；

2. 我們亦有多條小巴線，因為不能在觀塘道停站上落，被迫轉入彩石里上落。

本人所建議的就是在這個地盤內，建造一個大型的巴士轉乘交匯處，讓不同的巴士線，在停車點落客以後，客人就可以去到適當的巴士坑道，等待轉乘巴士。這些巴士坑道，可以大致分成幾個不同的區域，例如一個去藍田，一個去秀茂坪…，將同一區域的所有巴士線集中在同一坑道，例如把 15，277E，277X，89D…等等巴士線，都集中在同一個坑道裏，方便乘客們作轉乘；這個做法，更可以在非繁忙時段，減省重複的巴士班次，以減輕觀塘道的車流量。

本人提議的巴士轉乘交匯處，是供給整個觀塘區所有居民作轉乘巴士前往各區之用，而並非只給啟德大廈新遷來的居民所用，亦非運輸署所說的建造巴士總站；是故特來函作澄清，希望 主席閣下及 貴會各委員清楚明白，避免為運輸署所誤導。

敬祝

事務順利！

觀塘區議員



張順華

2017 年 8 月 16 日

副本致運房局陳帆局長

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 TPB/R/S/K13/29

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

由於有新的物業將會在啟德大廈地盤內興建，希望借這個機會，在觀塘道東向興建一個巴士轉乘交匯處，讓乘客有個方便轉換巴士線的地方。

「提意見人」姓名／名稱 Name of person/company making this comment

簽署 Signature

日期 Date

Li Tung King
17-8-2017



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

TPB/R/S/K13/29-C43

參考編號

Reference Number:

170818-202119-06559

提交限期

Deadline for submission:

25/08/2017

提交日期及時間

Date and time of submission:

18/08/2017 20:21:19

提出此份意見的人士(下稱「提意見人」)

Person Making This Comment

先生 Mr. 陳俊傑

(known as "Commenter") hereafter:

與意見相關的草圖

Draft plan to which the comment relates:

S/K13/29

意見詳情

Details of the Comments:

申述編號 Representation No:	意見詳情 Details of Comments:
S/K13/29	本人對牛頭角及九龍灣分區計劃大綱草圖編號S/K13/29內有關啟德大廈重建有以下意見： 1) 建議興建公共交通交匯處，為未來人口增長作準備，將彩虹交通交匯處過盛的乘客分流到此車站，避免人車爭路的問題出現。現時本區排隊轉乘情況嚴重，交通十分擠塞混亂，期望加設公共交通交匯站後，能改善交通路面情況，以免交通意外發生。
S/K13/29	2) 要求啟德重建計劃當中，要求增添停車場車位數目500，以解決現時及未來20年的區內轉變，應付轉乘到來的市民需求。
S/K13/29	3) 因區內人口老化及未來人口新增長，建議在旁增設政府醫療診所，提供快捷方便又適切的醫療服務給予當區市民，同時減少到居民排隊等車到聯合醫院求診的擠塞情況。

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/K13/29

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

- 本人對《牛頭角及九龍灣分區計劃大綱草圖編號S/K13/29》所述有關啓德大廈重建地盤，本人支持建築物高度為主水平基準上180米。
- (一) 因觀塘區議會在會議上多數意見要求在啓德大廈重建地盤內設交通交匯處，巴士轉乘集中交匯。
- (二) 交通交匯處更可為學生上落車提供安全又不阻塞觀塘道。
- (三) 觀塘區議會在會議內多位議員提議在啓德大廈地盤重建設巴士轉乘站，提供巴士轉乘優惠，並可重組巴士路線解決塞車。
- 因此本人十分支持該擬建建築物高度，提升至主水平基準180米。

「提意見人」姓名／名稱 Name of person/company making this comment

簽署 Signature

Lau Kin Ho

日期 Date

劉定安 (前區議員)
18-8-2017



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

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To: Secretary, Town Planning Board

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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/K13/29

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

解決觀塘大塞車主要是頭尾觀塘道，
即開源道觀塘道回旋處及觀塘道坪石邨，
現觀塘道沿線大廈重建發展如能提升
建築物高度至水平基準180米，
以能設立大型交通交匯處，使大量及
多種交通工具不用在觀塘道上落或等候，可解
決交通阻塞。

請支持提升建築物高度至180米，
建交通交匯處。

「提意見人」姓名／名稱 Name of person/company making this comment

簽署 Signature

文/石楚懷

日期 Date

16-8-2017



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/K 13/29

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

觀塘道 51-53 號發展重建，建築物高度
應放高度至 180 米以騰出空間，使學生上落車
時安全和更方便。

「提意見人」姓名/名稱 Name of person/company making this comment

簽署 Signature

日期 Date

劉凱欣

20-8-2017



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

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S/K13/29

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

觀塘除了經常大塞車外，交通與外區如西九及新界的連接很困難。坐巴士往來需轉車才能回家，例如新界各區回油塘、回藍田、回香港等。在觀塘道入口處即觀塘道51-53號重建發展時解放高度至180米，下面建設大型巴士轉乘交匯處，就真是功德無量。

「提意見人」姓名／名稱 Name of person/company making this comment

江婉寧

簽署 Signature

江婉寧

日期 Date

18-8-2017



致城市規劃委員會秘書：

TPB/R/S/K13/29-C48

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

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意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

觀塘道 51-53 號重建發展建築物高度
要增高到 180 米。
設大型巴士轉乘站，提供巴士轉乘優惠，
減輕市民車費開支。

「提意見人」姓名／名稱 Name of person/company making this comment

簽署 Signature

日期 Date

鄭吉濤

鄭吉濤
17-8-2017



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

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意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

對浩德大廈重建(即現增道51-53號)建築物
高度至160米。底座可設有高舖及休閒設備。

「提意見人」姓名／名稱 Name of person/company making this comment 范桂珍

簽署 Signature Sin 日期 Date 18-8-2017



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

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有關的規劃申請編號 The application no. to which the comment relates TPB/R/S/K13/29

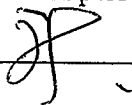
意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

要求利用今次改變規劃的契機，於觀塘道東行線，建做一個巴士轉乘的
交匯處，讓所有途經觀塘各區的巴士，都可以在這裏進行巴士轉乘。

「提意見人」姓名／名稱 Name of person/company making this comment SIT HUNG 401

簽署 Signature



日期 Date

17-8-2017



致城市規劃委員會秘書：

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意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

要求興建有一個有蓋的車站，還要有秩序上落車的。
現在日曬雨淋，又沒有秩序真的很辛苦

「提意見人」姓名／名稱 Name of person/company making this comment 蔡小姐

簽署 Signature [Signature] 日期 Date 16.8.2017



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

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意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

興建什麼都好。必須必須必須要一個交通交
匯處。最好有轉乘優惠。因為我們在這裡只是上班工
程，上學放學已經很苦。等了多年，就是等這個交通換會。

「提意見人」姓名／名稱 Name of person/company making this comment 邵叔

簽署 Signature

張

日期 Date

16.8.2017



致城市規劃委員會秘書：

TPB/R/S/K13/29-C53

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

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有關的規劃申請編號 The application no. to which the comment relates S/K/13/29

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

觀塘道一直交通問題未能改善，今次重建
應該做一個交通轉乘站，改善交通，方便大家，
否則如何重建也未有進步。

「提意見人」姓名／名稱 Name of person/company making this comment

簽署 Signature

梁麗珍

日期 Date

梁麗珍

2017.8.18



致城市規劃委員會秘書：

TPB/R/S/K13/29-C54

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

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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/K13/29

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

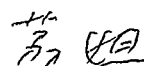
必須改善交通問題。年年同區議員講，又要等重建發展
等左十年。日日望到屋企都冇得落車，一條去過死路。
又等時間等於住屋，先係而到浪費了很多時間金錢。不能
再忍，請做一個交通站疏導交通問題！

「提意見人」姓名／名稱 Name of person/company making this comment

簽署 Signature



日期 Date


16.8.2017



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

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有關的規劃申請編號 The application no. to which the comment relates S1K13/29

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

終站都等到再發展，請正視社區問題，返工返學
不塞車，明明一早已到站，排輪考車都要 15-20 分鐘
完全不知所謂。

「提意見人」姓名／名稱 Name of person/company making this comment 林小姐

簽署 Signature 林 日期 Date 18.8.2017



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

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

有關的規劃申請編號 The application no. to which the comment relates 51 K13/29

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

請政府正視交通問題。老公老婆要
正在巴士等下車。塞F塞F。行下行下。容易
易跌傷。點解甘落後。上車落車都要等
十幾廿分鐘。究竟車建有冇改善。否則
不要自欺欺人。攞乜車建

「提意見人」姓名／名稱 Name of person/company making this comment 吳太

簽署 Signature [Signature]

日期 Date 17.8.2017



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

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有關的規劃申請編號 The application no. to which the comment relates S/K13/29

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

大家都想要一個安全上落車的地方。

要大家尊重，不好打尖搶人

天天：混人人都開，香港人不要案內人

「提意見人」姓名／名稱 Name of person/company making this comment 呂潔

簽署 Signature 呂潔 日期 Date 18-8-2017



致城市規劃委員會秘書：

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有關的規劃申請編號 The application no. to which the comment relates S/K13/29

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

這區不知所謂的巴士站，希望得到正常改善。運輸署長應該在上班
 及工時間在此搭車，非繁忙也要試，完全不理會市民，原日鄉
 涌上車，迫下車，我覺得好奇怪，什麼香港大都市，只是一個車站
 都不能力改善是什麼國際都會

「提意見人」姓名／名稱 Name of person/company making this comment 莫

簽署 Signature 莫 日期 Date 16.8.2017



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

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

有關的規劃申請編號 The application no. to which the comment relates SK13129

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

請改善難民上車潮，打尖迫上車，天天叫渠
才返工，完全是香港污點，做一個交通
交匯處真的甘難惹政府嘅？不難佢市民
天天為香港經濟上班的打工族嗎？

「提意見人」姓名／名稱 Name of person/company making this comment 琳琳

簽署 Signature

琳琳

日期 Date

17.8.17



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

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意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

市建局重建後有一個大型商場，方便消費和日常需要，也要
有一個好的巴士上落點，否則也是沒有人來。

「提意見人」姓名／名稱 Name of person/company making this comment 郭 珊

簽署 Signature 郭珊 日期 Date 18/8/2017



寄件者: [REDACTED]
寄件日期: 25日08月2017年星期五 22:41
收件者: tpbpd
主旨: Re: NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN NO. S/K13/28
附件: Kwun Tong Population Data.pdf; Elderly Services Blueprint.pdf

NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN NO. S/K13/28

Comments

Dear TPB Members

This application is accompanied by a long and detailed AVA. Its very complexity indicates that there are many significant ventilation issues. Even an ordinary member of the public like myself can spot some of them, see highlights:

Air Ventilation Aspect

3.9 According to the AVA by Expert Evaluation (EE) Study conducted by HD (Attachment VIa), the annual prevailing winds near the WCR site are easterly (E), east-south-easterly (ESE) and south-easterly (SE), while the summer prevailing winds are ESE, SE and west-south-westerly (WSW). With the proposed PRH development, the expected localized air ventilation impacts under the prevailing winds **include the weakening or partially blocking of E and ESE winds towards the two primary schools at Muk Hung Street and Kai Ching Estate, the effect on wind distribution along Kwun Tong Road/Lung Cheung Road under ESE wind, the disconnection of the air path between WCR and Kwun Tong Road/Lung Cheung Road under SE wind, the worsening of the low wind environment (such as Caritas FCSC) under WSW wind, and the influence on the flow reaching the proposed school at the WCR site.**

3.10 To address the possible impacts, some design features and mitigation measures (Plan 7b) are proposed, such as:

(a) the designation of a **25m-wide NBA** bisecting the eastern portion of the PRH site in a north-south direction to serve as a ventilation corridor; **NOTE EXCEPTIONALLY WIDE NBA INDICATES THE SEVERITY OF VENTILATION BLOCKAGE**

(b) the setback of **podiums** and residential towers by at least 20m and 5m from Kwun Tong Road/the ramp leading to Kwun Tong Bypass and WCR respectively **to allow better wind penetration and alleviate the impacts to wind distribution along these roads; PODIUMS ARE AN OBVIOUS ISSUE**

(c) the incorporation of at-grade ventilation passages with height of about 4m clearance and width varying from 6m to 9m to **increase the ground permeability allowing wind penetration to the proposed school; INDICATES SERIOUS VENTILATION ISSUES FOR THE PROPOSED SCHOOL**

(d) the **minimization of podium structures and height profile** to reduce the flow impediment at pedestrian level; and

(e) the reservation of **building separation of at least 15m** to encourage wind penetration between towers and downward airflow to reach the proposed school and pedestrian level.

3.11 It is expected that these measures **can help mitigate the potential adverse air ventilation** impact on the surrounding areas. Under the established administrative procedures, the proposed PRH development will be guided by a planning brief to be prepared by HD, with a requirement on the conducting of a quantitative AVA study at the detailed design stage. **HELP MITIGATE – WE ARE TALKING ABOUT SCHOOLS WHERE VUNERABLE CHILDREN SPEND MUCH OF THE DAY.** 49

The Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) has **no adverse comment** on the proposed rezoning from air ventilation perspective. **THEY SHOULD BE SUBJECT TO JR FOR NEGLIGENCE**

Landscape Aspect

3.14 According to HD's PTS (Attachment VIc), there are **approximately 470 trees** at the site with no rare species or Old and Valuable Tree (OVT). Existing trees are mainly common species with fair to poor forms, amenity value and low survival rate after transplanting. It is estimated that **206 trees will be affected** by the proposed PRH development, and **most of the existing trees have to be removed** subject to the final development design and extent of works. The principle of retaining or removing the existing trees depends on the proposed development layout and the findings by detail tree survey. A detail tree survey and compensation proposal will be submitted in accordance with Development Bureau Technical Circular (Works) No. 10/2013 on Tree Preservation and approval from HD's Tree Preservation Committee will be sought. Both the Director of Agriculture, Fisheries and Conservation (DAFC) and CTP/UD&L, PlanD have no adverse comment on the proposed rezoning from landscape perspective. **THIS REPRESENTS A SIGNIFICANT REDUCTION IN THE NUMBER OF TREES AND THE IMPACT THIS WOULD HAVE ON SUCH A BUILT UP ENVIRONMENT. MOREOVER THIS IS AN OPEN END PROPOSAL THAT COULD END UP IN FURTHER REDUCTION IN THE NUMBER OF TREES.**

Traffic Aspect

3.15 As indicated in the TIA study conducted by HD (Attachment VIId), all critical junctions in the surrounding areas will be operating within their capacities in design year 2027 **except for three junctions**, namely, Kai Cheung Road/Wang Kwong Road, Kai Cheung Road/Wang Chiu Road, and Shing Kai Road/Muk Chui Street (junctions A, D and F2 on Drawing 4.2 of Attachment VIId). To cater for future traffic and public transport demands induced by increasing the development intensity of the Kai Tak Development, CEDD has proposed junction improvement schemes at some adjacent critical junctions, including junctions A and D, which will be implemented before 2020 and 2018 respectively. To cater for the proposed PRH and school developments, further junction improvement schemes are necessary at junctions A and F2 by widening the eastbound approach to provide an additional traffic lane at both Kai Cheung Road and Muk Chui Street. With the completion of all the proposed junction improvement works, the local road network would be operating within its capacity at the morning and evening peak hours **by 2031. MEANS CONSTRUCTION WORKS FOR OVER A DECADE WITH RELATED IMPACT ON CIRCULATION AND ENVIRONMENT**

KTM Review of Development Restrictions

4.5 The KTM site is zoned "R(A)" which is intended primarily for high-density residential developments, with a maximum domestic/total PR of 7.5/9. The original BHR for the site was intended to avoid out-of-context and excessively tall development, and the original NBAs and BG were intended to mitigate the possible adverse visual and air ventilation impacts on the surrounding areas. **Due to the Court orders, these Three Restrictions were quashed. In the absence of appropriate development restrictions, there are concerns that redevelopment of the site for high-rise buildings would result in incompatible development in visual terms and cause adverse air ventilation and visual impacts on its neighbourhood including the Grade 1 historic buildings of ex-RAF Compound at the back.** To facilitate the consideration of appropriate restrictions of the site, PlanD have conducted a visual impact assessment (VIA) and an AVA taking into account the latest planning circumstances and developments in the surrounding areas.

KTM Air Ventilation Aspect

4.10 An updated AVA by EE Study was undertaken by PlanD in 2016 to review the air ventilation impact of the future development at the site and to propose mitigation measures to alleviate the impacts. As revealed in the AVA (Attachment VIIb), unlike the existing low-rise development, **the future high-rise development at the site would potentially block the prevailing winds and create wake regions in its immediate downstream including:**

- (a) **SJAC Primary School** under northerly (N), south-westerly (SW) and WSW winds;

- (b) **ex-RAF Compound** under southerly (S), SW and WSW winds; and 10
(c) **Kwun Tong Road Children's Playground** under east-north-easterly (ENE), E, ESE, SE and S winds.

THIS CLEARLY INDICATES THAT THE PLANS TO BUILD VERY TALL BUILDINGS OPPOSITE IS SHEER FOLLY AS THE PRIVATE DEVELOPMENT HAS CLEARED THE LEGAL HURDLES AND THE IMPACT ON CROSS VENTILATION IN THE DISTRICT WILL BE PROFOUND. CREATING MORE WALL EFFECT WOULD FURTHER DEGRADE VENTILATION CORRIDORS.

URBAN OASIS

In recent years a number of community gardens have been established as their benefits are appreciated. Whenever I walk from Tsuen Wan West station I note many local residents, of all age groups, tending their plots. These facilities encourage community interaction and promote the benefits of being outside getting physical exercise and, most important, the exposure to sunshine and the essential Vitamin D. Low blood levels of the vitamin have been associated with the following health issues:

- Increased risk of death from cardiovascular disease
- Cognitive impairment in older adults
- Severe asthma in children
- Cancer
- Soft bones and skeletal deformities

That there are plans to remove this facility is appalling in view of the number of elderly residents in the district and the high incident rate among the elderly of bone fractures and falls.

Looming crisis re lack of elderly care facilities:

The administration is finally admitting that it has been grossly negligent with regard to the provision of services to cater for the growing number of elderly. **The Policy Address in October will certainly make Ageing-in-Place a key policy issue.** See attached.

Kwun Tong is one of the most crowded and deprived districts in our city with an above average number of elderly residents (see attached statistics). The facilities available cannot cope with the coming tsunami in demand for facilities to cater with this.

Richland Gardens recorded 15,700 residents in the 2011 Census and Kai Yip Estate as of July this year 9,300, Total 25,000 residents of which by 2030 around 30% will be over 60 years old and in some cases younger elderly will be caring for parents in their 90s. However the only facility in the immediate area is the Sage Ho Sang Elderly Centre at Kai Yip. It is obvious that its facilities cannot provide the support required for the district.

Proposal:

It is obvious that what is required for Kwun Tong is an holistic district plan that evaluates the community needs in the coming decades. The provision of a chain of elderly Ageing-in-Place support facilities should be top priority. The current piecemeal policy is a disaster and there will soon be no conveniently located GIC sites to cater for a population with such a high number of elderly, and often impoverished, residents.

In view of the significant ventilation issues and the current zoning, it is obvious that the best use of this OS/GIC site lies in the construction of the planned school and substantial elderly Ageing-in-Place support facilities such as kitchens to provide meals on wheels, offices for nursing and other staff that provide house calls, drop in centres where carers can leave the elderly for some hours while they do shopping and take care of other matters. The Urban Oasis must be retained.

This would be a win-win situation whereby the sites are used for their intended community purposes while the low rise facilities would have minimal impact on ventilation.

TPB members are no longer obliged to follow the policy direction of the previous administration. The policy objectives of the current administration have priority. The overriding need for active and passive

recreational and community facilities must now guide the decision process. Planning ratios for elderly services are to be reinstated in the Hong Kong Planning Standards and Guidelines.

Any plans that ignore this objective must be deferred.

Mary Mulvihill

From: [REDACTED]
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Tuesday, June 13, 2017 11:48:39 PM
Subject: NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN NO. S/K13/28

Dear TPB Members,

Once again I must protest that certain members of the community are denied access to the papers relating to the amendments. The Ngau Tau Kok file is a 360 page document with many illustrations, maps, etc, and should be broken down into smaller files. Not all members of the public have super fast computers and younger folk prefer to access files on their mobile phones. Sections such as the TIA should be posted as separate files.

I could not open this file on my home computer. I luckily have alternative access but not everyone is that fortunate.

DRAFT NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN NO. S/K13/28 MADE BY THE TOWN PLANNING BOARD UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)

Amendments to Matters shown on the Plan

- I. Item A – Rezoning of two sites at Wang Chiu Road to the north of Richland Gardens from “Open Space” (“O”) to “Residential (Group A)” (“R(A)”) with stipulation of building height restriction and addition of a symbol on the Plan to link the two “R(A)” sites.
- II. Item B – Rezoning of a site at Wang Chiu Road to the north of Richland Gardens from “O” to “Government, Institution or Community” (“G/IC”) with stipulation of building height restriction.
- III. Item C – Stipulation of building height restriction on a site zoned “R(A)” near the junction of Kwun Tong Road and Choi Shek Lane.
- IV. Item D1 – Rezoning of a small piece of land at Kwun Tong Road to the north of Kai Yip Estate from “O” to “G/IC” with stipulation of building height restriction.
- V. Item D2 – Rezoning of four strips of land along Prince Edward Road East, Kwun Tong Road, Wang Chiu Road and Wang Kwong

I strongly object to all the above amendments. That proposals that would have an enormous negative impact on an already over developed district have been put forward are an indication that the administration has sunk to new depths in its quest to squeeze the last dollar in value from resources that were intended to serve the growing community via the provision of some breathing space and recreational and community facilities.

It is quite obvious that there are significant ventilation and air circulation issues. The extensive TIA points to issues of overloading for the transport network. The impact on heritage is significant, the community would be deprived of the green backdrop they currently provide. Of course there are the usual ‘mitigation’ proposals that are laughable:

“urban window and low podium as proposed in the notional scheme, other measures including BG, building disposition/form, landscaped podium, compatible colour/materials/architectural design, screen/edge planting, etc. can be used to improve the visual permeability and mitigate the visual impact.”

The images provided indicate the overpowering nature of the proposed residential blocks and the disproportionate impact they would have on the surrounding estates.

The community was deprived for years of facilities due to the ongoing construction of various amenities. Finally when the works are coming to an end and local residents could finally look forward to enjoying the facilities originally laid out when the OZP was formulated, these are being snatched away from them.

It is quite obvious that these plans are drawn up by zombies who will never have to live in any of the surrounding estates.

Members MUST study Expert Evaluation and Advisory Report for Proposed Amendments to Ngau Tau Kok and Kowloon Bay Outline Zoning Plan Final

November 2010

This was commissioned by PD and its findings are now being ignored.

*Outside of the KBBA, the majority of the land consists of large-scale housing estates and residential developments, such as the Kai Yip Estate, the committed Lower Ngau Tau Kok Estate Redevelopment Project, and Richland Gardens. In general, building disposition should not form a wind wall to improve permeability. **Furthermore, low-rise facilities should be located in the centre of these developments to maximise the size of the open courtyard to improve local ventilation.***

These recommendations are now being completely ignored under the land for housing policy whereby all other policies are subsumed and misappropriated.

Mary Mulvihill

Population Profile of Kwun Tong District

(SOCIAL SERVICES)

Reference Year	2006	2011		2016	
District Population	587 423 (8.6% of Hong Kong Population) ⁽¹⁾	616 900 (8.8% of Hong Kong Population) ⁽²⁾		643 600 (8.9% of Hong Kong Population) ⁽³⁾	
Age Profile					
0 - 4	16 984 (2.9% of District Population) ⁽¹⁾	0 - 14	73 400 (11.9% of District Population) ⁽²⁾	0 - 14	75 700 (11.8% of District Population) ⁽³⁾
5 - 9	26 510 (4.5% of District Population) ⁽¹⁾				
10 - 14	35 038 (6.0% of District Population) ⁽¹⁾				
15 - 19	35 024 (6.0% of District Population) ⁽¹⁾	15 - 24	75 500 (12.2% of District Population) ⁽²⁾	15 - 24	68 200 (10.6% of District Population) ⁽³⁾
20 - 24	37 749 (6.4% of District Population) ⁽¹⁾				
25 - 29	39 927 (6.8% of District Population) ⁽¹⁾	25 - 34	85 600 (13.9% of District Population) ⁽²⁾	25 - 34	94 400 (14.7% of District Population) ⁽³⁾
30 - 34	44 767 (7.6% of District Population) ⁽¹⁾				
35 - 39	48 038 (8.2% of District Population) ⁽¹⁾	35 - 44	98 300 (15.9% of District Population) ⁽²⁾	35 - 44	97 400 (15.1% of District Population) ⁽³⁾
40 - 44	54 903 (9.3% of District Population) ⁽¹⁾				
45 - 49	51 111 (8.7% of District Population) ⁽¹⁾	45 - 54	108 500 (17.6% of District Population) ⁽²⁾	45 - 54	102 000 (15.8% of District Population) ⁽³⁾
50 - 54	42 794 (7.3% of District Population) ⁽¹⁾				
55 - 59	36 189 (6.2% of District Population) ⁽¹⁾	55 - 64	78 900 (12.8% of District Population) ⁽²⁾	55 - 64	98 600 (15.3% of District Population) ⁽³⁾
60 - 64	24 194 (4.1% of District Population) ⁽¹⁾				
65 - 69	27 783 (4.7% of District Population) ⁽¹⁾	> 65	96 800 (15.7% of District Population) ⁽²⁾	> 65	107 200 (16.7% of District Population) ⁽³⁾
70 - 74	26 720 (4.5% of District Population) ⁽¹⁾				
> 75	39 692 (6.8% of District Population) ⁽¹⁾				
Male	281 779 (48.0% of District Population) ⁽¹⁾	289 800 (47% of District Population) ⁽²⁾		301 000 (46.8% of District Population) ⁽³⁾	
Female	305 644 (52.0% of District Population) ⁽¹⁾	327 200 (53% of District Population) ⁽²⁾		342 600 (53.2% of District Population) ⁽³⁾	
Population of Single Parents	7 694 (10.6% of Single Parents in Hong Kong) ⁽⁴⁾	9 005 (11.0% of Single Parents in Hong Kong) ⁽⁵⁾		N.A.	
Population of Persons from the Mainland	25 988 (12.0% of PMRs in Hong Kong) ⁽⁶⁾	23 327 (13.6% of PMRs in Hong Kong) ⁽⁷⁾		N.A.	

表 1 主要統計摘要
Table 1 Key summary statistics

甲. 選定年份的人口特徵
A. Characteristics of the population for selected years

	二零一一年 年中 (基準) Mid-2011 (Base)	二零一六年 年中 Mid-2016	二零二一年 年中 Mid-2021	二零二六年 年中 Mid-2026	二零三一年 年中 Mid-2031	二零三六年 年中 Mid-2036	二零四一年 年中 Mid-2041
人口(千人) Population (Thousands)	7 071.6	7 370.5	7 662.0	7 937.1	8 160.9	8 337.2	8 469.0
常住居民(千人) Usual Residents (Thousands)	6 859.4	7 151.3	7 441.0	7 710.3	7 926.2	8 093.7	8 224.1
流動居民(千人) Mobile Residents (Thousands)	212.2	219.2	221.0	226.7	234.6	243.5	245.0
五年期間的平均每年增長率 Average annual growth rate over a 5-year period	0.6%	0.8%	0.8%	0.7%	0.6%	0.4%	0.3%
性別比率(相對每千名女性的男性數目) Sex ratio (males per 1 000 females)	876	845	817	788	761	735	712
〔扣除外籍家庭傭工後〕 [After excluding foreign domestic helpers]	[948]	[921]	[896]	[867]	[839]	[812]	[786]
人口百分比 Percentage of population							
零至十四歲 Aged 0 – 14	12%	11%	11%	11%	10%	10%	9%
十五至六十四歲 Aged 15 – 64	75%	73%	70%	66%	63%	62%	61%
六十五歲及以上 Aged 65 and over	13%	16%	19%	23%	26%	29%	30%
撫養比率 Dependency ratio							
少年兒童撫養比率 Child dependency ratio	155	152	165	165	161	155	148
老年撫養比率 Elderly dependency ratio	177	216	272	346	418	467	497
總撫養比率 Overall dependency ratio	333	368	437	511	578	621	645
年齡中位數 Median age	41.7	43.4	45.1	46.3	47.7	48.9	49.9

表 3 (續) 二零一二年至二零四一年按年齡組別及性別劃分的推算年中人口
Table 3 (Cont'd) Projected mid-year population by age group and sex, 2012–2041

2024						
年齡組別 Age group	男性 Male		女性 Female		男女合計 Both sexes	
	千人 Thousands	百分比 %	千人 Thousands	百分比 %	千人 Thousands	百分比 %
0–4	134.4	1.7	124.2	1.6	258.6	3.3
5–9	145.5	1.9	135.2	1.7	280.7	3.6
10–14	184.2	2.4	166.2	2.1	350.4	4.5
15–19	161.2	2.1	147.6	1.9	308.9	3.9
20–24	150.4	1.9	170.8	2.2	321.2	4.1
25–29	202.2	2.6	317.0	4.0	519.1	6.6
30–34	227.9	2.9	367.3	4.7	595.2	7.6
35–39	231.3	3.0	372.3	4.8	603.6	7.7
40–44	238.6	3.0	351.7	4.5	590.3	7.5
45–49	230.0	2.9	314.6	4.0	544.6	7.0
50–54	249.8	3.2	333.3	4.3	583.1	7.4
55–59	258.2	3.3	325.1	4.2	583.3	7.4
60–64	294.5	3.8	331.6	4.2	626.1	8.0
65–69	270.0	3.4	286.4	3.7	556.5	7.1
70–74	207.2	2.6	223.7	2.9	430.9	5.5
75–79	137.8	1.8	152.4	1.9	290.2	3.7
80–84	77.1	1.0	85.1	1.1	162.2	2.1
85+	80.1	1.0	148.3	1.9	228.3	2.9
總計 Total	3 480.6	44.4	4 352.7	55.6	7 833.2	100.0

29.3

2025						
年齡組別 Age group	男性 Male		女性 Female		男女合計 Both sexes	
	千人 Thousands	百分比 %	千人 Thousands	百分比 %	千人 Thousands	百分比 %
0–4	133.6	1.7	123.5	1.6	257.1	3.3
5–9	146.5	1.9	136.3	1.7	282.8	3.6
10–14	179.2	2.3	162.7	2.1	341.9	4.3
15–19	173.5	2.2	157.2	2.0	330.6	4.2
20–24	146.9	1.9	167.8	2.1	314.7	4.0
25–29	191.0	2.4	308.2	3.9	499.2	6.3
30–34	226.4	2.9	369.3	4.7	595.7	7.6
35–39	232.1	2.9	375.4	4.8	607.5	7.7
40–44	239.1	3.0	356.4	4.5	595.5	7.6
45–49	228.4	2.9	315.5	4.0	543.9	6.9
50–54	247.2	3.1	329.2	4.2	576.4	7.3
55–59	251.6	3.2	322.5	4.1	574.1	7.3
60–64	288.3	3.7	335.4	4.3	623.7	7.9
65–69	279.1	3.5	297.0	3.8	576.1	7.3
70–74	213.9	2.7	231.2	2.9	445.1	5.6
75–79	153.4	1.9	171.2	2.2	324.5	4.1
80–84	78.6	1.0	87.4	1.1	166.0	2.1
85+	81.7	1.0	149.7	1.9	231.4	2.9
總計 Total	3 490.2	44.3	4 396.0	55.7	7 886.2	100.0

29.9

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表 3 (續) 二零一二年至二零四一年按年齡組別及性別劃分的推算年中人口
Table 3 (Cont'd) Projected mid-year population by age group and sex, 2012–2041

2030						
年齡組別 Age group	男性 Male		女性 Female		男女合計 Both sexes	
	千人 Thousands	百分比 %	千人 Thousands	百分比 %	千人 Thousands	百分比 %
0–4	126.9	1.6	117.4	1.4	244.3	3.0
5–9	145.8	1.8	135.7	1.7	281.5	3.5
10–14	160.3	2.0	148.9	1.8	309.2	3.8
15–19	193.7	2.4	176.1	2.2	369.8	4.6
20–24	181.2	2.2	195.0	2.4	376.1	4.6
25–29	151.8	1.9	280.5	3.5	432.3	5.3
30–34	195.5	2.4	349.9	4.3	545.3	6.7
35–39	230.7	2.8	380.3	4.7	610.9	7.5
40–44	235.5	2.9	372.7	4.6	608.2	7.5
45–49	239.5	2.9	347.6	4.3	587.1	7.2
50–54	226.2	2.8	306.9	3.8	533.1	6.6
55–59	241.6	3.0	319.7	3.9	561.3	6.9
60–64	243.7	3.0	315.1	3.9	558.8	6.9
65–69	278.9	3.4	330.5	4.1	609.4	7.5
70–74	265.5	3.3	291.0	3.6	556.5	6.9
75–79	194.0	2.4	221.2	2.7	415.2	5.1
80–84	125.5	1.5	154.7	1.9	280.2	3.4
85+	87.2	1.1	154.1	1.9	241.3	3.0
總計 Total	3 523.3	43.4	4 597.3	56.6	8 120.5	100.0

20.8

2031						
年齡組別 Age group	男性 Male		女性 Female		男女合計 Both sexes	
	千人 Thousands	百分比 %	千人 Thousands	百分比 %	千人 Thousands	百分比 %
0–4	125.2	1.5	115.9	1.4	241.0	3.0
5–9	144.6	1.8	134.7	1.7	279.3	3.4
10–14	160.8	2.0	149.4	1.8	310.1	3.8
15–19	185.8	2.3	169.9	2.1	355.7	4.4
20–24	193.2	2.4	205.9	2.5	399.0	4.9
25–29	151.7	1.9	280.9	3.4	432.6	5.3
30–34	185.5	2.3	341.3	4.2	526.7	6.5
35–39	228.2	2.8	381.4	4.7	609.7	7.5
40–44	236.7	2.9	374.4	4.6	611.1	7.5
45–49	239.4	2.9	350.9	4.3	590.3	7.2
50–54	228.7	2.8	313.7	3.8	542.4	6.6
55–59	235.9	2.9	310.0	3.8	545.9	6.7
60–64	240.4	2.9	316.8	3.9	557.2	6.8
65–69	270.3	3.3	331.0	4.1	601.3	7.4
70–74	270.8	3.3	298.0	3.7	568.8	7.0
75–79	203.2	2.5	232.2	2.8	435.4	5.3
80–84	136.6	1.7	168.7	2.1	305.3	3.7
85+	89.8	1.1	159.2	2.0	249.0	3.1
總計 Total	3 526.8	43.2	4 634.1	56.8	8 160.9	100.0

33.3

Elderly services blueprint unveiled

June 28, 2017

The Labour & Welfare Bureau today released the Elderly Services Programme Plan which proposes four strategic directions and 20 recommendations for the future development of elderly services.

It said the Government accepts in principle the recommendations formulated by the Elderly Commission in the plan and will proceed with arrangements for their implementation.

The plan identifies various challenges facing elderly services in Hong Kong, including a surge in service demand coupled with a shrinking workforce and falling number of family carers, and society's over-reliance on residential care services which leads to an imbalance when compared to community care services.

The challenges also include the changing socio-demographic profile of the future generations of elderly which will lead to users' expectation for more service choices and autonomy in using elderly services, and increasing expenditure on elderly services due to population ageing.

Four strategic directions and 20 recommendations are proposed to cope with the challenges.

They are: Achieving "ageing-in-place" and reducing the institutionalisation rate through **significantly strengthening community care services**; effecting informed choices and timely access to quality services; further streamlining and promoting integrated service delivery; and, ensuring the financial sustainability and accountability of elderly services.

The Government will formulate a work plan with reference to the programme plan in deciding the priority for various implementation measures, the bureau said.

It will also continue to work with the Elderly Commission to study various issues relating to elderly services, such as measures for further improving the manpower situation and provision of service facilities, it added.

Elderly Services Programme Plan

http://www.elderlycommission.gov.hk/en/download/library/ESPP_Final_Report_Eng.pdf

Premises and space

6.5 The Working Group notes that even after taking into account the various measures to facilitate ageing in place and postponing the need for LTC service, the projected increase in demand for subsidised LTC services is still quite drastic, from around 60 000 places in 2016 to some 108 000 places in 2064, with a peak service demand of around 125 000 places in around 2051 (i.e. double of the current demand)

6.6 Comparing the projected demand with the expected supply in subsidised services the total of the existing supply of subsidised services plus the number of subsidised places to be provided by planned projects), it is estimated that the shortfall for subsidised RCS and CCS will be 14 000 and 18 000 in 2026.

6.7 The Working Group notes that whilst a multi-pronged approach is being adopted in the provisioning of subsidised LTC services, the development process of public elderly facilities takes considerable time. Forward planning is critical in reserving sites and premises to meet the projected demand for subsidised LTC services. It is recommended that population-based planning ratios for various elderly services be re-instated in the Hong Kong Planning Standards and Guidelines (HKPSG).

The target is to increase the supply for both subsidised CCS and RCS, as well as rebalance the provision and usage of subsidised CCS and RCS by gradually increasing the proportion of LTC needs met by CCS.

6.8 Based on the service demand projections, the Working Group has come up with the indicative planning ratios for the year 2026 of 21.4 subsidised RCS places and 14.8 subsidised CCS places for every 1 000 elderly persons aged 65 or above. It is worth stressing that with the trend of rapid population ageing, the changing age composition and demographics of the elderly population, as well as the strategic direction of rebalancing subsidised CCS and RCS, the pattern of demand for different types of subsidised LTC services is expected to change continuously. The Working Group therefore puts forth a set of planning ratios for 2026 in the recommendation, and suggests that this set of ratios should be reviewed and updated from time to time to adapt to changes in circumstances.

8 It is noted that land reserved for elderly service today would normally require 10 years for development. The Working Group therefore adopted 2026 as the planning horizon for the suggested indicative planning ratios.

6.11 In addition to reinstating planning ratios and regularly reviewing SoAs of elderly facilities, it is suggested that an **"estate-based" approach be adopted in the planning for elderly service facilities, whereby substantial residential developments should in general have sites and premises reserved for provision of elderly services** (in particular CCS which is even more localised as compared to RCS) and be able to meet needs of their elderly residents (i.e. "self-containing"). It is recommended that the Government should make reference to the indicative planning ratios and consider adopting the "estate-based" approach in reviewing the section of HKPSG concerning elderly facilities.

6.12 The Working Group also considers that SWD should step-up its effort in **identifying sites and premises for provisioning and re-provisioning of elderly facilities in vacant premises of public housing estates**, re-development projects etc. by better facilitating its District Offices in joining the service planning process, as well as maintaining a close and regular collaboration with relevant departments "to locate suitable sites for services.

6.13 The following recommendations are made:

Recommendation 13 – Planning ratios and SoA for elderly services should be reviewed to respond to changing needs.

Recommendation 13a – Planning ratios for elderly services should be reinstated into the HKPSG.

Large urban farm in east Kowloon set to open in March

SCMP PUBLISHED : Tuesday, 07 January, 2014, 6:12pm



Urban Oasis in Ngau Tau Kok. Photo: Dickson Lee

The community can expect to reap what they sow in a new, 750,000-square-foot urban farm starting from March.

The "Urban Oasis" in Ngau Tau Kok aims to combine greenery and community participation through farming on accessible urban spaces, says Christian Family Service Centre, a social welfare group which runs the site.

"Urban farming is popular in other countries. It is a good way for families, the elderly and retirees to relax," said Kitty Chau Shuk-king, a programme director with the centre. "There are already too many buildings in the area. As such, it is important to have open green spaces."

The project is phase 2 of a wider communal greenery scheme which commenced in 2010. Located on an open space under a matrix of busy flyovers near Ping Shek Estate and Richland Gardens, the site has 350 nursery planters over a 45,000-sq-ft plot.

Fifty of the planters are reserved for the elderly, socially-deprived and people with special-needs, while the remaining is open to public rental at HK\$300 a month for a minimum period of six months. There will also be raised planters and barrier-free environments to cater for the need of wheelchair users.

The "city farmers" can plant five seasonal produce including broccoli, carrots and tomatoes in one of the thirty-sq-ft planters in key-hole and curved shapes. Hand tools, water and fertilisers, as well as training courses will be provided to participants on site. The agency says farmers can expect up to two harvests in half a year.

However, the centre has to finish procedures for obtaining water supply and renew a short term land lease with the government before the farm can come into full operation.

The centre said it lodged an application for water supplies with the Water Supplies Department two years ago but has yet to get a formal response.

"The application has taken two years. I understand there are a lot of government procedures involved," said Chau. "We hope we can get the approval in time for the scheduled opening in March so that the community can enjoy urban farming."

The department later told the *Post* that the site would have water supply before the Lunar New Year. Senior Engineer at WSD's public relations unit, Wong Man-kei said: "The paper-work of the submission has been completed and is satisfactory. All that is left is the connection between the public mains and the supply mains within the lot boundary."

The centre was granted to use the site by the Lands Department in July 2010 under a three-year lease, subject to renewal. It paid a nominal HK\$1 rent to the government, a common concession provided to non-profit community groups. The lease expired in July 2013.

"We have yet to renew the lease. But so far we have been getting positive messages from the Lands Department to continue running the farm," Chau said. "The Lands Department also said that we will be given at least a season-long notice if we were to hand back the land."

A Development Bureau spokeswoman said it was common practice to allocate temporary vacant lands to set up plant nurseries under short-term leases. Upon expiry, the site use will be reviewed on a seasonable basis.

Phase 1 of the project, "Serene Oasis", was opened in May 2013. It provides horticultural therapy, which includes communal planting and learning activities for people suffering from dementia and depression. The centre has also reserved a 20,000 square-feet plot for phase 3 of the project

就草圖的申述提出意見

Comment on Representation Relating to Draft Plan

TPB/R/S/K13/29-C63

參考編號

Reference Number:

170815-141142-09012

提交限期

Deadline for submission:

25/08/2017

提交日期及時間

Date and time of submission:

15/08/2017 14:11:42

提出此份意見的人士 (下稱「提意見人」)

Person Making This Comment

小姐 Miss Phyllis Leung

(known as "Commenter") hereafter:

與意見相關的草圖

Draft plan to which the comment relates: S/K13/29

意見詳情

Details of the Comments:

申述編號 Representation No:	意見詳情 Details of Comments:
No. S/K13/29	we oppose the Town Planning Board's development plan for Kowloon Bay (No. S/K13/29)

**Summary of Background of Draft Outline Zoning Plans,
Judicial Review Applications in Respect of Kai Tak Mansion Site and
Main Considerations in Court Judgements**

Draft Outline Zoning Plans (OZPs)

1. On 19.11.2010, the draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/26 (OZP 26), incorporating amendments mainly to incorporate building height (BH) and other development restrictions for various zones was exhibited for public inspection under section 5 of the Ordinance. Among others, a BH restriction (BHR) of 110 metres above Principal Datum (mPD), two 10m-wide non-building areas (NBAs) and a building gap (BG) of 15mPD (Three Restrictions) were imposed for a “Residential (Group A)” (“R(A)”) site at 53, 53A, 55 and 55A Kwun Tong Road (formerly occupied by Kai Tak Mansion (KTM) site). On 27.5.2011 and 1.6.2011, after giving consideration to the 1,304 representations and one comment received, the Town Planning Board (the Board) decided to propose amendments to the draft OZP No. S/K13/26 to partially meet some representations, including the relaxation of BHR for the KTM site from 110mPD to 130mPD. On 3.2.2012, the Board gave consideration to the 286 further representations (FRs) received and decided to amend the OZP by the proposed amendments under section 6F(8) of the Ordinance.
2. On 14.10.2011, the draft OZP No. S/K13/27 (OZP 27), incorporating amendments to rezone three sites at Tai Yip Street and Wai Yip Street from areas shown as ‘Road’ to “Other Specified Uses” annotated “Business” (“OU(B)”) zone and a site along Choi Hei Road from “R(A)” to “Open Space” (“O”), was exhibited for public inspection under section 7 of the Ordinance. On 25.5.2012, after giving consideration to the 184 representations and one comment received, the Board decided to propose amendment to the draft OZP 27 to partially meet some representations. As no FR was received, the Board agreed on 13.7.2012 that the OZP should be amended by the proposed amendment under section 6G of the Ordinance.
3. On 11.4.2014, the draft OZP No. S/K13/28 (OZP 28), incorporating amendments mainly to rezone two sites at Choi Hing Road and Choi Hing Lane from “Government, Institution or Community” (“G/IC”), “Green Belt” (“GB”) and an area shown as ‘Road’ to “R(A)1” zone, a site at Choi Wing Road from “G/IC” to “R(A)2” zone, and a piece of land bounded by Shun Yip Street and Hung Yip Street from an area shown as ‘Road’ to “OU(B)” zone, was exhibited for public inspection under section 7 of the Ordinance. During the plan exhibition period, one representation was received but was subsequently withdrawn.

Judicial Review (JR) Applications

4. The draft OZPs 26, 27 and 28 were subject to five JR applications. On 5.8.2011, 31.12.2011 and 15.3.2012, the Oriental Generation Limited (OGL) filed three JR applications against the Board’s decisions in respect of the two draft OZPs 26 and 27 concerning the KTM site.

5. The first JR was against the Board's decision at the representation hearing on 1.6.2011 to only partially uphold the applicant's representation by proposing amendment to relax the BHR for the site from 110mPD to 130mPD under OZP 26.
6. The second JR was against the Board's gazetting of OZP 27 with identical restrictions as introduced by OZP 26 in relation to the site; and the third JR was against the Board's decision at the FR hearing on 3.2.2012 confirming the proposed amendment to OZP 26 in respect of the site in OZP 27.
7. Arising from the JR applications, the Court granted order of stay¹ of the submission of the draft OZP to the Chief Executive in Council (CE in C) for approval pending the result of the JR applications. On 11.5.2012, the Court of First Instance (CFI) allowed the three JR applications and ruled that the Board's decisions to impose the Three Restrictions for the KTM site on the draft OZPs 26 and 27 and its refusal to consider relaxing BHR for the KTM site beyond 130mPD were arbitrary. Both the Board and OGL lodged appeal against CFI's judgement. On 13.11.2014, the Court of Appeal (CoA) dismissed the Board's appeal and considered that it was not necessary to grant the relief sought by OGL. Applications for appeal to the Court of Final Appeal (CFA) by the Board against CoA's judgement were also refused by CoA and CFA on 31.3.2015 and 6.11.2015 respectively. Pursuant to the Court orders, the Three Restrictions for the KTM site on the draft OZPs 26 and 27 were quashed and the question of whether any restrictions should be imposed on the site was to be remitted to the Board for re-consideration.
8. On 7.7.2014, OGL filed a fourth JR application against the Board's decision to gazette the draft OZP 28 with identical restrictions in relation to the KTM site introduced by the draft OZP 26. The Court has not yet granted leave for the JR application.
9. Separately, the Real Estate Developers Association of Hong Kong (RED A) filed a JR application on 25.7.2011 against the Board's decision in respect of the draft OZP 26. Arising from the JR application, the Court also granted order of stay¹ of the submission of the draft OZP to the CE in C for approval. On 3.2.2015, the JR application was allowed by CFI. Both the Board and RED A lodged appeal against CFI's judgement. The hearing date of the appeals has not yet been fixed.

Main Considerations in Court Judgements in Relation to the Three JRs Lodged by OGL

10. The main considerations in the Court judgements in quashing the Three Restrictions for the KTM site are set out in the following paragraphs.
11. BHR: the stepped BH concept adopted in setting the BHR for the KTM site involves subjective evaluation and the Court should accord the Board a wide margin of deference in its decisions as to BH. The Court should only interfere if there is compelling reason to do so. However, the Board's refusal to raise the BHR beyond 130mPD was arbitrary as there is no evidence as to how the Applicant could accommodate the extra gross floor area (GFA) required from the emergency vehicular access and the road setback. Given the accepted principle that a BHR should not prevent a developer from making full use of plot ratio and GFA, the Board could not have been satisfied on the material before it that the development rights associated with

⁽¹⁾ The orders of stay are no longer effective upon completion of the court proceedings.

the site could be fully utilized at a BHR of 130mPD. The Board's refusal to relax the BHR beyond 130mPD is therefore quashed. Also, Board had chosen an arbitrary "view corridor" (vantage point)⁽²⁾ as one of the basis for the BHR.

12. NBAs: the Board's decision to impose a 10m NBA along the south-eastern boundary that abut a primary school, which was based on an alternative option in Planning Department's Air Ventilation Assessment (AVA) study, was arbitrary and should be quashed. The AVA study did not explore other options for improving air ventilation impacts nor explain why the 10m NBA is an optimum or appropriate way of addressing ventilation impacts. The Board's decision to impose a 10m NBA or other restriction on a site must be backed up by cogent evidence that the measure can reasonably be regarded as necessary for achieving a particular planning objective. In the subject case, it has not been sufficiently demonstrated that the NBA is no more than what might be regarded as reasonably necessary to mitigate adverse ventilation impacts.
13. BG: the AVA study did not explore and compare the beneficial effects of other gap widths or other permeable structures nor explain how the recommended central gap of 24m could be justified. There was also no quantification of the effects of a 20 or 24m gap. In those circumstances, the Court does not think that the Board could have determined that a 20m gap was an appropriate restriction. There was insufficient evidence on which to come to such a conclusion. The 20m BG should therefore be quashed as arbitrary.
14. As regards the NBAs and the BG, CoA accepted OGL's argument that they were imposed arbitrarily, due to insufficient evidence from visual impact/permeability studies undertaken by the Planning Department.

⁽²⁾ A viewing point at the bend of the pedestrian footbridge connecting MTR Kowloon Bay Station with Choi Ying Estate was chosen. At this viewing point, the view towards Lion Rock would be partially blocked by the future development at the KTM site.

Summary of Representations and Comments and Government Departments' Responses

- (1) The grounds of representations and proposals of **R1 to R3, R10 and R8460** in **Group 2** as well as responses are summarized below:

Major Representation Points	Government Departments' Responses
<i>Opposing</i>	
A. Adverse Visual and Air Ventilation Impacts of High-Rise Development	
A1. The amendments on the Outline Zoning Plan (OZP) have an enormous negative impact on an already over developed district. There are significant ventilation and air circulation issues. The impact on heritage is significant. The urban window and low podium as proposed in the notional scheme and other mitigation measures to improve the visual permeability and mitigate the visual impact are not effective. The images of the redevelopment indicate the overpowering nature of the proposed residential blocks and the disproportionate impact they would have on the surrounding areas.	See Para 6.3.2 of the TPB Paper
B. Planning Department (PlanD)'s Notional Scheme of 140mPD	
B1. Given the existing building height (BH) restriction (BHR) of 160mPD for Choi Tak Estate at the east, there is no solid justification for the notional scheme of 140mPD for the Kai Tak Mansion Site (the Site) adopted by PlanD. Neither visual impact assessment (VIA) nor air ventilation assessment (AVA) have been carried out for a scheme of 150mPD or even 160mPD, hence the notional scheme of 140mPD is arbitrary.	See Paras 6.3.3 - 6.3.4 of the TPB Paper
C. R8460's Proposed Development of 160mPD	
C1. With due respect to the judgement of the judicial review applications, the representer has substantially lowered their proposed BH from 203mPD to 160mPD with improvement in landscape, visual and air ventilation aspects for the Site so as not to jeopardize the stepped BH profile in the district. The proposed	See Paras 6.3.5 - 6.3.8 of the TPB Paper

Major Representation Points	Government Departments' Responses
<p>development will comprise two 35-storey residential towers over a 6-storey non-domestic podium for hotel, retail, podium garden and carpark at a total PR of 9. The development will incorporate (i) setback at different levels with varying width from each side of the Site; (ii) void on ground, fifth and sixth floors; (iii) a building gap of about 32m between the two residential towers; (iv) stepped profile with articulated building forms: and (v) a stepped landscaped garden on top of podium.</p>	
<p>C2. According to their VIA, the stepped BH profile in the district and views to the ridgeline and Lion Rock could be generally maintained. Among the viewing points adopted in PlanD's VIA, the proposed development would not generate significant adverse impact to the neighbourhood. More importantly, any reasonable development which is taller and larger than the existing buildings at the Site will have a high degree of visual change and a high degree of visual impact upon the visual resources.</p>	<p>See Para 6.3.6 of the TPB Paper</p>
<p>C3. Based on the AVA, comparing with 140mPD scheme, the proposed development of 160mPD will not generate significant adverse impact to the surrounding areas in respect of air ventilation. The resulting local impacts of the two schemes are considered similar. With greater BH, there would be more flexibility for building design to provide mitigation measures and enhance the surrounding pedestrian wind flow.</p>	<p>See Para 6.3.6 of the TPB Paper</p>
<p>C4. The proposed development has incorporated various measures (setback, voids, building gaps and stepped building form) to improve visual permeability and air ventilation. In particular, a building gap of 32m wide between the two towers could relieve the wall effect and enhance the visibility of the historic buildings at</p>	<p>See Para 6.3.6 of the TPB Paper</p>

Major Representation Points	Government Departments' Responses
rear. A landscaped garden is designated at podium deck level with its headroom (6F for recreational facilities and 5/F for garden) increased to 13m, which is more or less the same height as the historic buildings.	
Proposal	
P1. To propose a BHR of 160mPD for the Site.	See Paras 6.3.3 - 6.3.8 of the TPB Paper

Note: R1 - R3 support Item C without giving reason.

- (2) The grounds of comments **C40 to C60, C62 and C63** in **Group 2** and responses are summarized below:

Major Comments on the Representations	Government Departments' Responses
D. Supporting a BHR of 160mPD at the Site	
D1. C40 submitted by R8460 , provides a further quantitative AVA by Initial Study supporting a BHR of 160mPD at the Site. According to the AVA, the local and surrounding velocity ratio is the same for R8460's 160mPD scheme and PlanD's 140mPD scheme under annual and summer conditions, while slight improvements in some areas are found in their scheme.	See Para 6.3.6 of the TPB Paper
E. Public Transport	
E1. A public transport interchange or a bus-bus interchange should be provided at the Site so as to alleviate the traffic congestion along Kwun Tong Road and in the Kwun Tong area and to provide safe and convenient pick up and drop off point for passengers. Some of them proposed other facilities at the Site, including public car parking spaces, clinic, retail and leisure facilities. Some suggest increasing the BH restriction for the Site to 180mPD.	See Para 6.5.2 - 6.5.5 of the TPB Paper

Major Comments on the Representations	Government Departments' Responses
F. Adverse Visual and Air Ventilation Impacts of High-rise Development	
F1. The comment, submitted by R10, reiterates her concerns on the adverse visual and air ventilation impacts of the proposed development at the Site.	See Para 6.3.2 of the TPB Paper

Note: C63 oppose the Plan without giving reason.

(3) Major Grounds and Proposals of Respective Representations and Comments

GROUP 2	
Representers	Major Representations Points/Proposals
R10	A1
R8460	B1, C1, C2, C3, C4, P1
Commenters	Major Comments on the Representations
C40	D1, E1
C41-C60	E1
C62	F1

**議項 III – 《牛頭角及九龍灣分區計劃大綱草圖編號 S/K13/29》
所收納的修訂項目**

(觀塘區議會文件第 19/2017 號)

及

議項 IV – 宏照道公營房屋發展計劃第一期

(觀塘區議會文件第 20/2017 號)

8. 主席表示由於議項 III 與議項 IV 互相關聯，因此一併討論。他歡迎規劃署九龍規劃專員葉子季先生和高級城市規劃師/九龍 4 吳淑君女士，以及運輸署工程師/房屋及策劃 3/九龍陳嘉平先生協助討論議項 III。他又歡迎房屋署總建築師(6)梁健文先生、高級建築師(5)劉禮賢先生、高級規劃師(9)葉慧敏女士，以及高級土木工程師(7)葉長國先生協助討論議項 IV。

9. 葉專員及梁先生分別介紹文件第 19/2017 號及文件第 20/2017 號。

10. 議員提出的查詢及意見如下：

10.1 何啟明議員支持發展更多公屋，但認為政府在受影響機構的遷置安排上未能照顧服務使用者的需要。他建議署

方考慮：(i)將基督教勵行會(下稱「勵行會」)重置於區內現有的「政府、機構或社區」用地上；以及(ii)在擬發展的宏照道用地和啟德大廈用地上興建公共運輸交匯處。

- 10.2 畢東尼議員就議項 III 建議署方考慮：(i)除興建公屋外，亦要顧及興建居屋的需要；(ii)解釋路口改善工程的效用；以及(iii)就勵行會重置事宜盡早作出實際安排。對於議項 IV 的宏照道公營房屋發展計劃，他表示反對，並根據《區議會常規》第 24(1)條動議暫停討論此議項，直至行政長官會同行政會議批准有關的大綱圖修訂。主席就改劃土地用途的程序作出查詢，規劃署回應表示，根據《城市規劃條例》規定，經修訂的分區計劃大綱圖須公開展示兩個月，供公眾查閱和作出申述，城市規劃委員會(下稱「城規會」)在考慮收到的申述及意見後，會考慮是否因應申述修訂大綱圖，並會將其建議、大綱圖及申述/意見呈交行政長官會同行政會議作最終決定。是次會議正是要聽取區議會對大綱圖修訂的意見，若在行政長官會同行政會議作出決定後才諮詢區議會，便是將程序顛倒。主席表示，《區議會常規》第 24 條並不適用於是次諮詢，畢議員可就議項 IV 提出反對，但區議會作為諮詢機構，須提供意見予城規會及房屋署考慮，故其他議員必須就議項表達意見。畢議員明白並同意主席的處理及對《區議會常規》的詮釋。
- 10.3 張順華議員就議項 III 表示，雖然有多條巴士線開往觀塘，但若要前往山上區域，便須在觀塘市中心不同的主要街道轉車，並不方便。他建議署方考慮在改劃之際，同時在坪石邨與得寶花園之間尋找合適的位置設立巴士轉乘站。至於議項 IV 的房屋發展計劃，他建議署方考慮在第二期興建居屋，以平衡整體的房屋規劃。
- 10.4 歐陽均諾議員就議項 III 建議署方考慮：(i)就勵行會搬遷事宜與相關部門深入商討各項遷置安排；以及(ii)在規劃房屋發展時，一併加強各項社區配套設施，例如圖書館、自修室、分科診所等。
- 10.5 洪錦鉉議員建議署方考慮：(i)增設巴士轉乘站；以及(ii)在未來發展的屋邨中預留地方，或提供區內空置校舍予

勵行會作重置用途，以讓該會維持在區內的服務。

- 10.6 陳華裕議員就議項 III 建議署方考慮：(i)在啟德大廈重建位置設置升降機連接三彩區域，方便居民出入；(ii)改善通往坪石邨一帶的行人設施；(iii)改善宏照道至九龍灣的行人系統；以及(iv)增設小巴上落客處，避免阻塞交通。他亦就議項 IV 建議署方調整三幢擬建公屋的座向，盡量減少在景觀上對麗晶花園居民的影響。
- 10.7 黃子健議員建議署方考慮：(i)因應區內新增人口，同時加強所需的社區配套設施，例如街市；以及(ii)在新建屋邨居民入伙前，須先行規劃好交通配套。
- 10.8 謝淑珍議員建議署方考慮就勵行會重置事宜作出適當安排，使該會能繼續為觀塘居民服務。
- 10.9 莫建成議員建議署方考慮：(i)早日採納議員在會上就街市、自修室等社區及交通配套設施提出的各項建議；以及(ii)妥善安排勵行會搬遷一事，以便該會繼續為觀塘區服務。
- 10.10 潘任惠珍議員認同建屋的重要性，並建議署方考慮：(i)將房屋發展計劃第一期改為興建居屋，第二期才興建公屋；(ii)把預留作興建一所標準中學校舍的土地一併發展為住宅，並將觀塘道聖若瑟英文中學前校舍撥予勵行會使用，達致雙贏局面；以及(iii)加建隧道連接坪石邨，使舊區的商鋪亦得以興旺。
- 10.11 蘇冠聰議員建議署方考慮：(i)向區議會提交詳細的交通影響評估報告；(ii)提供路口改善工程的詳情；(iii)把擬興建的一所標準中學校舍用作開辦新校；(iv)在擬建公屋設置街市這類基本的社區配套設施，讓居民可以購買較便宜的日用品；以及(v)增設可直達港鐵站的通道，方便居民。
- 10.12 張琪騰議員建議署方考慮：(i)就觀塘多項建屋計劃向區議會提供更多人口增長及相關的數據，並且認真檢討現有社區設施是否足以應付未來新增人口的需要；(ii)在啟

德大廈重建位置設置巴士轉乘站，以疏導繁忙時段前往觀塘各區及將軍澳的車流；(iii)在都市綠洲對出行人隧道加建升降機，方便麗晶花園、啟業邨及未來宏照道公屋的居民前往坪石邨、港鐵彩虹站及牛池灣街市；(iv)增加觀塘區內的圖書館及自修室；以及(v)增加觀塘區內的門診服務名額。

10.13 陳汶堅議員反對建屋計劃，他建議署方首先考慮：(i)確保道路改善工程能夠解決交通問題；以及(ii)妥善安排勵行會重置事宜。

10.14 鄭景陽議員不同意建屋計劃，他建議署方考慮：(i)審視建屋計劃對區內交通及商貿的影響；以及(ii)就勵行會重置一事作出務實可行的安排。

10.15 張姚彬議員建議署方考慮：(i)增加適當數目的社區設施(例如圖書館)，以應付未來新增人口的需要；以及(ii)就重置事宜汲取其他部門的經驗，妥善解決勵行會的搬遷問題。

10.16 譚肇卓議員建議署方考慮：(i)參照三彩區彩興苑成功改劃的例子，完善目前宏照道用地的規劃；(ii)優化道路改善方案，以解決觀塘區交通嚴重擠塞的問題；(iii)增加圖書館等社區設施，滿足居民所需；以及(iv)妥善安排勵行會搬遷一事，使該會將來能在原區提供服務。

11. 規劃署表示尊重區議會意見，並已就上次會議所得的意見與相關部門作出跟進，有關回應已夾附於文件第 19/2017 號的附件一。現就議員的查詢及意見規劃署及房屋署回應如下：

11.1 規劃事宜

11.1.1 勵行會重置安排：規劃署指出勞工及福利局一直與勵行會保持溝通，考慮不同選址作臨時重置的可行性。以就近的聖若瑟英文中學為例，署方已向教育局查詢，並獲回覆長遠而言該校舍會保留作教育用途，該校舍只可考慮短期作其他用途。勵行會已向勞工及福利局提出使用區內空置校舍

的要求。如有進展，署方會向區議會匯報，相關政策局/部門會跟進勵行會的訴求。

- 11.1.2 政府、機構或社區用地：署方表示區內社區設施整體上充足，並已因應地區人士/部門的建議在發展項目內加入一些社區設施，例如長者及幼兒設施。房屋署亦正積極考慮增加合適的零售/社區設施，例如商舖和自修室。康樂及文化事務署表示區內圖書館供應足夠及符合標準，署方會繼續與該署探討在項目內是否有增設圖書館的空間。
- 11.1.3 增設巴士轉乘站的建議：署方指出須研究多項因素，包括巴士路線的匯聚點、對轉乘站的需求及交通上的影響等。署方會與運輸署磋商建議的可行性。

11.2 房屋事務

- 11.2.1 諮詢程序：房屋署指出現時有關用地正處於改劃階段，有見工程預計在 2018 年展開，2023 年完成，故提早就房屋設計、樓宇布局等諮詢區議會，找出可以改善的地方。待改劃程序完成後，便可盡快動工。
- 11.2.2 房屋類型：署方考慮到最有迫切需要的房屋類型為公屋，故在計劃的第一期興建公屋。署方會積極考慮在第二期興建居屋。
- 11.2.3 社區設施：因應議員的意見，署方會調整項目內的零售設施組合，將超級市場縮小，以騰出空間作新鮮糧油店，為居民提供更多選擇，平衡各方需求。至於自修室方面，署方已與教育局商討，房屋委員會亦會積極考慮是否有空間設置自修室供區內學生使用。署方表示也會照顧到兒童及長者的需要，設立幼兒院、安老院及長者日間護理中心。
- 11.2.4 對麗晶花園居民的影響：署方指出地區發展必然

會對居民有所影響，但已盡量在設計上將影響減低，例如提供兩道分別貫穿南北和東西方向的通風廊，減輕對區內空氣流通的影響。就布局而言，署方已將第一期擬建公屋的數目由四座減至三座，務求減小對附近景觀的影響。

11.3 交通事宜

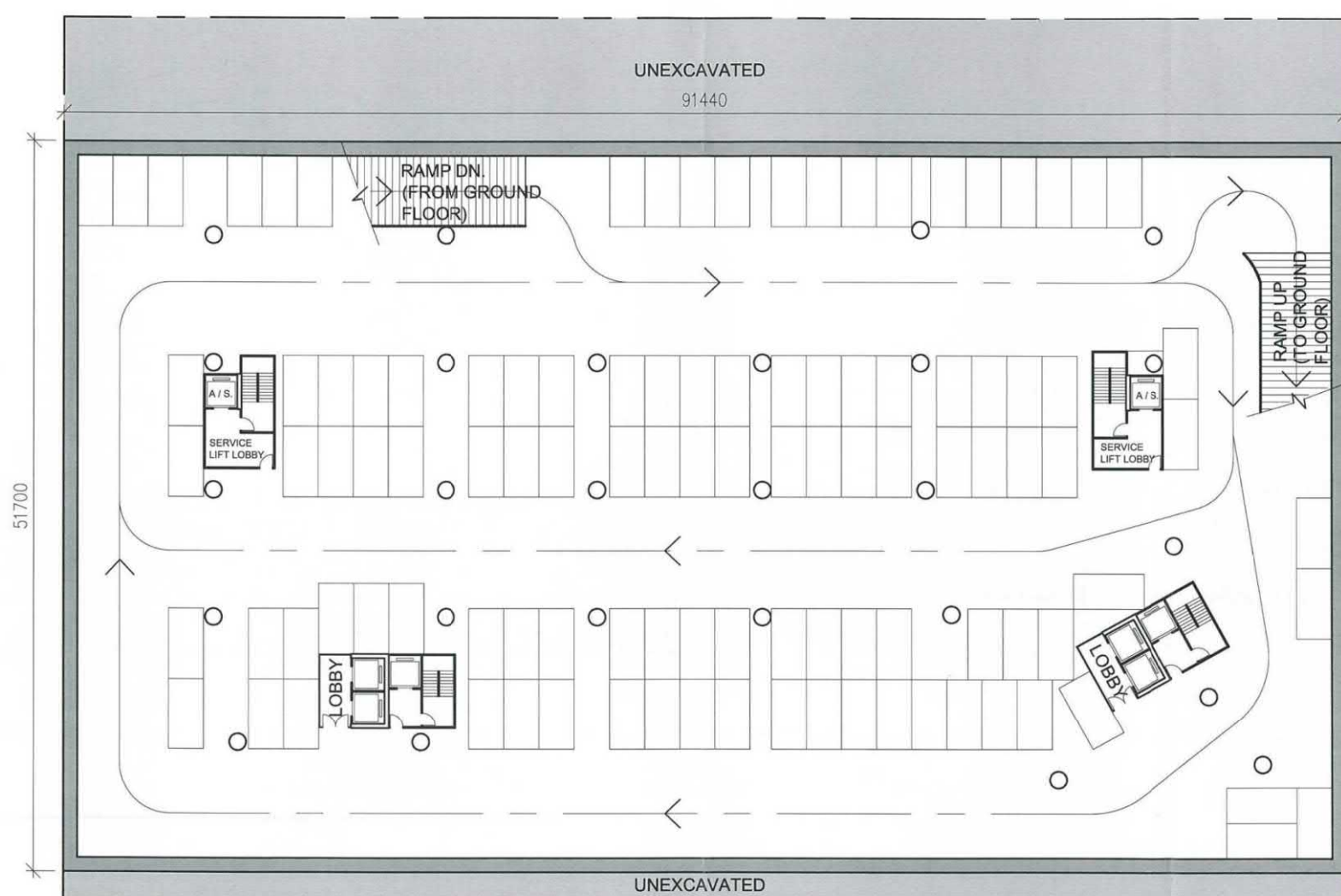
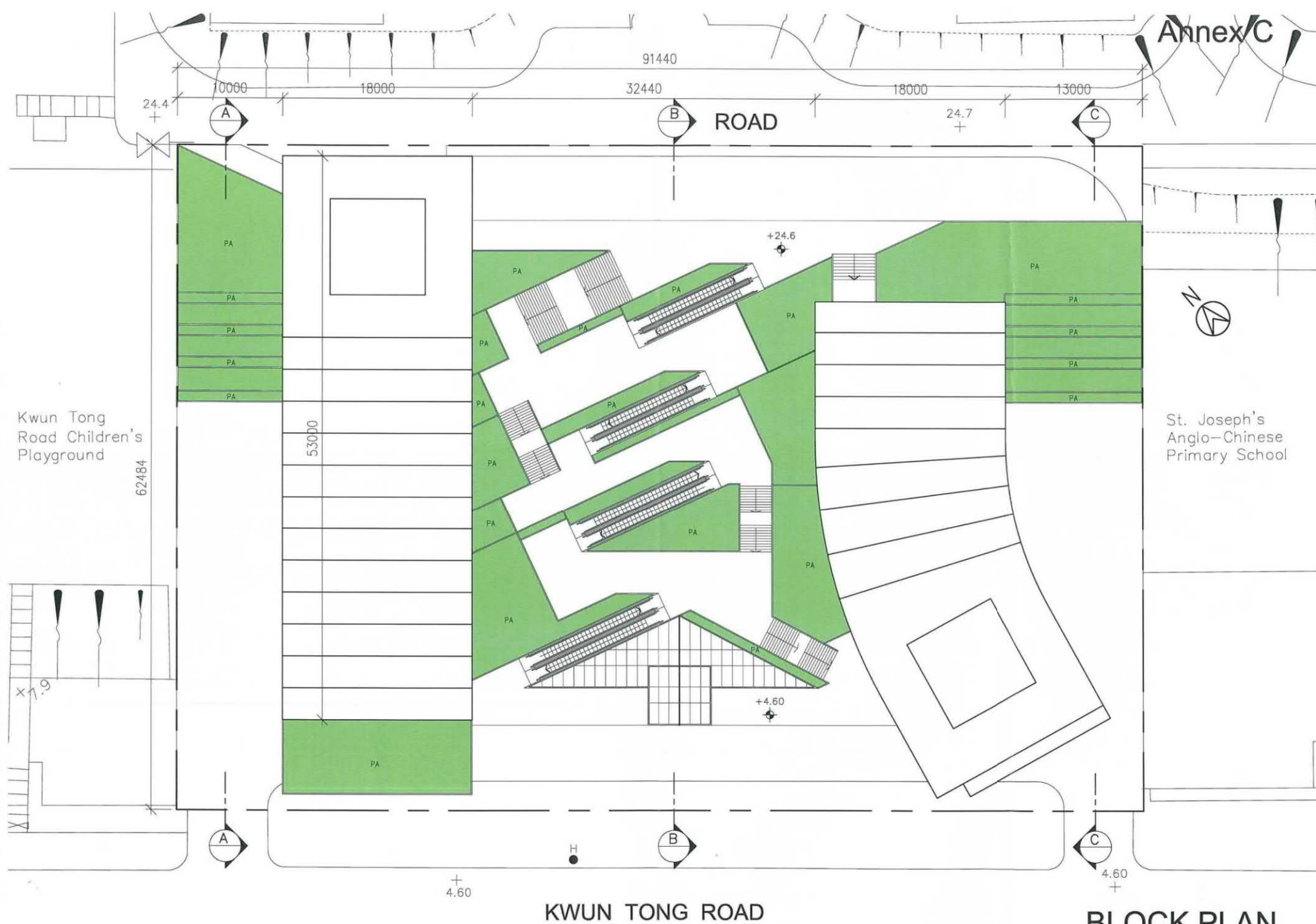
- 11.3.1 路口改善工程：房屋署已聘請顧問公司對擬建公屋計劃進行初步交通影響評估。評估顯示，是項公共房屋發展所產生的交通流量不會對鄰近道路構成不良影響。

在土木工程拓展署於啟德發展區域興建新的道路及路口交匯處和相關的路口交匯處進行改善工程後，加上於承啟道/沐翠街路口及宏光道/啟祥道路口所建議的交通改善工程後，在公共房屋發展鄰近的交通流量將達到要求以配合有關的房屋發展計劃於 2023 年入伙。

- 11.3.2 交通需求：根據資料顯示，興建中的沙中線將於約 2021 年完成並提供往來大圍至金鐘站的服務，相信可分流部分前往港島區的乘客，並紓緩將軍澳線油塘站繁忙時段的擁擠情況。而宏照道公營房屋發展計劃第一期預計於 2023 年落成，預計居民可步行至附近的啟德鐵路站使用沙中線/彩虹鐵路站前往各區。

12. 主席呼籲署方聽取議員對房屋發展計劃的意見，並如實反映予城規會考慮。他提醒議員可直接向城規會提出意見，諮詢期至 2017 年 6 月 13 日止。

(何啟明議員於下午 5 時 50 分離開會場)

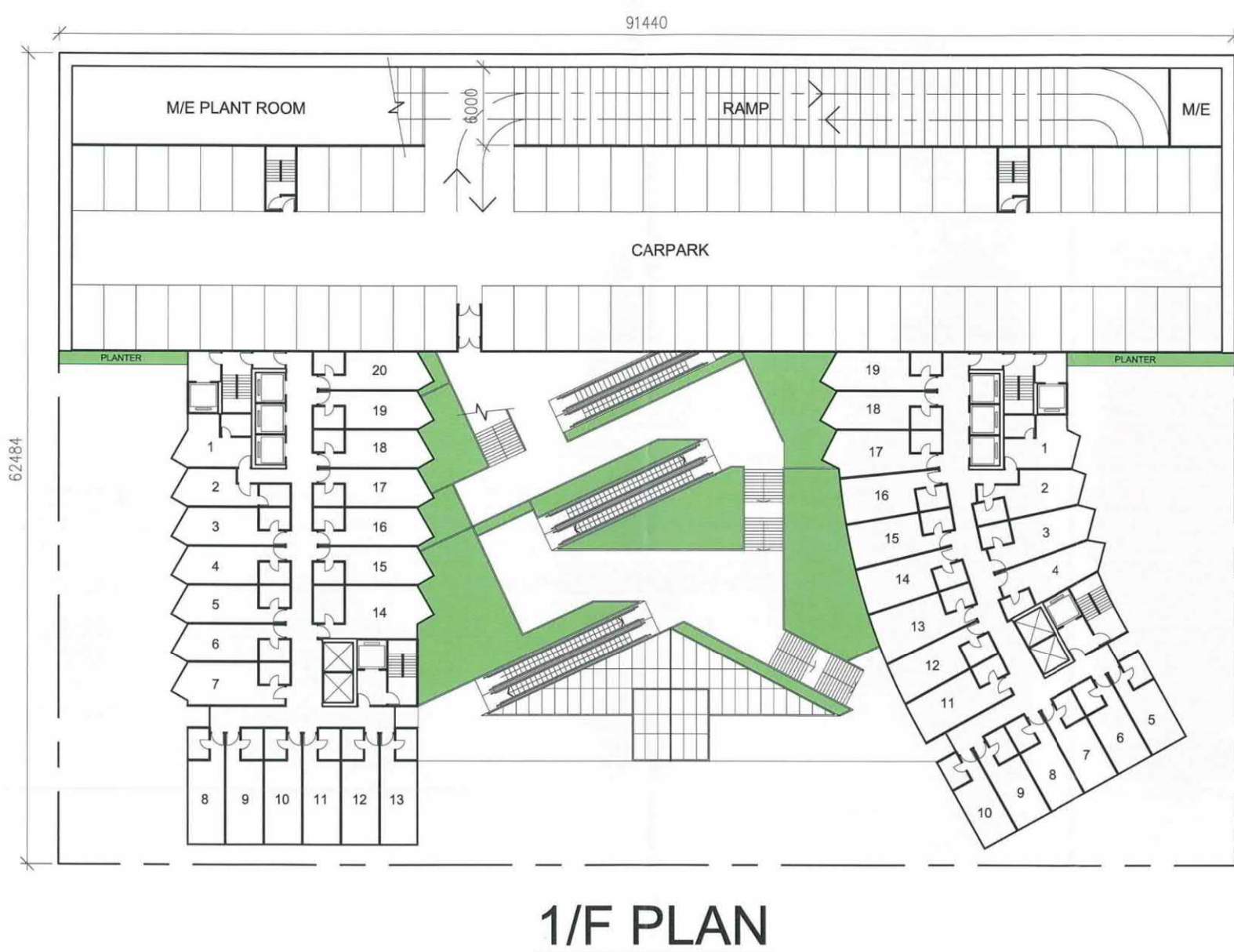
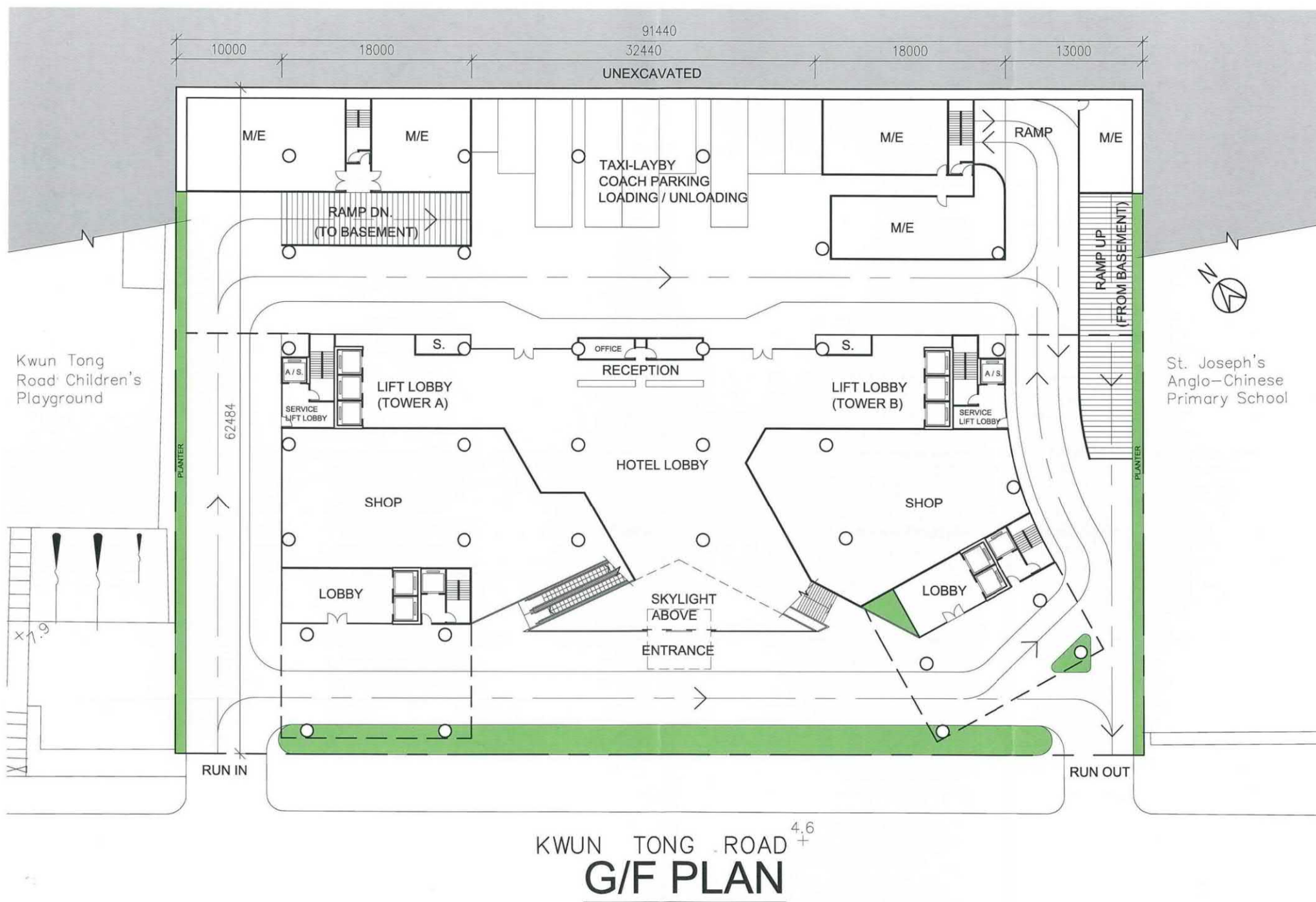


BASEMENT PLAN

(資料來源：由R8460提交)
(Source: Submitted by R8460)

參考編號
REFERENCE No.
R/S/K13/29-G2

繪圖
DRAWING
H - 1a



(資料來源：由R8460提交)
(Source: Submitted by R8460)

參考編號
REFERENCE No.
R/S/K13/29-G2

繪圖
DRAWING
H - 1b



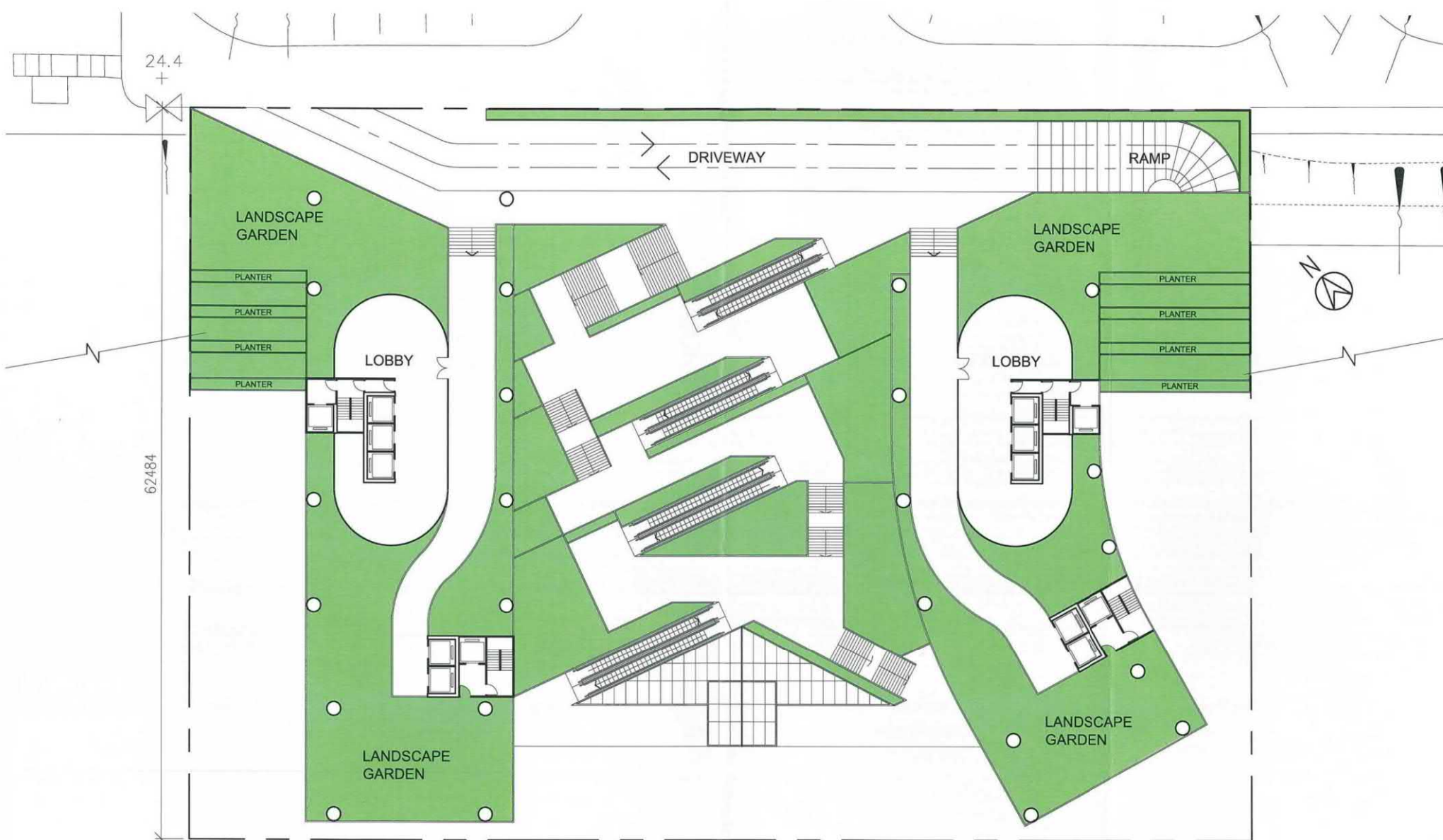
2/F PLAN



3/F PLAN



4/F PLAN



5/F PLAN

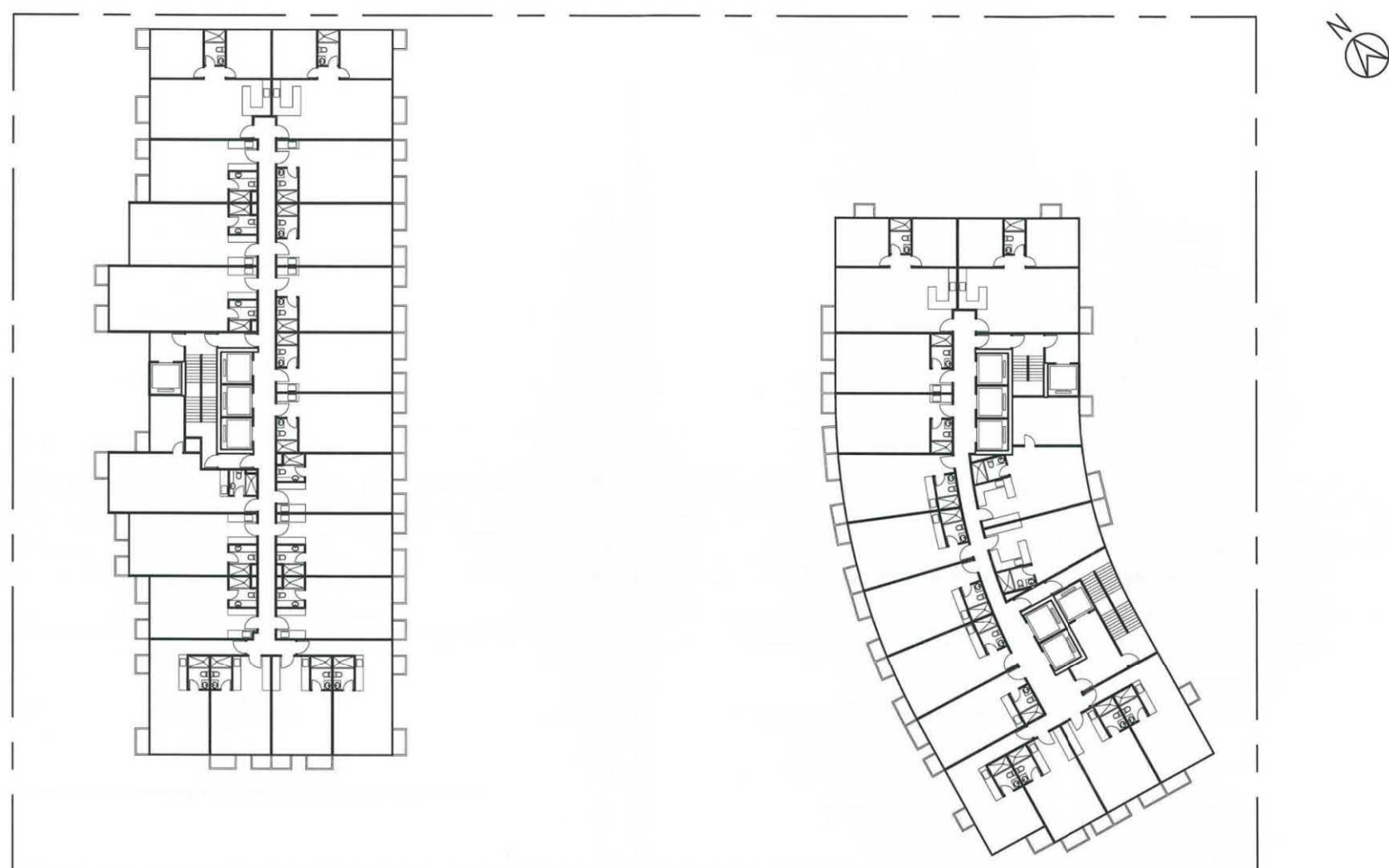
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(Source: Submitted by R8460)

參考編號
REFERENCE No.
R/S/K13/29-G2

繪圖
DRAWING
H - 1d



6/F PLAN



LOW ZONE

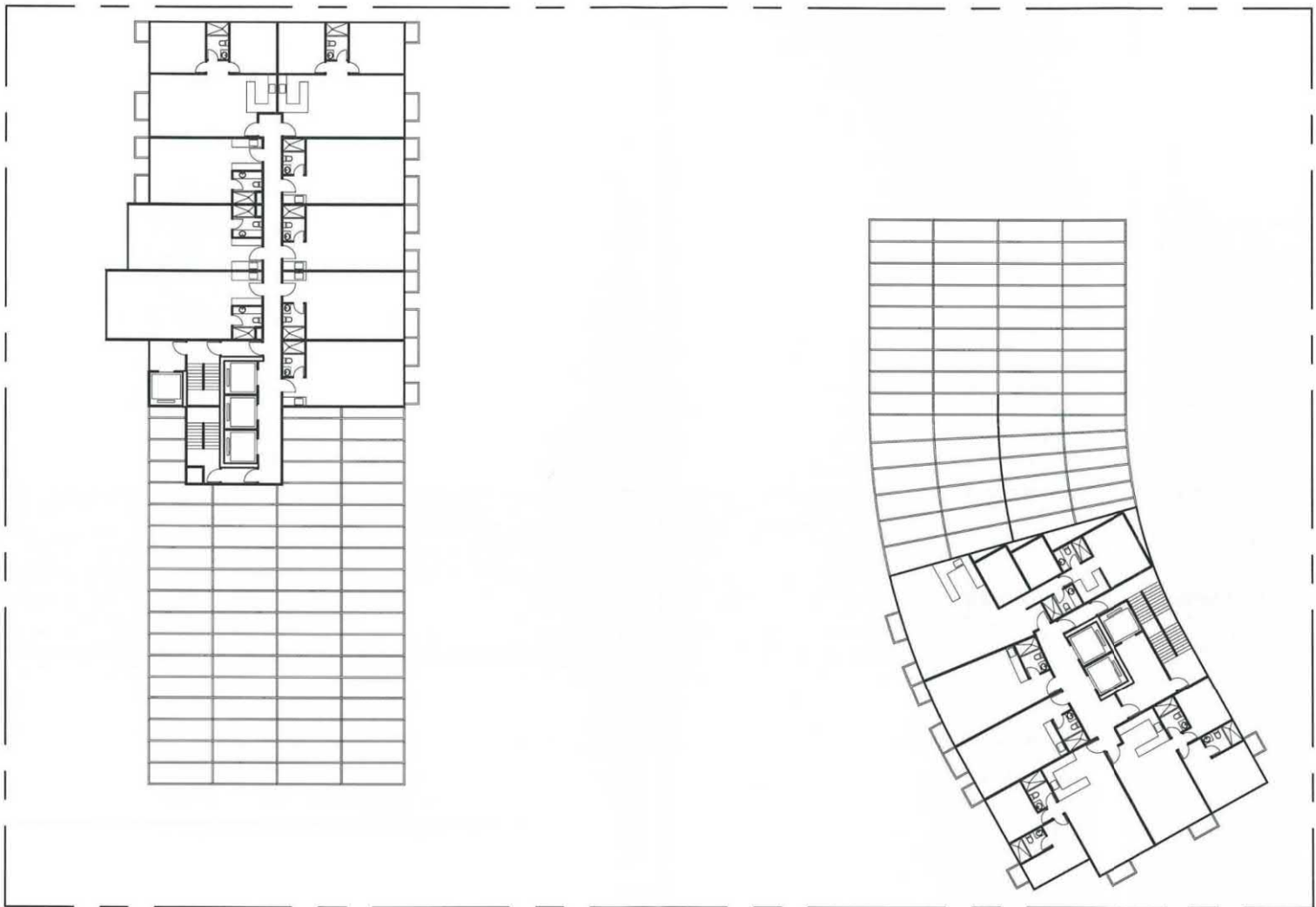
(資料來源：由R8460提交)
(Source: Submitted by R8460)

參考編號
REFERENCE No.
R/S/K13/29-G2

繪圖
DRAWING
H - 1e



MID ZONE



HIGH ZONE

(資料來源：由R8460提交)
(Source: Submitted by R8460)

參考編號
REFERENCE No.
R/S/K13/29-G2

繪圖
DRAWING
H - 1f



(資料來源：由R8460提交)
(Source: Submitted by R8460)

參考編號
REFERENCE No.
R/S/K13/29-G2

繪圖
DRAWING
H - 1g



(資料來源：由R8460提交)
(Source: Submitted by R8460)

參考編號
REFERENCE No.
R/S/K13/29-G2

繪圖
DRAWING
H - 1h



KEY PLAN



VIEW OF THE BUILDING MASS



TITLE :

PHOTOMONTAGE OF BUILDING MASS WITH VARIABLE BUILDING HEIGHTS (FROM QUARRY BAY)

REV. 0

FIGURE :

B.4.6.a

PROJECT : PROPOSED REDEVELOPMENT OF LOT SEC.A OF N.K.I.L. 167 AND SEC.A OF N.K.I.L. 168,
KWUN TONG ROAD, KOWLOON.

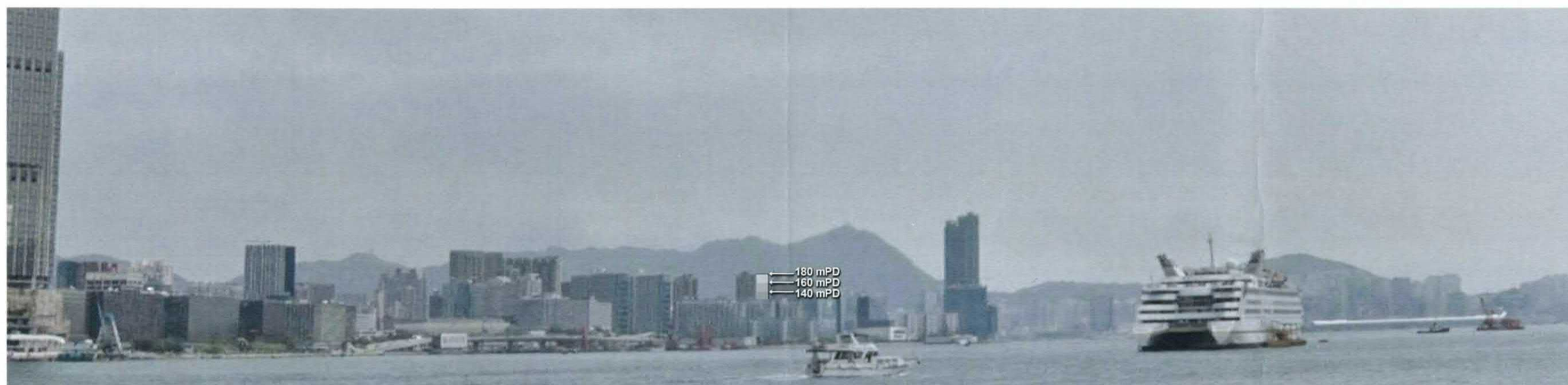
(資料來源：由R8460提交)
(Source: Submitted by R8460)

參考編號
REFERENCE No.
R/S/K13/29-G2


繪圖
DRAWING
H - 2a



KEY PLAN



VIEW OF THE BUILDING MASS

	TITLE : PHOTOMONTAGE OF BUILDING MASS WITH VARIABLE BUILDING HEIGHTS (FROM HONG KONG CONVENTION CENTRE)	FIGURE : REV. 0 B.4.6.b
	PROJECT : PROPOSED REDEVELOPMENT OF LOT SEC.A OF N.K.I.L. 167 AND SEC.A OF N.K.I.L. 168, KWUN TONG ROAD, KOWLOON.	

(資料來源：由R8460提交)
(Source: Submitted by R8460)

參考編號 REFERENCE No. R/S/K13/29-G2	繪圖 DRAWING H - 2b
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	<p>TITLE : PHOTOMONTAGE OF BUILDING MASS WITH VARIABLE BUILDING HEIGHTS</p> <p>PROJECT : PROPOSED REDEVELOPMENT OF LOT SEC.A OF N.K.I.L. 167 AND SEC.A OF N.K.I.L. 168, KWUN TONG ROAD, KOWLOON.</p>	<p>FIGURE : B.4.7</p> <p>REV. 0</p>
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(資料來源：由R8460提交)
(Source: Submitted by R8460)

<p>參考編號 REFERENCE No. R/S/K13/29-G2</p>	<p>繪圖 DRAWING H - 2c</p>
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KEY PLAN



EXISTING VIEW



VIEW OF THE PROPOSED SCHEME



TITLE :

PHOTOMONTAGE VIEW FROM HONG KONG BAPTIST UNIVERSITY CAMPUS (VP1 VSR GIC1)

REV. 0

FIGURE :

B.8.1

PROJECT : PROPOSED REDEVELOPMENT OF LOT SEC.A OF N.K.I.L. 167 AND SEC.A OF N.K.I.L. 168,
KWUN TONG ROAD, KOWLOON.

(資料來源：由R8460提交)
(Source: Submitted by R8460)

參考編號
REFERENCE No.
R/S/K13/29-G2

繪圖
DRAWING
H - 2d



KEY PLAN



EXISTING VIEW



VIEW OF THE PROPOSED SCHEME



TITLE :

PHOTOMONTAGE VIEW FROM HONG KONG BAPTIST UNIVERSITY CAMPUS (VP1A VSR GIC2)

REV. 0

FIGURE :

B.8.2

PROJECT : PROPOSED REDEVELOPMENT OF LOT SEC.A OF N.K.I.L. 167 AND SEC.A OF N.K.I.L. 168,
KWUN TONG ROAD, KOWLOON.

(資料來源：由R8460提交)
(Source: Submitted by R8460)

參考編號
REFERENCE No.
R/S/K13/29-G2

繪圖
DRAWING
H - 2e



KEY PLAN



EXISTING VIEW



VIEW OF THE PROPOSED SCHEME



TITLE : **PHOTOMONTAGE VIEW FROM CARITAS FAMILY CRISIS SUPPORT CENTRE (VP2 VSR T1)**

FIGURE :
REV. 0 **B.8.3**

PROJECT : PROPOSED REDEVELOPMENT OF LOT SEC.A OF N.K.I.L. 167 AND SEC.A OF N.K.I.L. 168,
KWUN TONG ROAD, KOWLOON.

(資料來源：由R8460提交)
(Source: Submitted by R8460)

參考編號
REFERENCE No.
R/S/K13/29-G2

繪圖
DRAWING
H - 2f



KEY PLAN



EXISTING VIEW



VIEW OF THE PROPOSED SCHEME



TITLE :

PHOTOMONTAGE VIEW FROM BUS STOP AT KWUN TONG ROAD OUTSIDE KAI YIP ESTATE (VP3 VSR T2)

REV. 0

FIGURE :

B.8.4

PROJECT : PROPOSED REDEVELOPMENT OF LOT SEC.A OF N.K.I.L. 167 AND SEC.A OF N.K.I.L. 168,
KWUN TONG ROAD, KOWLOON.

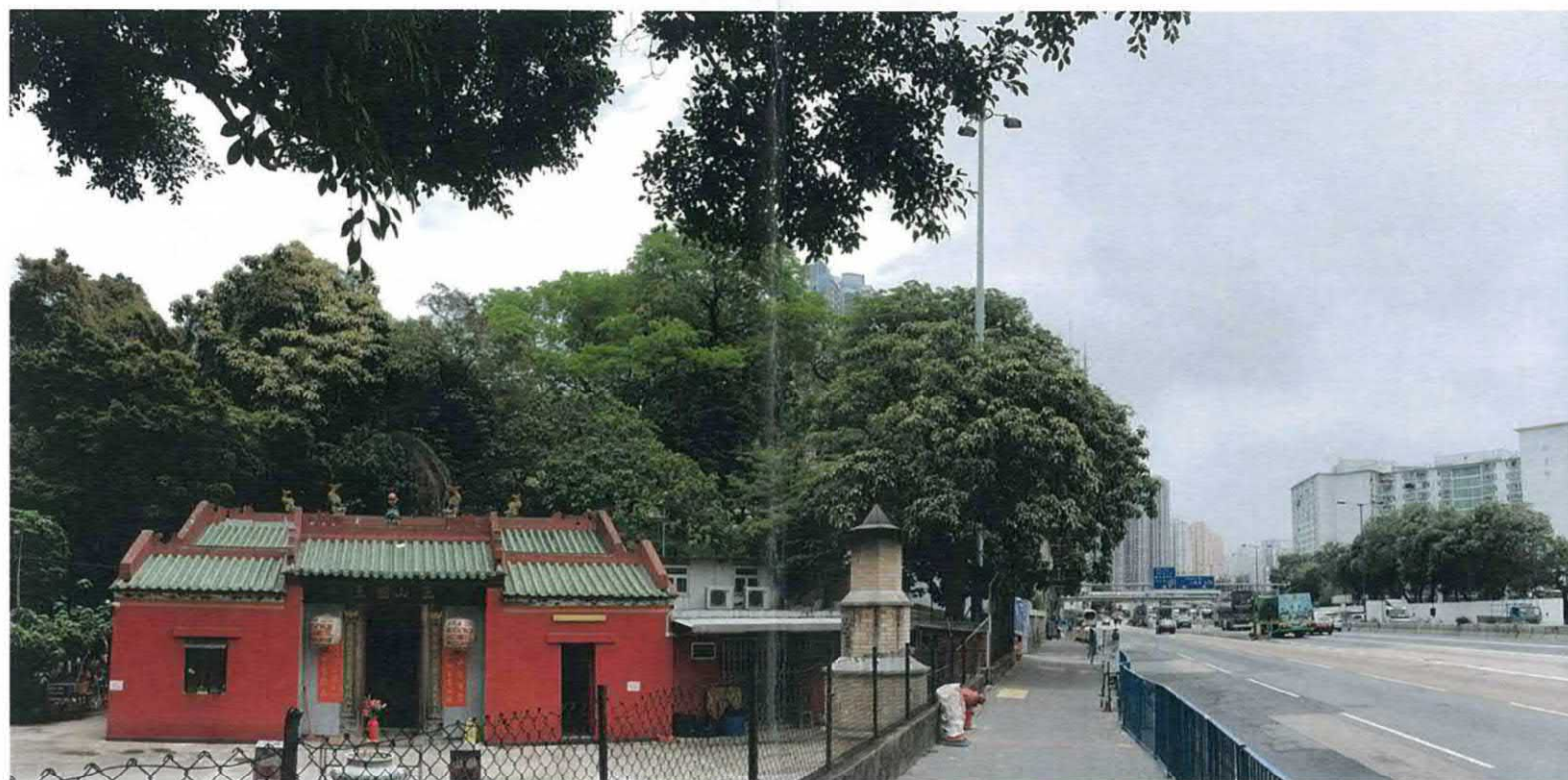
(資料來源：由R8460提交)
(Source: Submitted by R8460)

參考編號
REFERENCE No.
R/S/K13/29-G2

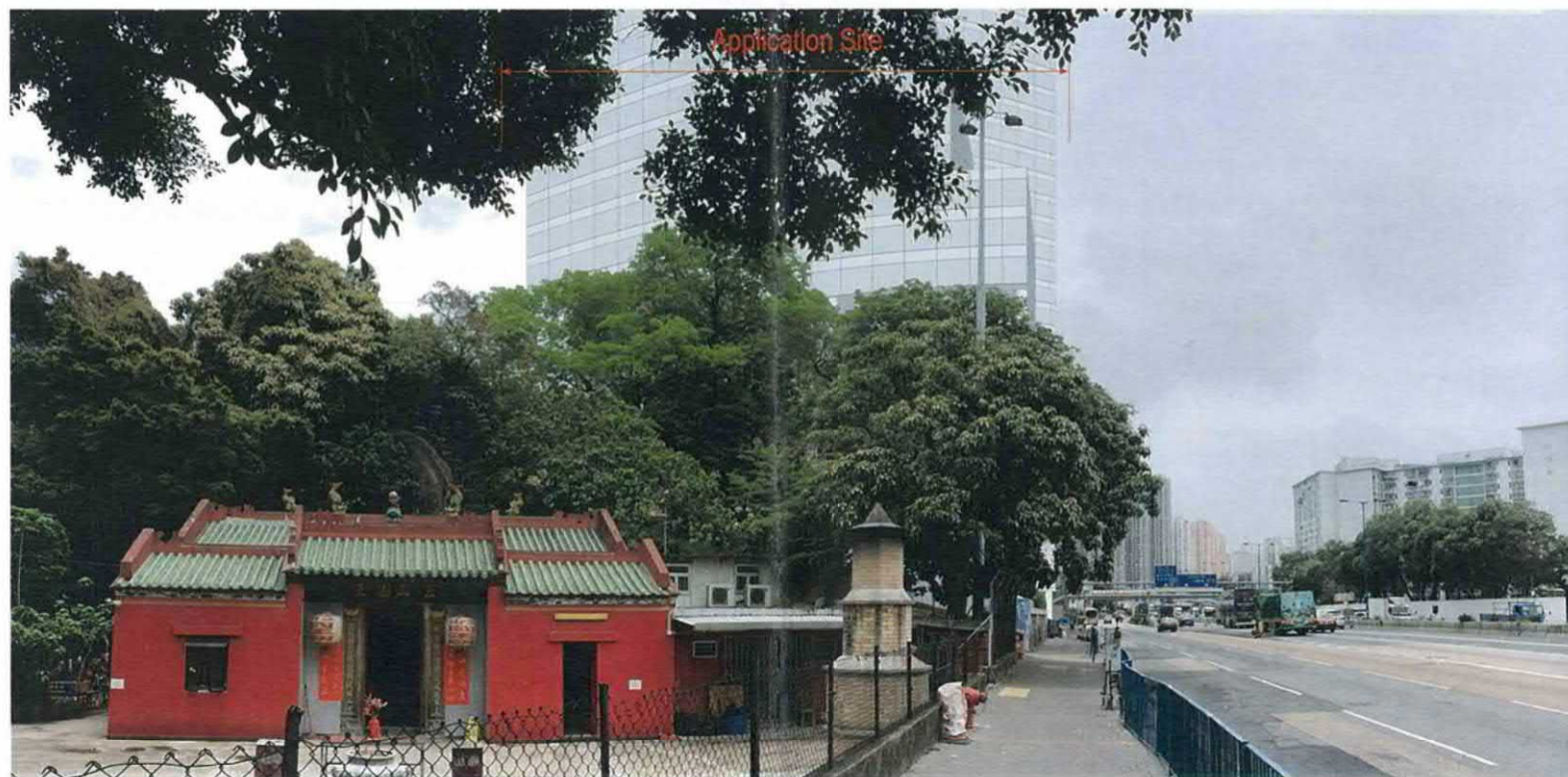
繪圖
DRAWING
H - 2g



KEY PLAN



EXISTING VIEW



VIEW OF THE PROPOSED SCHEME



TITLE :

PHOTOMONTAGE VIEW FROM SAM SHAN KWOK WONG TEMPLE (VP4 VSR T3)

REV. 0

FIGURE :

B.8.5

PROJECT : PROPOSED REDEVELOPMENT OF LOT SEC.A OF N.K.I.L. 167 AND SEC.A OF N.K.I.L. 168,
KWUN TONG ROAD, KOWLOON.

(資料來源：由R8460提交)
(Source: Submitted by R8460)

參考編號
REFERENCE No.
R/S/K13/29-G2

繪圖
DRAWING
H - 2h



KEY PLAN



EXISTING VIEW



VIEW OF THE PROPOSED SCHEME



TITLE : **PHOTOMONTAGE VIEW FROM PING SHEK PLAYGROUND (VP5 VSR REC1)**

FIGURE :
REV. 0 **B.8.6**

PROJECT : PROPOSED REDEVELOPMENT OF LOT SEC.A OF N.K.I.L. 167 AND SEC.A OF N.K.I.L. 168,
KWUN TONG ROAD, KOWLOON.

(資料來源：由R8460提交)
(Source: Submitted by R8460)

參考編號
REFERENCE No.
R/S/K13/29-G2

繪圖
DRAWING
H - 2i



KEY PLAN



EXISTING VIEW



VIEW OF THE PROPOSED SCHEME



TITLE :

PHOTOMONTAGE VIEW FROM CHOI TAK ESTATE (VP6 VSR REC2)

REV. 0

FIGURE :

B.8.7

PROJECT : PROPOSED REDEVELOPMENT OF LOT SEC.A OF N.K.I.L. 167 AND SEC.A OF N.K.I.L. 168,
KWUN TONG ROAD, KOWLOON.

(資料來源：由R8460提交)
(Source: Submitted by R8460)

參考編號
REFERENCE No.
R/S/K13/29-G2

繪圖
DRAWING
H - 2j



KEY PLAN



EXISTING VIEW



VIEW OF THE PROPOSED SCHEME



TITLE :

PHOTOMONTAGE VIEW FROM FOOTBRIDGE NEAR CHOI YING PLACE (VP7 VSR T4)

FIGURE :

REV. 0

B.8.8

PROJECT : PROPOSED REDEVELOPMENT OF LOT SEC.A OF N.K.I.L. 167 AND SEC.A OF N.K.I.L. 168,
KWUN TONG ROAD, KOWLOON.

(資料來源：由R8460提交)
(Source: Submitted by R8460)

參考編號
REFERENCE No.
R/S/K13/29-G2

繪圖
DRAWING
H - 2k



KEY PLAN



EXISTING VIEW



VIEW OF THE PROPOSED SCHEME



TITLE :

PHOTOMONTAGE VIEW FROM KOWLOON BAY SPORTS GROUND (VP8 VSR REC3)

REV. 0

FIGURE :

B.8.9

PROJECT : PROPOSED REDEVELOPMENT OF LOT SEC.A OF N.K.I.L. 167 AND SEC.A OF N.K.I.L. 168,
KWUN TONG ROAD, KOWLOON.

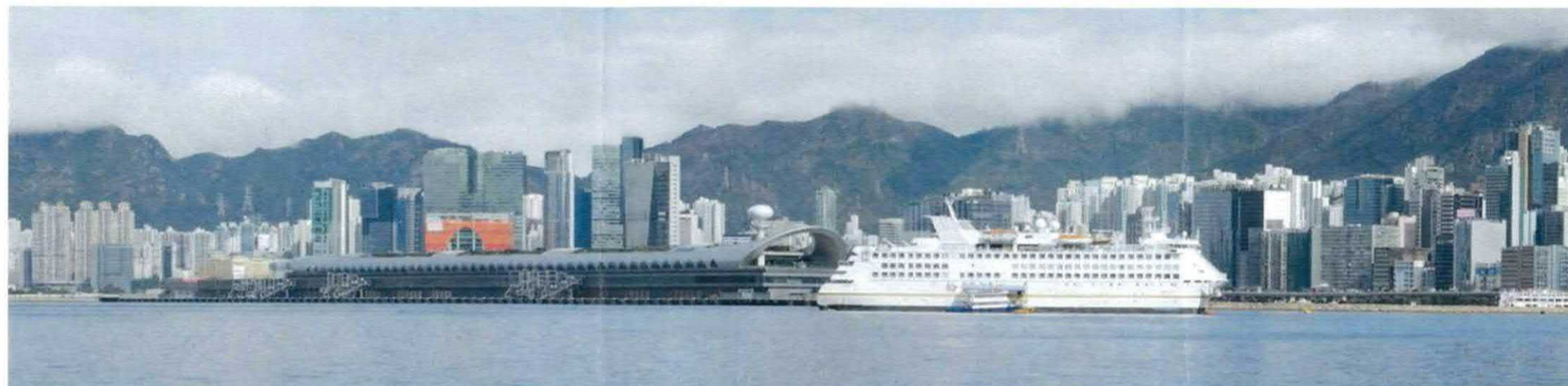
(資料來源：由R8460提交)
(Source: Submitted by R8460)

參考編號
REFERENCE No.
R/S/K13/29-G2

繪圖
DRAWING
H - 2I



KEY PLAN



EXISTING VIEW



VIEW OF THE PROPOSED SCHEME



TITLE : **PHOTOMONTAGE VIEW FROM QUARRY BAY PARK (VP9 VSR REC4)**

FIGURE :
REV. 0 **B.8.10**

PROJECT : PROPOSED REDEVELOPMENT OF LOT SEC.A OF N.K.I.L. 167 AND SEC.A OF N.K.I.L. 168,
KWUN TONG ROAD, KOWLOON.

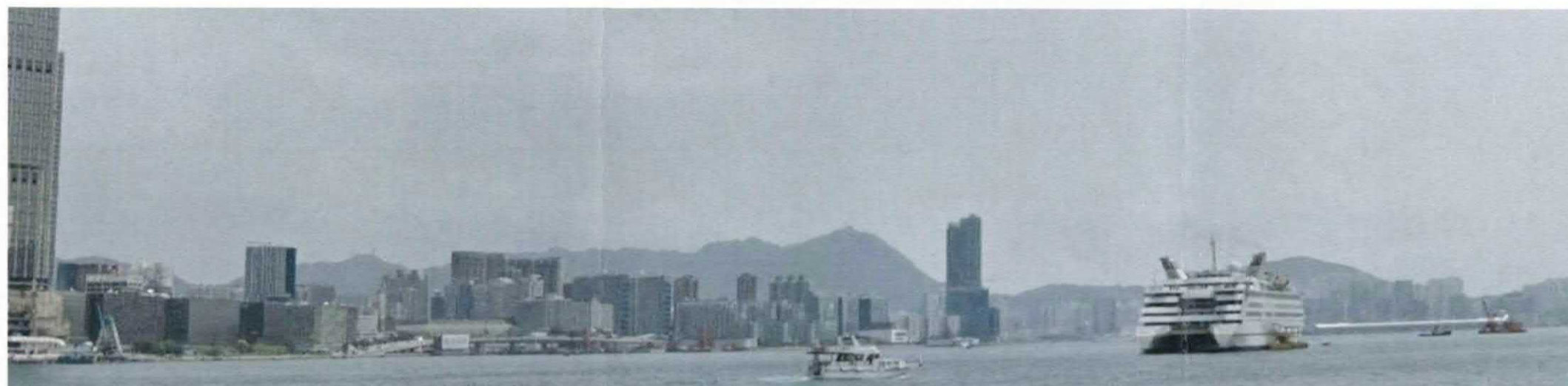
(資料來源：由R8460提交)
(Source: Submitted by R8460)

參考編號
REFERENCE No.
R/S/K13/29-G2

繪圖
DRAWING
H - 2m



KEY PLAN



EXISTING VIEW



VIEW OF THE PROPOSED SCHEME



TITLE : **PHOTOMONTAGE VIEW FROM HONG KONG CONVENTION AND EXHIBITION CENTRE (VP10 VSR REC4)**

FIGURE : **B.8.11**
REV. 0

PROJECT : PROPOSED REDEVELOPMENT OF LOT SEC.A OF N.K.I.L. 167 AND SEC.A OF N.K.I.L. 168,
KWUN TONG ROAD, KOWLOON.

(資料來源：由R8460提交)
(Source: Submitted by R8460)

參考編號
REFERENCE No.
R/S/K13/29-G2

繪圖
DRAWING
H - 2n



PROPOSED DEVELOPMENT SCHEME



PLANNING DEPARTMENT'S NOTIONAL SCHEME



TITLE : **VIEW FROM HAMMER HILL LOOKING SOUTH WEST**

PROJECT : PROPOSED REDEVELOPMENT OF LOT SEC.A OF N.K.I.L. 167 AND SEC.A OF N.K.I.L. 168, KWUN TONG ROAD, KOWLOON.

FIGURE :
REV. 0 **B.9.1**

(資料來源：由R8460提交)
(Source: Submitted by R8460)

參考編號
REFERENCE No.
R/S/K13/29-G2

繪圖
DRAWING
H - 20



PROPOSED DEVELOPMENT SCHEME



PLANNING DEPARTMENT'S NOTIONAL SCHEME



TITLE : **VIEW FROM KWUN TONG LOOKING NORTH EAST**

FIGURE :
REV. 0 **B.9.2**

PROJECT : PROPOSED REDEVELOPMENT OF LOT SEC.A OF N.K.I.L. 167 AND SEC.A OF N.K.I.L. 168,
KWUN TONG ROAD, KOWLOON.

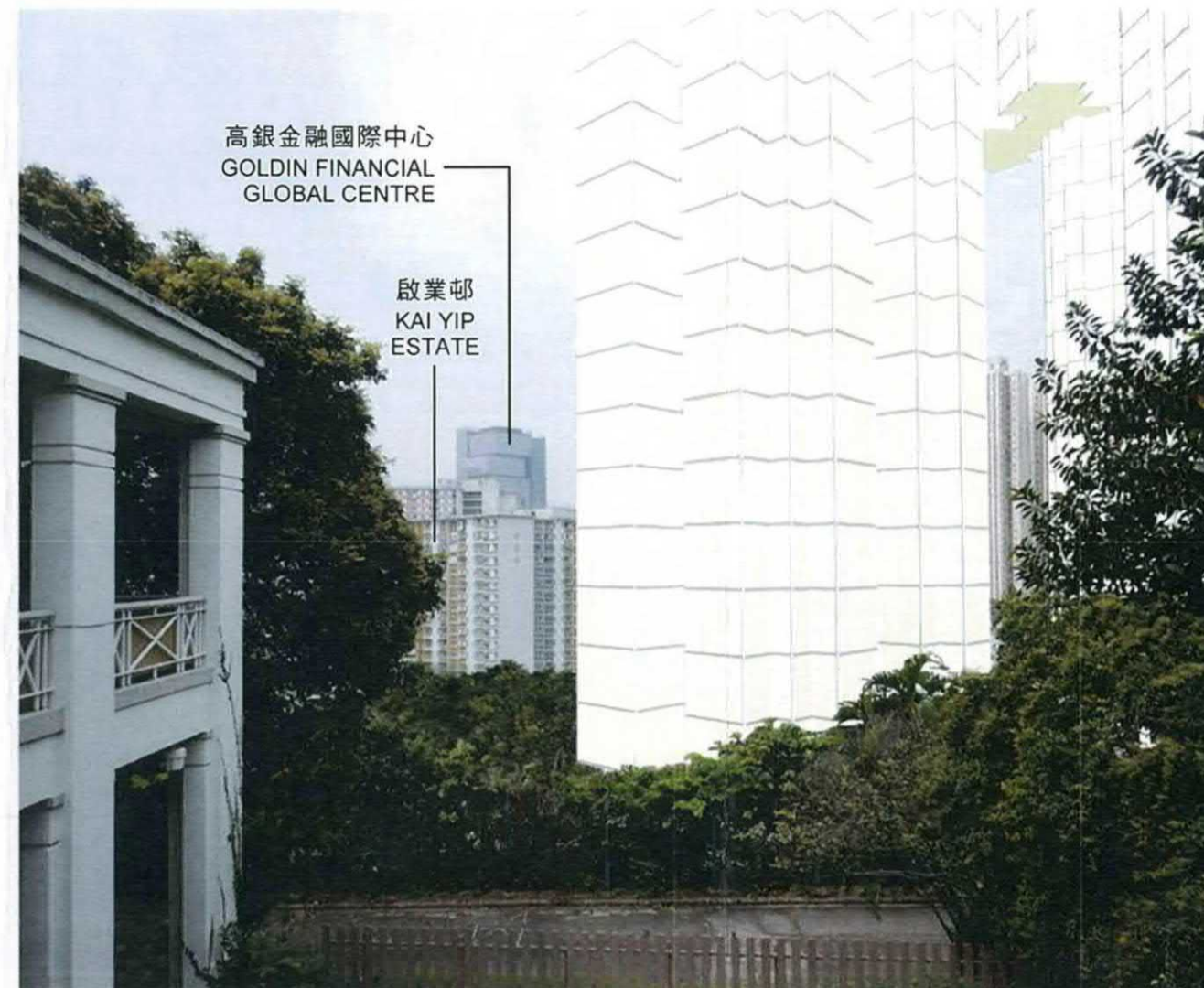
(資料來源：由R8460提交)
(Source: Submitted by R8460)

參考編號
REFERENCE No.
R/S/K13/29-G2

繪圖
DRAWING
H - 2p



PROPOSED DEVELOPMENT SCHEME



PLANNING DEPARTMENT'S NOTIONAL SCHEME



TITLE : **VIEW FROM HONG KONG BAPTIST UNIVERSITY CAMPUS**

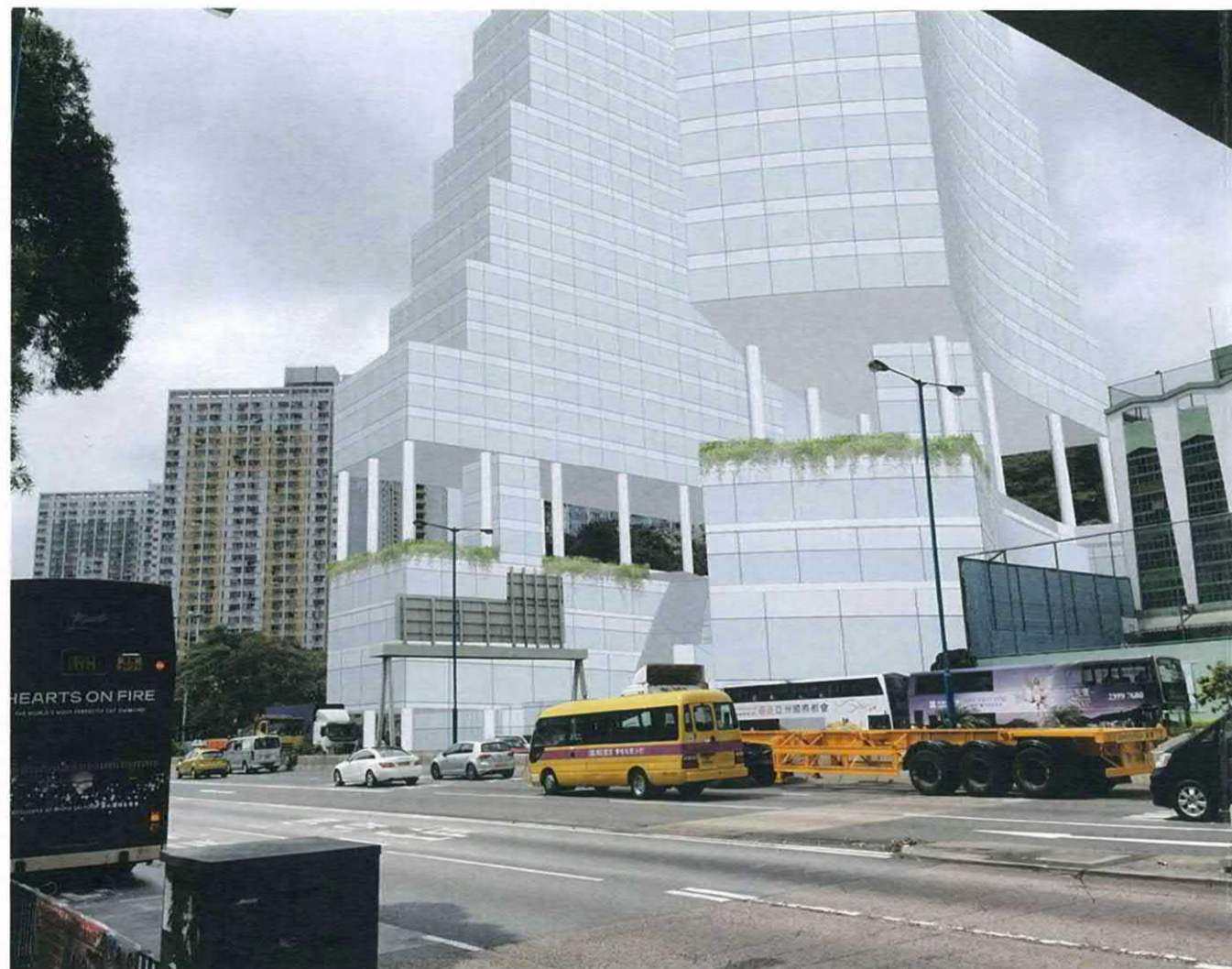
FIGURE :
REV. 0 **B.9.3**

PROJECT : PROPOSED REDEVELOPMENT OF LOT SEC.A OF N.K.I.L. 167 AND SEC.A OF N.K.I.L. 168,
KWUN TONG ROAD, KOWLOON.

(資料來源：由R8460提交)
(Source: Submitted by R8460)

參考編號
REFERENCE No.
R/S/K13/29-G2

繪圖
DRAWING
H - 2q



PROPOSED DEVELOPMENT SCHEME



PLANNING DEPARTMENT'S NOTIONAL SCHEME



TITLE : **VIEW FROM VIEW POINT 3**

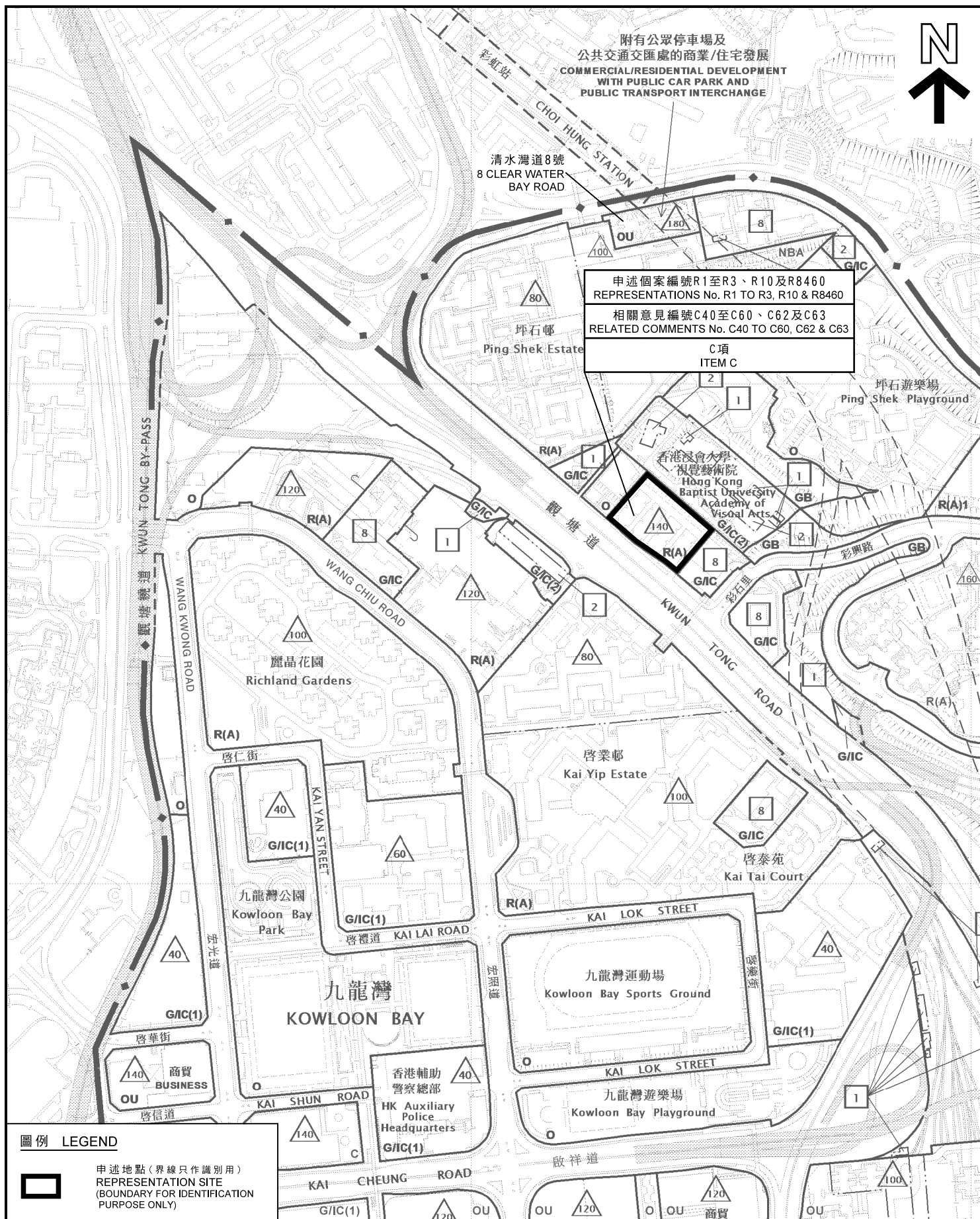
FIGURE : **B.9.4**
REV. 0

PROJECT : PROPOSED REDEVELOPMENT OF LOT SEC.A OF N.K.I.L. 167 AND SEC.A OF N.K.I.L. 168, KWUN TONG ROAD, KOWLOON.

(資料來源：由R8460提交)
(Source: Submitted by R8460)

參考編號
REFERENCE No.
R/S/K13/29-G2

繪圖
DRAWING
H - 2r



圖例 LEGEND



申述地點(界線只作識別用)
REPRESENTATION SITE
(BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY)

本摘要圖於2017年11月3日擬備，
所根據的資料為於2017年4月13日
展示的分區計劃大綱圖編號S/K13/29
EXTRACT PLAN PREPARED ON 3.11.2017
BASED ON OUTLINE ZONING PLAN No.
S/K13/29 EXHIBITED ON 13.4.2017

位置圖 LOCATION PLAN

就牛頭角及九龍灣分區計劃大綱草圖編號S/K13/29
提出的申述個案編號R1至R3、R10及R8460
及相關意見編號C40至C60、C62及C63作出考慮
CONSIDERATION OF REPRESENTATIONS No. R1 TO R3, R10 AND R8460
AND RELATED COMMENTS No. C40 TO C60, C62 AND C63
TO THE DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN No. S/K13/29

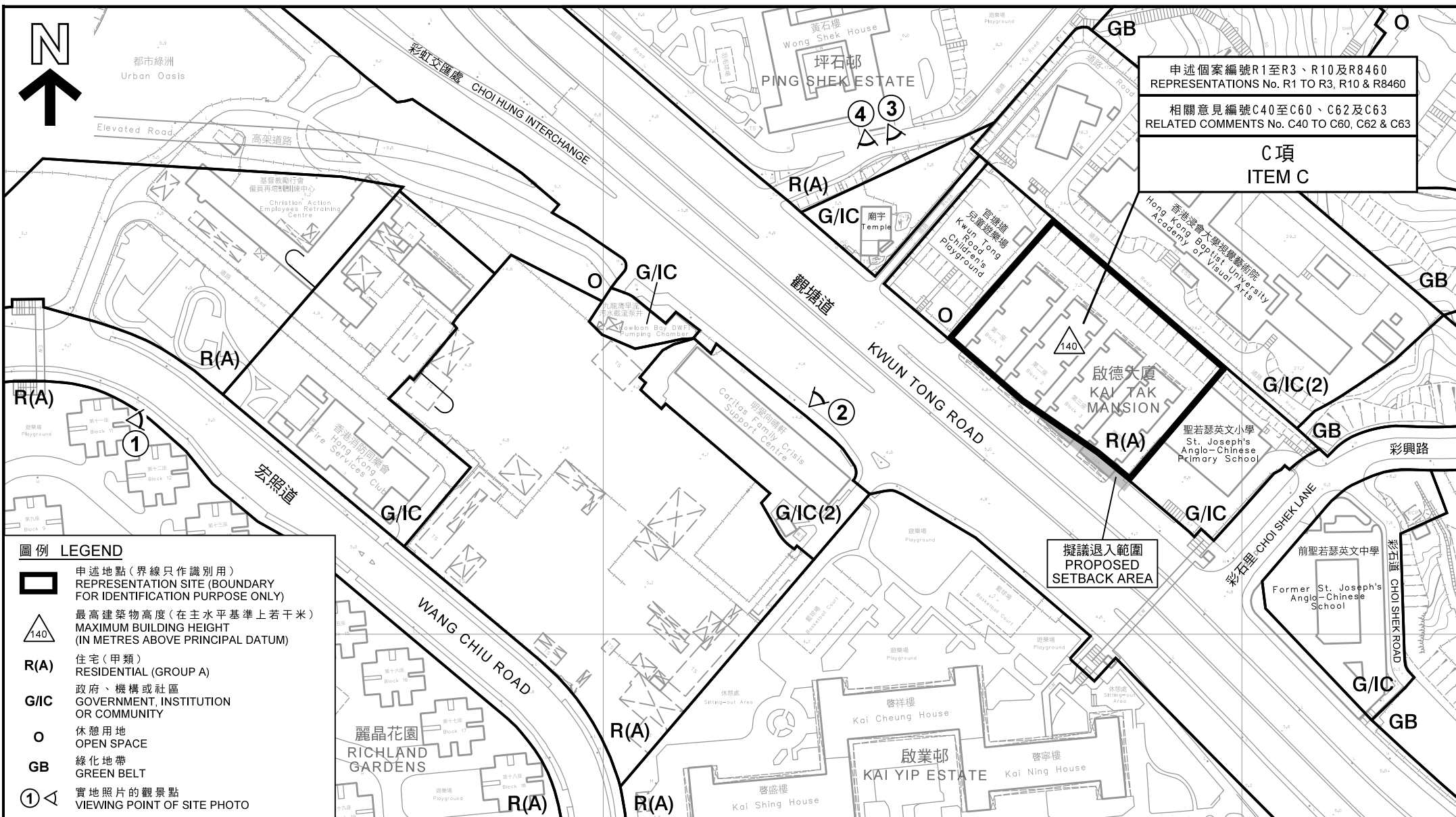
SCALE 1:5 000 比例尺
0 100 200
METRES METRES

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
R/S/K13/29-G2

圖 PLAN
H - 2



平面圖 SITE PLAN

本摘要圖於2017年10月27日擬備，
所根據的資料為測量圖編號
11-NE-12A和B

EXTRACT PLAN PREPARED ON 27.10.2017
BASED ON SURVEY SHEETS No.
11-NE-12A & B

就牛頭角及九龍灣分區計劃大綱草圖編號S/K13/29提出的申述個案編號R1至R3、R10及R8460
及相關意見編號C40至C60、C62及C63作出考慮

CONSIDERATION OF REPRESENTATIONS No. R1 TO R3, R10 AND R8460
AND RELATED COMMENTS No. C40 TO C60, C62 AND C63
TO THE DRAFT NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/29

SCALE 1:2 000 比例尺
METRES 40 0 40 60 METRES

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

R/S/K13/29-G2

圖 PLAN

H - 3

申述個案編號R1至R3、R10及R8460
REPRESENTATIONS No. R1 TO R3, R10 & R8460
相關意見編號C40至C60、C62及C63
RELATED COMMENTS No. C40 TO C60, C62 & C63

C項
ITEM C

擬議退入範圍
PROPOSED
SETBACK AREA



申述個案編號R1至R3、R10及R8460
REPRESENTATIONS No. R1 TO R3,
R10 & R8460

相關意見編號C40至C60、C62及C63
RELATED COMMENTS No. C40 TO C60,
C62 & C63

C項
ITEM C

本圖於2017年10月10日擬備，
所根據的資料為地政總署於
2017年1月25日拍得的
航攝照片編號E013733C

PLAN PREPARED ON 10.10.2017
BASED ON AERIAL PHOTO No.
E013733C TAKEN ON 25.1.2017
BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

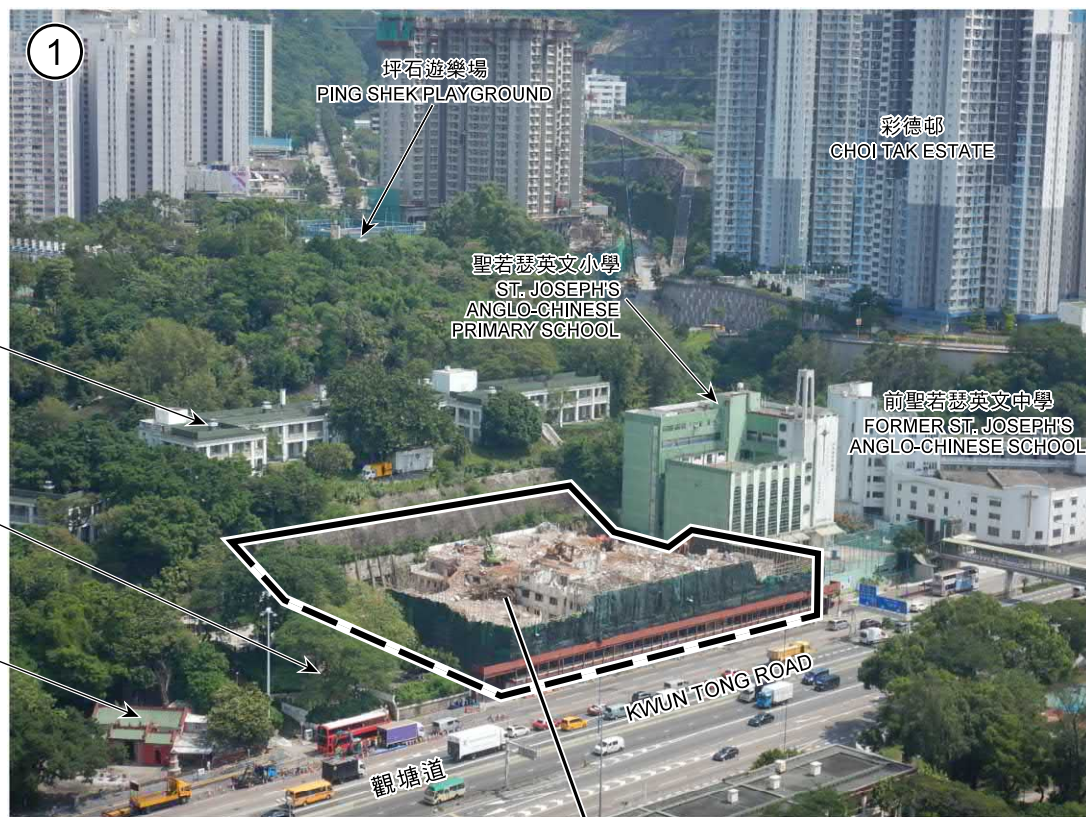
就牛頭角及九龍灣分區計劃大綱草圖編號S/K13/29
提出的申述個案編號R1至R3、R10及R8460
及相關意見編號C40至C60、C62及C63作出考慮
CONSIDERATION OF REPRESENTATIONS No. R1 TO R3, R10 AND R8460
AND RELATED COMMENTS No. C40 TO C60, C62 AND C63
TO THE DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN No. S/K13/29

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
R/S/K13/29-G2

圖 PLAN
H - 4



修訂項目C項
AMENDMENT ITEM C

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

實地照片 SITE PHOTOS

就牛頭角及九龍灣分區計劃大綱草圖編號S/K13/29提出的申述個案編號R1至R3、R10及R8460
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CONSIDERATION OF REPRESENTATIONS No. R1 TO R3, R10 AND R8460 AND RELATED COMMENTS No. C40 TO C60, C62 AND C63
TO THE DRAFT NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/29

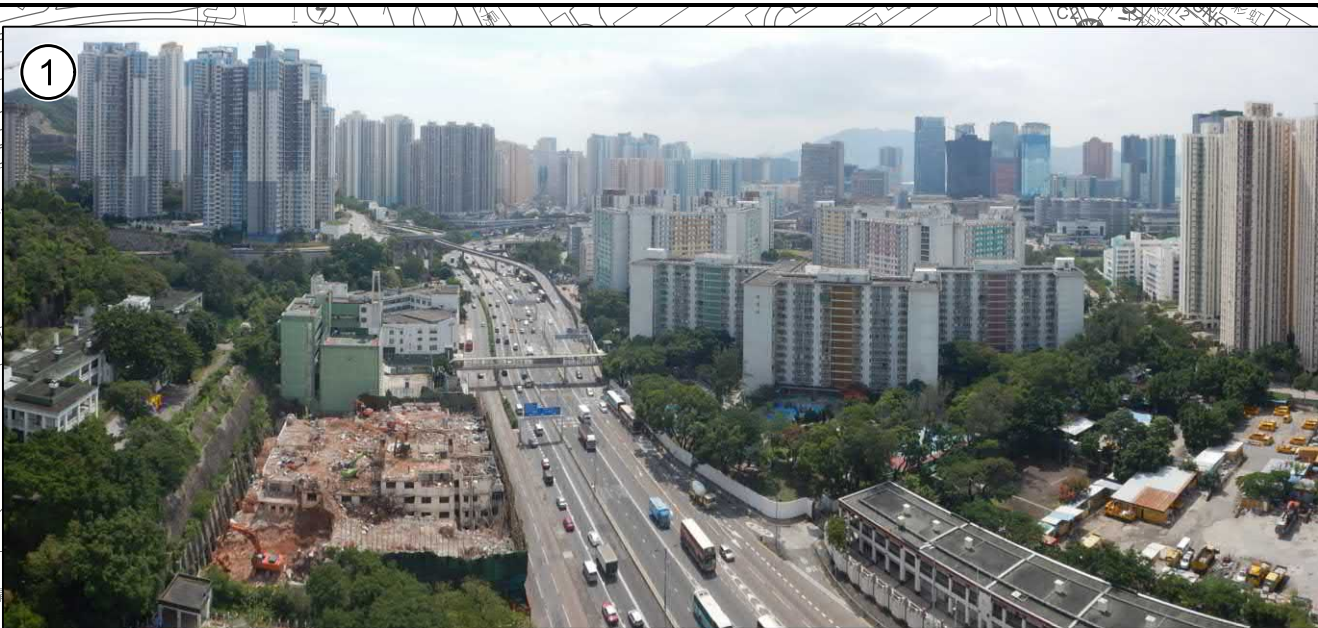
本圖於2017年10月26日擬備，
所根據的資料為攝於2017年10月6日的實地照片
PLAN PREPARED ON 26.10.2017
BASED ON SITE PHOTOS TAKEN ON 6.10.2017

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
R/S/K13/29-G2

圖 PLAN
H - 5a



SOUTHEAST VIEW TOWARDS KOWLOON BAY AND NGAU TAU KOK AREAS



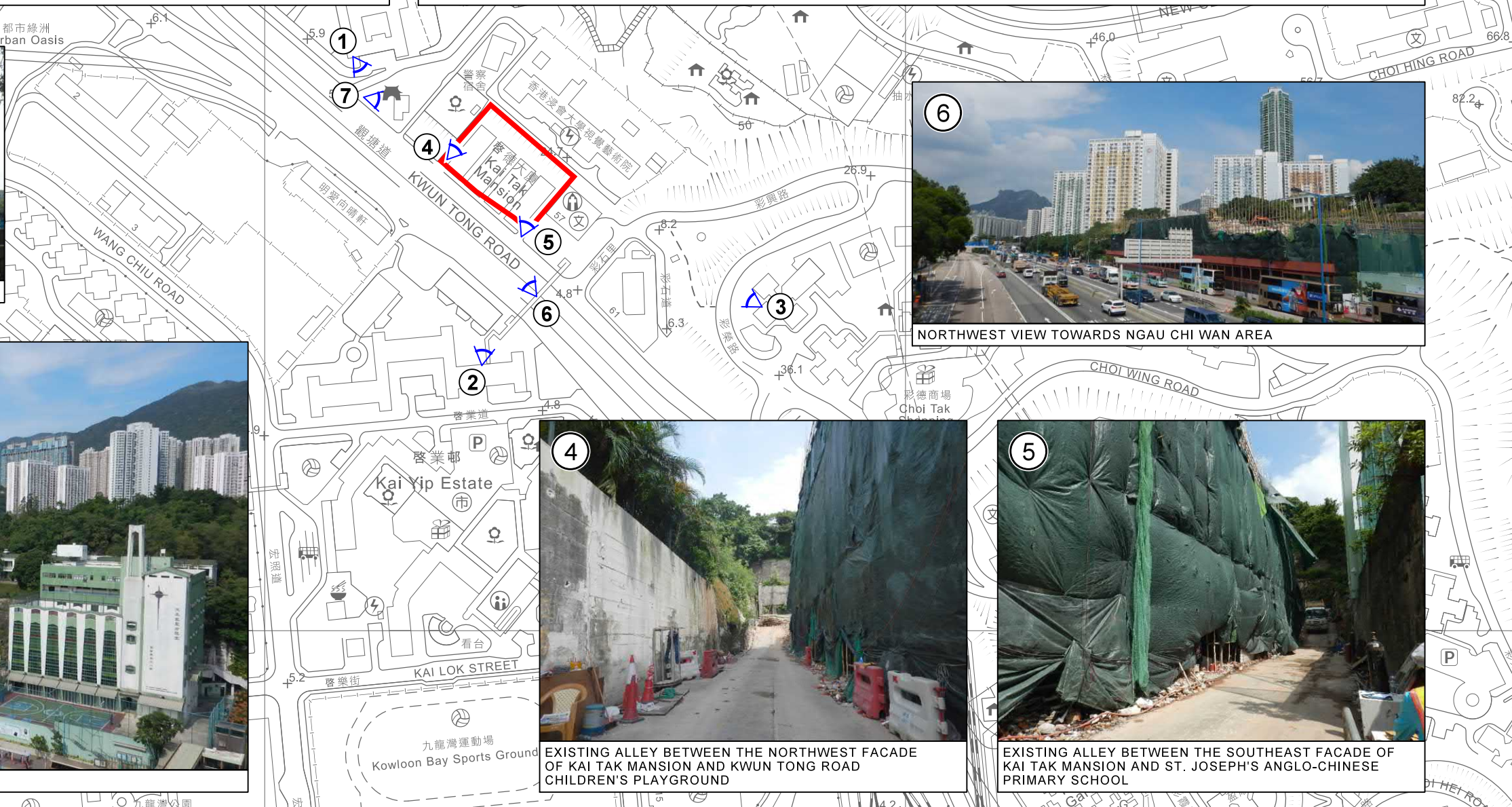
WEST VIEW TOWARDS KOWLOON BAY AND SAN PO KONG AREAS



EAST VIEW TOWARDS SAM SHAN KWOK WONG TEMPLE



NORTH VIEW TOWARDS NGAU CHI WAN AREA



NORTHWEST VIEW TOWARDS NGAU CHI WAN AREA



EXISTING ALLEY BETWEEN THE NORTHWEST FACADE OF KAI TAK MANSION AND KWUN TONG ROAD CHILDREN'S PLAYGROUND



EXISTING ALLEY BETWEEN THE SOUTHEAST FACADE OF KAI TAK MANSION AND ST. JOSEPH'S ANGLO-CHINESE PRIMARY SCHOOL

圖例 LEGEND

① 觀景點
VIEWING POINT

本摘要圖於2017年10月10日擬備，
所根據的資料為地形圖編號11-NE-A和C
EXTRACT PLAN PREPARED ON 10.10.2017
BASED ON TOPOGRAPHIC MAPS No.11-NE-A & C

申述地點及其鄰近照片 PHOTOS OF REPRESENTATION SITE AND ITS VICINITY

就牛頭角及九龍灣分區計劃大綱草圖編號S/K13/29提出的申述個案編號R1至R3、R10及R8460
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CONSIDERATION OF REPRESENTATIONS No. R1 TO R3, R10 AND R8460 AND RELATED COMMENTS No. C40 TO C60, C62 AND C63
TO THE DRAFT NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/29

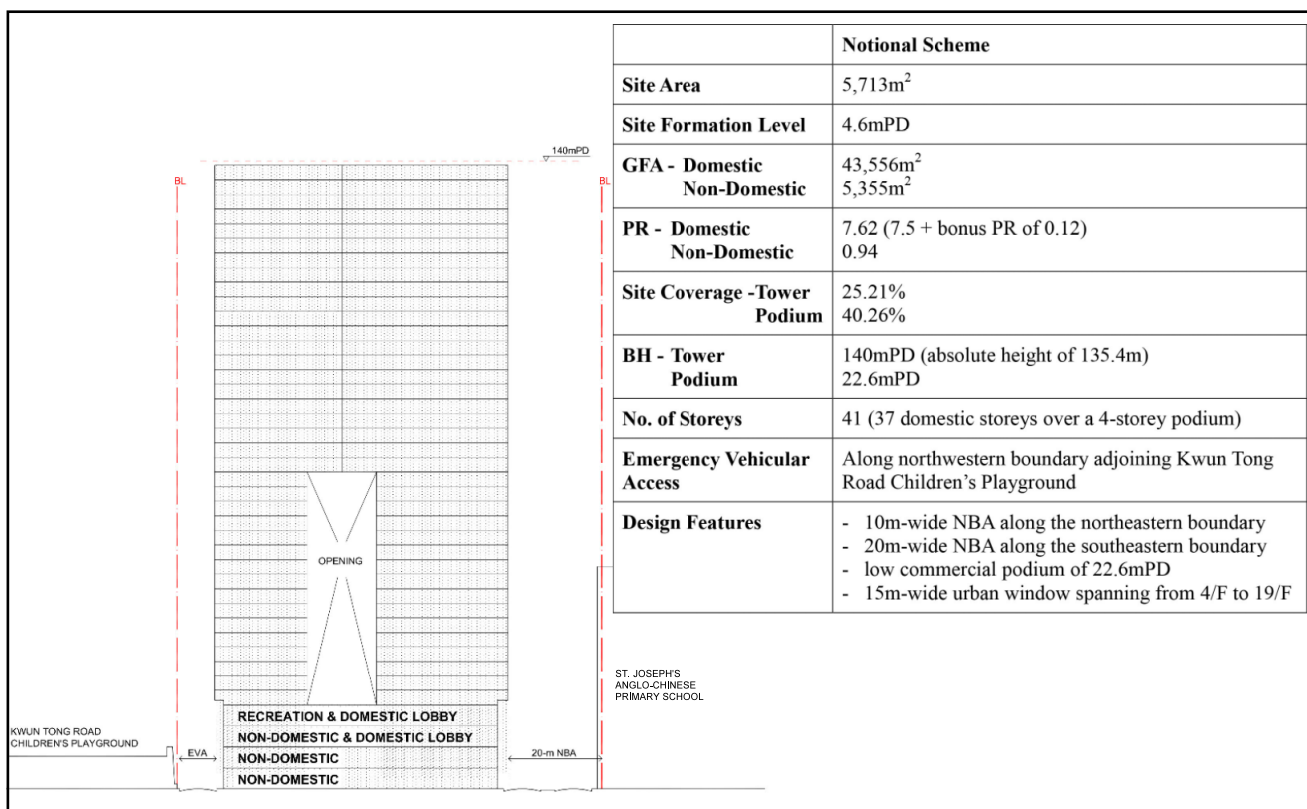
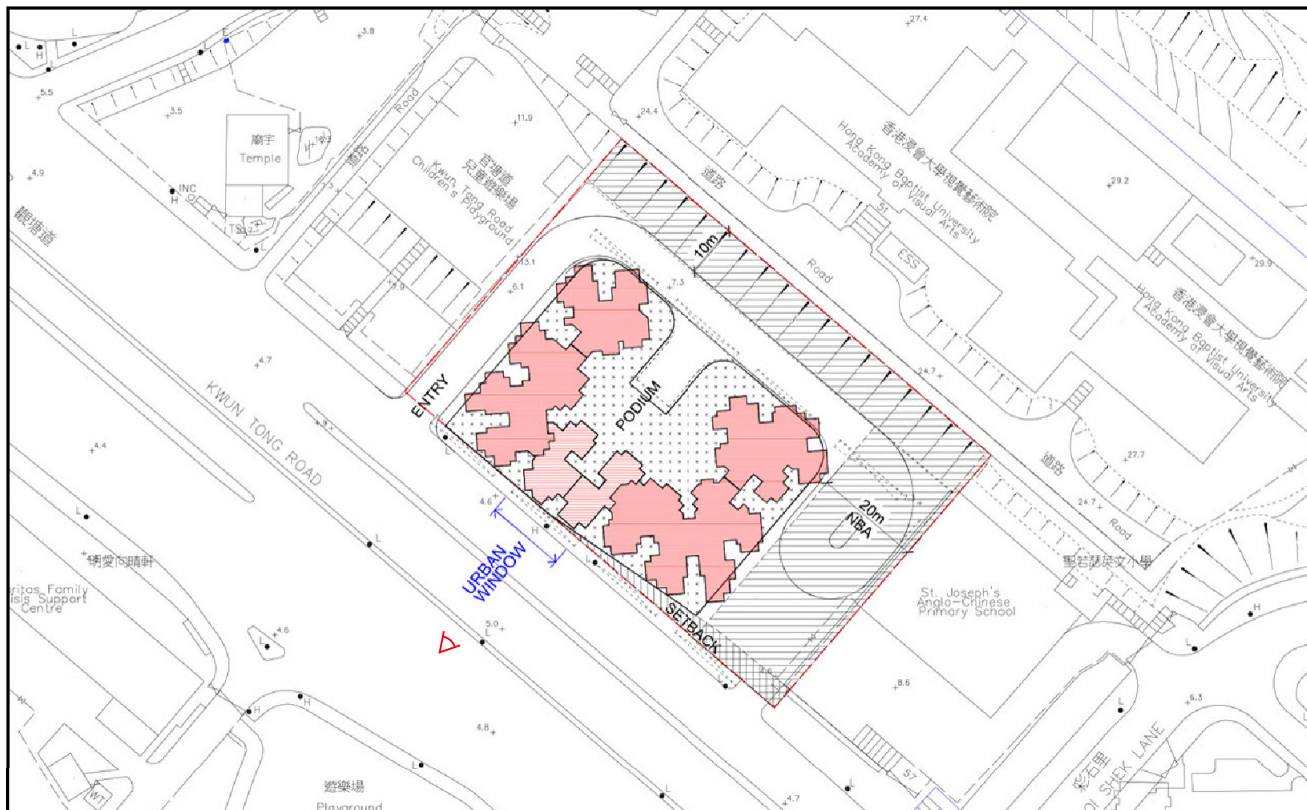
SCALE 1:4 000 比例尺
100 0 100 200 300 METRES

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
R/S/K13/29-G2

圖 PLAN
H - 5b



概念發展圖 NOTIONAL SCHEME PLAN

本圖於2017年10月27日擬備
PLAN PREPARED ON 27.10.2017

啟德大廈用地
KAI TAK MANSION SITE

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
R/S/K13/29-G2

圖 PLAN
H - 6



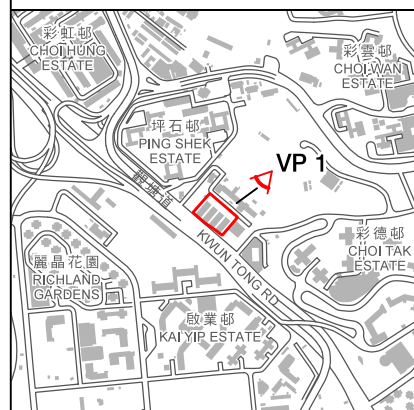
現有景觀
EXISTING VIEW



合成照片
(建築物高度限制從主平基準上140米)
PHOTOMONTAGE
(BUILDING HEIGHT RESTRICTION OF 140mPD)

圖例 LEGEND

申述地點 (界線只作識別用)
REPRESENTATION SITE
(BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY)



合成照片 PHOTOMONTAGE

在香港浸會大學視覺藝術院的觀景點
VIEWING POINT AT HONG KONG BAPTIST UNIVERSITY
ACADEMY OF VISUAL ARTS

就牛頭角及九龍灣分區計劃大綱草圖編號S/K13/29
提出的申述個案編號R1至R3、R10及R8460

及相關意見編號C40至C60、C62及C63作出考慮
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AND RELATED COMMENTS No. C40 TO C60, C62 AND C63
TO THE DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN No. S/K13/29

本圖於2017年10月6日擬備
PLAN PREPARED ON 6.10.2017

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
R/S/K13/29-G2

圖 PLAN
H - 7a



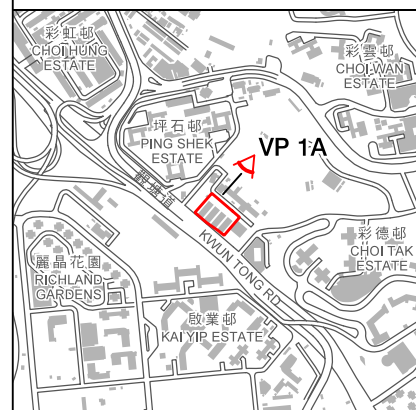
現有景觀
EXISTING VIEW



合成照片
(建築物高度限制從主平基準上140米)
PHOTOMONTAGE
(BUILDING HEIGHT RESTRICTION OF 140mPD)

圖例 LEGEND

申述地點 (界線只作識別用)
REPRESENTATION SITE
(BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY)



合成照片 PHOTOMONTAGE

在香港浸會大學視覺藝術院的觀景點
VIEWING POINT AT HONG KONG BAPTIST UNIVERSITY
ACADEMY OF VISUAL ARTS

就牛頭角及九龍灣分區計劃大綱草圖編號S/K13/29
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TO THE DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN No. S/K13/29

本圖於2017年10月6日擬備
PLAN PREPARED ON 6.10.2017

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
R/S/K13/29-G2

圖 PLAN
H - 7b



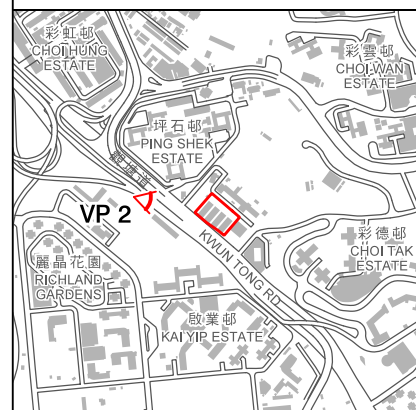
現有景觀
EXISTING VIEW



合成照片
(建築物高度限制從主平基準上140米)
PHOTOMONTAGE
(BUILDING HEIGHT RESTRICTION OF 140mPD)

圖例 LEGEND

申述地點 (界線只作識別用)
REPRESENTATION SITE
(BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY)



合成照片 PHOTOMONTAGE

在明愛向晴軒的觀景點
VIEWING POINT AT CARITAS FAMILY CRISIS SUPPORT CENTRE
就牛頭角及九龍灣分區計劃大綱草圖編號S/K13/29
提出的申述個案編號R1至R3、R10及R8460
及相關意見編號C40至C60、C62及C63作出考慮
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TO THE DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN No. S/K13/29

本圖於2017年10月6日擬備
PLAN PREPARED ON 6.10.2017

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
R/S/K13/29-G2

圖 PLAN
H - 7c



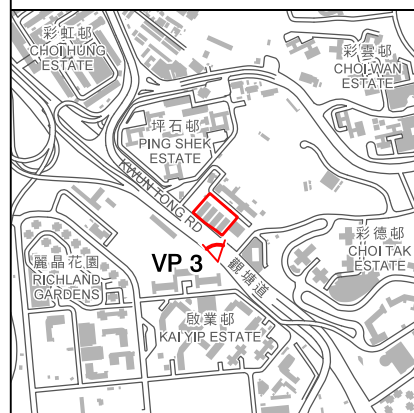
現有景觀
EXISTING VIEW



合成照片
(建築物高度限制從主平基準上140米)
PHOTOMONTAGE
(BUILDING HEIGHT RESTRICTION OF 140mPD)

圖例 LEGEND

申述地點 (界線只作識別用)
REPRESENTATION SITE
(BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY)



合成照片 PHOTOMONTAGE

在觀塘道啟業邨外巴士站的觀景點
VIEWING POINT AT BUS STOP
AT KWUN TONG ROAD OUTSIDE KAI YIP ESTATE
就牛頭角及九龍灣分區計劃大綱草圖編號S/K13/29
提出的申述個案編號R1至R3、R10及R8460
及相關意見編號C40至C60、C62及C63作出考慮
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AND RELATED COMMENTS No. C40 TO C60, C62 AND C63
TO THE DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN No. S/K13/29

本圖於2017年10月6日擬備
PLAN PREPARED ON 6.10.2017

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
R/S/K13/29-G2

圖 PLAN
H - 7d



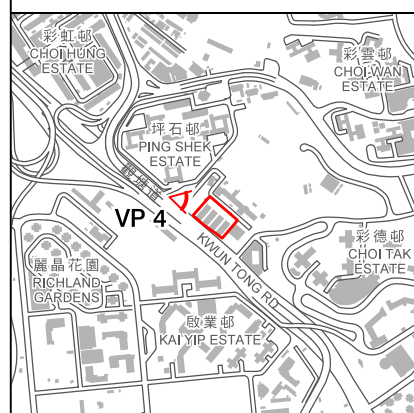
現有景觀
EXISTING VIEW



合成照片
(建築物高度限制從主平基準上140米)
PHOTOMONTAGE
(BUILDING HEIGHT RESTRICTION OF 140mPD)

圖例 LEGEND

申述地點 (界線只作識別用)
REPRESENTATION SITE
(BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY)



合成照片 PHOTOMONTAGE

在三山國王廟的觀景點
VIEWING POINT AT SAM SHAN KWOK WONG TEMPLE
就牛頭角及九龍灣分區計劃大綱草圖編號S/K13/29
提出的申述個案編號R1至R3、R10及R8460
及相關意見編號C40至C60、C62及C63作出考慮
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AND RELATED COMMENTS No. C40 TO C60, C62 AND C63
TO THE DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN No. S/K13/29

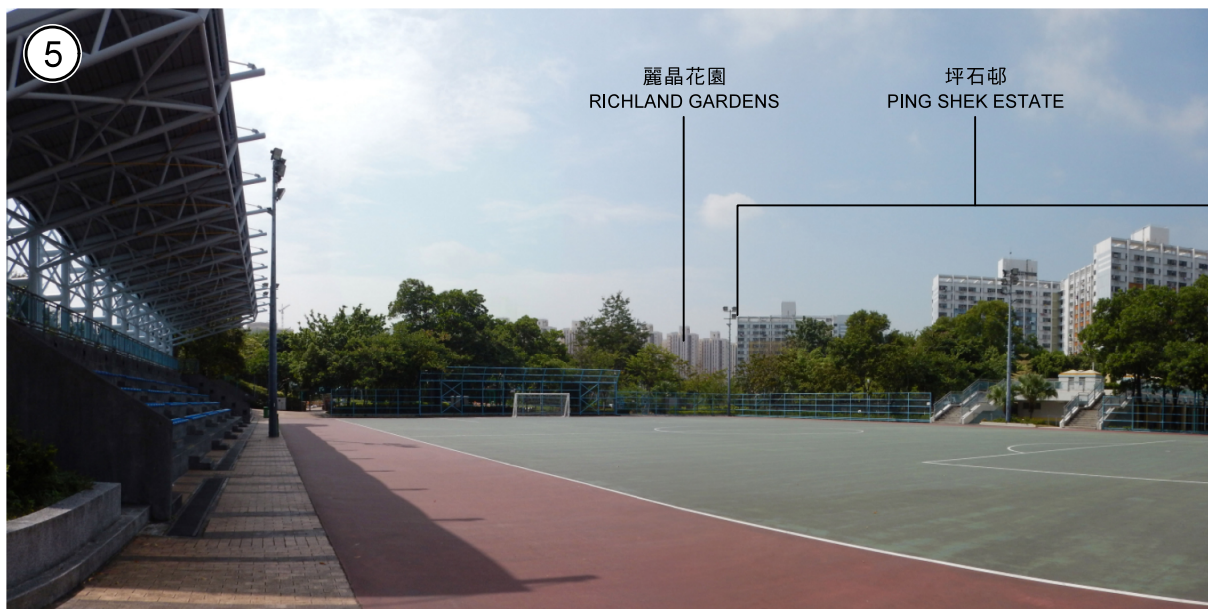
本圖於2017年10月6日擬備
PLAN PREPARED ON 6.10.2017

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
R/S/K13/29-G2

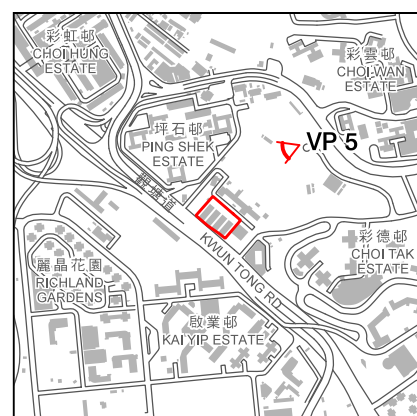
圖 PLAN
H - 7e



現有景觀
EXISTING VIEW



合成照片
(建築物高度限制從主平基準上140米)
PHOTOMONTAGE
(BUILDING HEIGHT RESTRICTION OF 140mPD)



圖例 LEGEND

申述地點 (界線只作識別用)
REPRESENTATION SITE
(BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY)

合成照片 PHOTOMONTAGE

在坪石遊樂場的觀景點
VIEWING POINT AT PING SHEK PLAYGROUND
就牛頭角及九龍灣分區計劃大綱草圖編號S/K13/29
提出的申述個案編號R1至R3、R10及R8460
及相關意見編號C40至C60、C62及C63作出考慮
CONSIDERATION OF REPRESENTATIONS No. R1 TO R3, R10 AND R8460
AND RELATED COMMENTS No. C40 TO C60, C62 AND C63
TO THE DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN No. S/K13/29

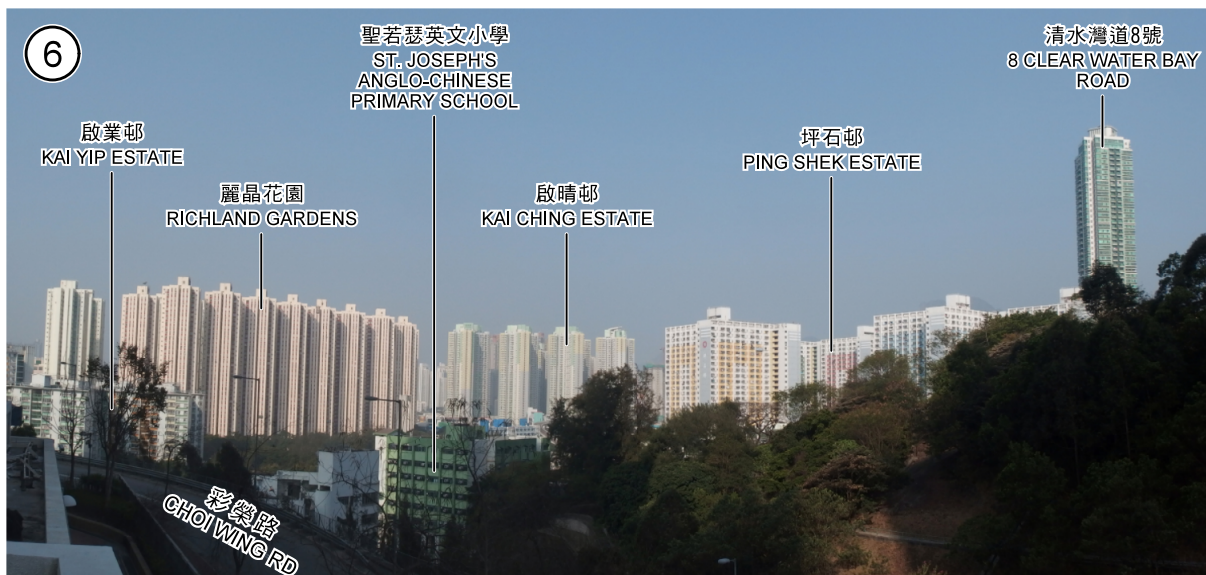
規劃署
PLANNING
DEPARTMENT



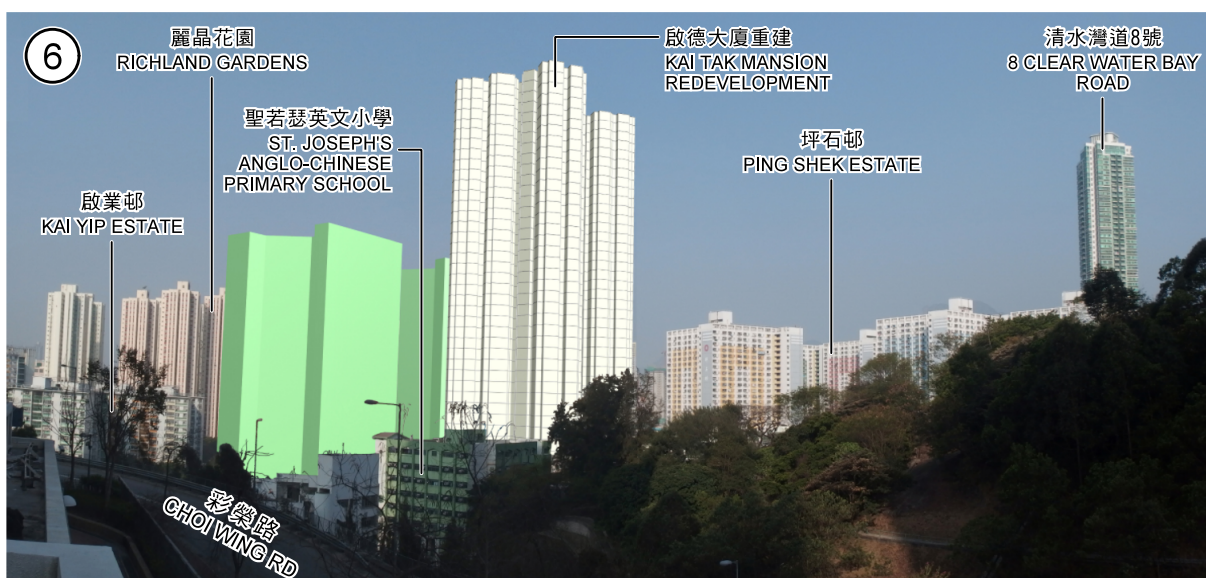
參考編號
REFERENCE No.
R/S/K13/29-G2

圖 PLAN
H - 7f

本圖於2017年10月6日擬備
PLAN PREPARED ON 6.10.2017



現有景觀
EXISTING VIEW



合成照片
(建築物高度限制從主平基準上120米(A項)及140米(C項))
PHOTOMONTAGE
(BUILDING HEIGHT RESTRICTIONS OF 120mPD (ITEM A) AND 140mPD (ITEM C))

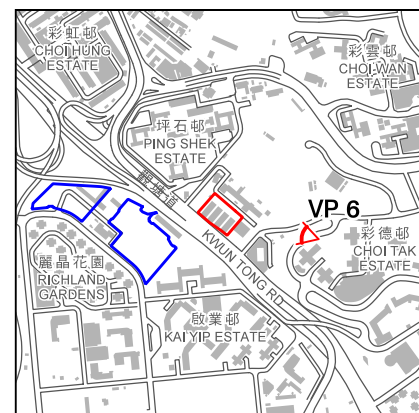
圖例 LEGEND

申述地點 REPRESENTATION SITE

A 項
ITEM A

C 項
ITEM C

界線只作識別用
BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY



合成照片 PHOTOMONTAGE

在彩德邨的觀景點
VIEWING POINT AT CHOI TAK ESTATE

就牛頭角及九龍灣分區計劃大綱草圖編號S/K13/29
提出的申述個案編號R1至R3、R10及R8460
及相關意見編號C40至C60、C62及C63作出考慮
(A及C項)

CONSIDERATION OF REPRESENTATIONS No. R1 TO R3, R10 AND R8460
AND RELATED COMMENTS No. C40 TO C60, C62 AND C63
TO THE DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN No. S/K13/29
(ITEMS A AND C)

規劃署
PLANNING
DEPARTMENT



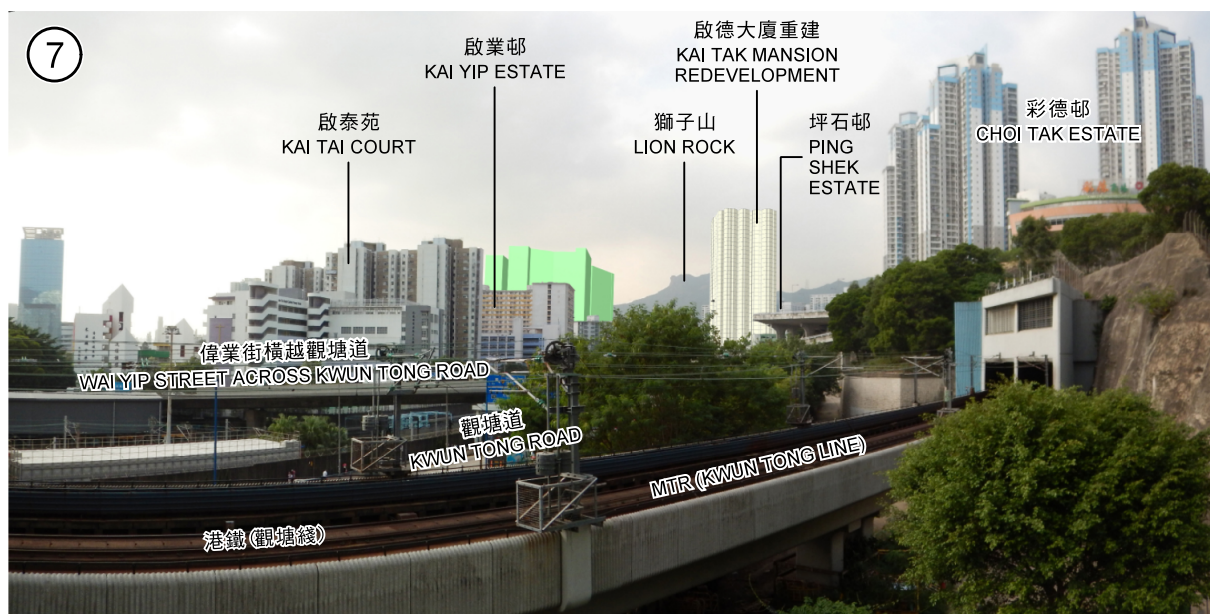
參考編號
REFERENCE No.
R/S/K13/29-G2

圖 PLAN
H - 7g

本圖於2017年10月27日擬備
PLAN PREPARED ON 27.10.2017



現有景觀
EXISTING VIEW



合成照片
(建築物高度限制從主平基準上
120米(A項)及140米(C項))
PHOTOMONTAGE
(BUILDING HEIGHT RESTRICTIONS OF
120mPD (ITEM A) AND 140mPD (ITEM C))

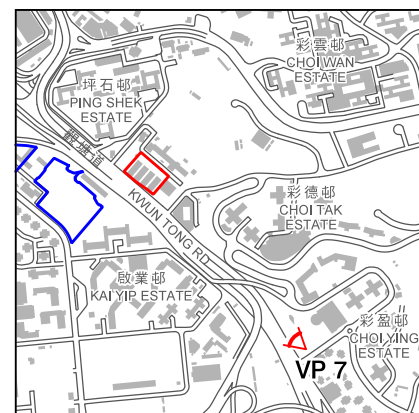
圖例 LEGEND

申述地點 REPRESENTATION SITE

A 項
ITEM A

C 項
ITEM C

界線只作識別用
BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY



合成照片 PHOTOMONTAGE

在彩盈坊天橋的觀景點
VIEWING POINT AT FOOTBRIDGE NEAR CHOI YING PLACE
就牛頭角及九龍灣分區計劃大綱草圖編號S/K 13/29
提出的申述個案編號R1至R3、R10及R8460
及相關意見編號C40至C60、C62及C63作出考慮
(A及C項)

CONSIDERATION OF REPRESENTATIONS No. R1 TO R3, R10 AND R8460
AND RELATED COMMENTS No. C40 TO C60, C62 AND C63
TO THE DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN No. S/K13/29
(ITEMS A AND C)

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
R/S/K13/29-G2

圖 PLAN
H - 7h

本圖於2017年10月27日擬備
PLAN PREPARED ON 27.10.2017



合成照片
(建築物高度限制從主平基準上140米)
PHOTOMONTAGE
(BUILDING HEIGHT RESTRICTION OF 140mPD)



圖例 LEGEND

申述地點 (界線只作識別用)
REPRESENTATION SITE
(BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY)

本圖於2017年10月6日擬備
PLAN PREPARED ON 6.10.2017

合成照片 PHOTOMONTAGE

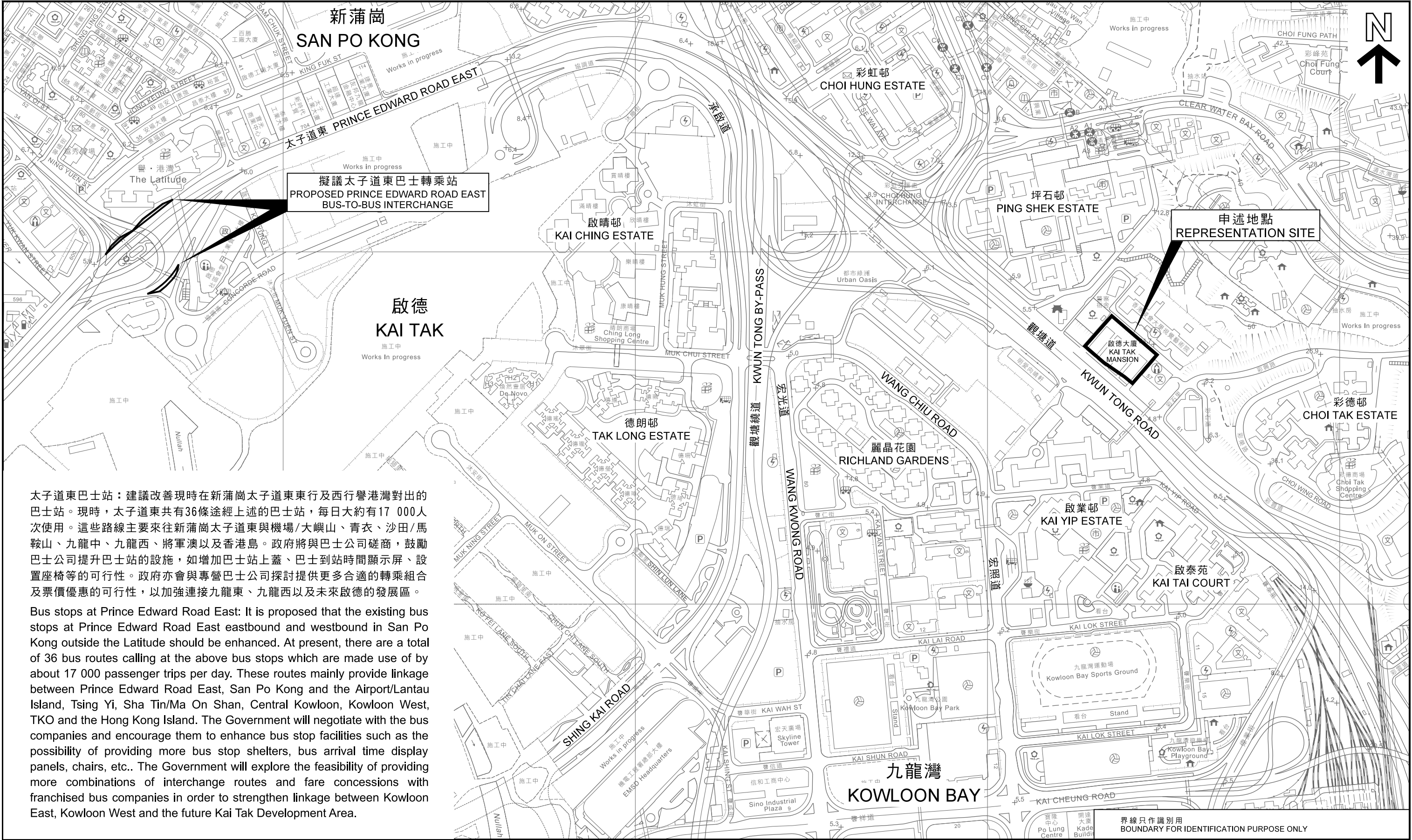
在九龍灣運動場的觀景點
VIEWING POINT AT KOWLOON BAY SPORTS GROUND
就牛頭角及九龍灣分區計劃大綱草圖編號S/K13/29
提出的申述個案編號R1至R3、R10及R8460
及相關意見編號C40至C60、C62及C63作出考慮
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AND RELATED COMMENTS No. C40 TO C60, C62 AND C63
TO THE DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN No. S/K13/29

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
R/S/K13/29-G2

圖 PLAN
H - 7i



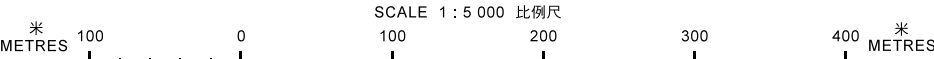
太子道東巴士站：建議改善現時在新蒲崗太子道東東行及西行譽港灣對出的巴士站。現時，太子道東共有36條途經上述的巴士站，每日大約有17 000人次使用。這些路線主要來往新蒲崗太子道東與機場/大嶼山、青衣、沙田/馬鞍山、九龍中、九龍西、將軍澳以及香港島。政府將與巴士公司磋商，鼓勵巴士公司提升巴士站的設施，如增加巴士站上蓋、巴士到站時間顯示屏、設置座椅等的可行性。政府亦會與專營巴士公司探討提供更多合適的轉乘組合及票價優惠的可行性，以加強連接九龍東、九龍西以及未來啟德的發展區。

Bus stops at Prince Edward Road East: It is proposed that the existing bus stops at Prince Edward Road East eastbound and westbound in San Po Kong outside the Latitude should be enhanced. At present, there are a total of 36 bus routes calling at the above bus stops which are made use of by about 17 000 passenger trips per day. These routes mainly provide linkage between Prince Edward Road East, San Po Kong and the Airport/Lantau Island, Tsing Yi, Sha Tin/Ma On Shan, Central Kowloon, Kowloon West, TKO and the Hong Kong Island. The Government will negotiate with the bus companies and encourage them to enhance bus stop facilities such as the possibility of providing more bus stop shelters, bus arrival time display panels, chairs, etc.. The Government will explore the feasibility of providing more combinations of interchange routes and fare concessions with franchised bus companies in order to strengthen linkage between Kowloon East, Kowloon West and the future Kai Tak Development Area.

位置圖 LOCATION PLAN

擬議太子道東巴士轉乘站
PROPOSED PRINCE EDWARD ROAD EAST BUS-TO-BUS INTERCHANGE

本摘要圖於2017年11月1日擬備，
所根據的資料為地形圖編號11-NE-A和C
EXTRACT PLAN PREPARED ON 1.11.2017
BASED ON TOPOGRAPHIC MAPS No.11-NE-A & C



規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
R/S/K13/29-G2

圖 PLAN
H - 8

