

圖例
NOTATION

| ZONES | | 地帶 |
|---|-------|----------------------|
| COMMERCIAL | C | 商業 |
| COMPREHENSIVE DEVELOPMENT AREA | CDA | 綜合發展區 |
| RESIDENTIAL (GROUP A) | RA(A) | 住宅 (甲類) |
| RESIDENTIAL (GROUP C) | RC(C) | 住宅 (丙類) |
| RESIDENTIAL (GROUP E) | RE(E) | 住宅 (戊類) |
| INDUSTRIAL | I | 工業 |
| GOVERNMENT, INSTITUTION OR COMMUNITY | GIC | 政府、機構或社區 |
| OPEN SPACE | O | 休憩用地 |
| OTHER SPECIFIED USES | OU | 其他指定用途 |
| GREEN BELT | GB | 綠化地帶 |
| COASTAL PROTECTION AREA | CPA | 海岸保護區 |
| SITE OF SPECIAL SCIENTIFIC INTEREST | SSSI | 具特殊科學價值地點 |
| COUNTRY PARK | CP | 郊野公園 |
| COMMUNICATIONS | | 交通 |
| RAILWAY AND STATION (UNDERGROUND) | | 鐵路及車站 (地下) |
| RAILWAY AND STATION (ELEVATED) | | 鐵路及車站 (高架) |
| MAJOR ROAD AND JUNCTION | | 主要道路及路口 |
| ELEVATED ROAD | | 高架道路 |
| MISCELLANEOUS | | 其他 |
| BOUNDARY OF PLANNING SCHEME | | 規劃範圍界線 |
| BUILDING HEIGHT CONTROL ZONE BOUNDARY | | 建築物高度管制區界線 |
| MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM) | | 最高建築物高度 (在主水平基準上若干米) |
| MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS) | | 最高建築物高度 (樓層數目) |
| PETROL FILLING STATION | | 加油站 |
| NON-BUILDING AREA | | 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 & % 公頃 HECTARES | % 百分比 | 用途 |
|--------------------------------------|--|--------|-----------|
| COMMERCIAL | 1.49 | 0.19 | 商業 |
| COMPREHENSIVE DEVELOPMENT AREA | 7.17 | 0.91 | 綜合發展區 |
| RESIDENTIAL (GROUP A) | 60.06 | 7.56 | 住宅 (甲類) |
| RESIDENTIAL (GROUP C) | 0.40 | 0.05 | 住宅 (丙類) |
| RESIDENTIAL (GROUP E) | 3.48 | 0.44 | 住宅 (戊類) |
| INDUSTRIAL | 5.91 | 0.75 | 工業 |
| GOVERNMENT, INSTITUTION OR COMMUNITY | 102.59 | 13.09 | 政府、機構或社區 |
| OPEN SPACE | 15.54 | 1.98 | 休憩用地 |
| OTHER SPECIFIED USES | 106.19 | 13.55 | 其他指定用途 |
| GREEN BELT | 213.83 | 27.28 | 綠化地帶 |
| COASTAL PROTECTION AREA | 28.35 | 3.62 | 海岸保護區 |
| SITE OF SPECIAL SCIENTIFIC INTEREST | 1.96 | 0.25 | 具特殊科學價值地點 |
| COUNTRY PARK | 101.73 | 12.98 | 郊野公園 |
| NULLAH | 1.27 | 0.16 | 明渠 |
| TYphoon SHELTER | 84.22 | 10.74 | 避風塘 |
| MAJOR ROAD ETC. | 49.72 | 6.35 | 主要道路等 |
| TOTAL PLANNING SCHEME AREA | 783.93 | 100.00 | 規劃範圍總面積 |

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

核准圖編號 S/H 15/29 的修訂
AMENDMENTS TO APPROVED PLAN No. S/H15/29

| AMENDMENTS EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE | 按城市規劃條例第 5 條 展示的修訂 |
|--|-----------------------|
| AMENDMENT ITEM A | 修訂項目 A 項 |
| AMENDMENT ITEM B | 修訂項目 B 項 |
| AMENDMENT ITEMS C1, C2 | 修訂項目 C 1, C 2 項 |

(參看附表)
(SEE ATTACHED SCHEDULE)

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

圖則編號
PLAN No. S/H15/30



香港城市規劃委員會依據城市規劃條例擬備的香港仔及鴨脷洲 (港島規劃區第 15 及 16 區) 分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
HONG KONG PLANNING AREAS No. 15 & 16 - ABERDEEN & AP LEI CHAU - OUTLINE ZONING PLAN

SCALE 1:7500 比例尺
METRES 200 0 200 400 600 800 1000 1200 1400 METRES 米

2015年12月24日 按照城市規劃條例第5條展示的
核准圖編號 S/H15/29 的修訂
AMENDMENTS TO APPROVED PLAN No. S/H15/29 EXHIBITED
UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON
24 DECEMBER 2015

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

**SCHEDULE OF AMENDMENTS TO
THE APPROVED ABERDEEN & AP LEI CHAU
OUTLINE ZONING PLAN NO. S/H15/29
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 a site at Lee Nam Road, Ap Lei Chau fronting the East Lamma Channel from “Other Specified Uses” annotated “(Cargo Handling Area)” (“OU(Cargo Handling Area)”), “Government, Institution or Community” and “Industrial” (“I”) to “Residential (Group A)4” (“R(A)4”).
- Item B – Rezoning of a strip of land fronting the Ap Lei Chau West Industrial Area from “OU(Cargo Handling Area)” to “Open Space”.
- Item C1 – Rezoning of the southern portion of the Ap Lei Chau West Industrial Area from “I” to “Other Specified Uses” annotated “Business(3)” (“OU(B)3”).
- Item C2 – Rezoning of the northern portion of the Ap Lei Chau West Industrial Area from “I” to “Other Specified Uses” annotated “Business(4)” (“OU(B)4”).

II. Amendments to the Notes of the Plan

- (a) Incorporation of the “R(A)4” sub-area and stipulation of the maximum gross floor area and building height restrictions for the “R(A)4” sub-area in the Remarks of the Notes for the “R(A)” zone.
- (b) Incorporation of the “OU(B)3” and “OU(B)4” sub-areas and stipulation of the maximum building height restrictions for the “OU(B)3” and “OU(B)4” sub-areas in the Remarks of the Notes for the “OU(B)” zone.
- (c) Incorporation of ‘Art Studio (excluding those involving direct provision of services or goods)’ as a Column 1 use under the “I” zone and under Schedule II of “OU(B)” and “R(E)” zones.
- (d) Replacement of ‘Place of Recreation, Sports or Culture’ use under Column 2 of the “I” zone and under Column 2 of the Schedule II of the “OU(B)” and “R(E)” zones by ‘Place of Recreation, Sports or Culture (not elsewhere specified)’.

Town Planning Board

**南區區議會(2016-2019)屬下
地區發展及房屋事務委員會
第一次會議記錄**

日期：2016年2月1日
時間：下午2時30分
地點：南區區議會會議室

出席者：

朱慶虹太平紳士 (南區區議會主席)
陳富明先生 MH (南區區議會副主席)
林啓暉先生 MH (本委員會主席)
麥謝巧玲博士 MH (本委員會副主席)
歐立成先生 MH
區諾軒先生
柴文瀚先生
陳家珮女士
陳李佩英女士
張錫容女士
朱立威先生
林玉珍女士 MH
羅健熙先生
徐遠華先生
任葆琳女士
司馬文先生

缺席者：

馮仕耕先生

秘書：

陳蔚廷女士 民政事務總署南區民政事務處行政主任(區議會)2

列席者：

周楚添太平紳士 民政事務總署南區民政事務專員
謝雅立女士 民政事務總署南區民政事務助理專員
葉偉思女士 民政事務總署南區民政事務處高級行政主任(區議會)
陳業滔先生 民政事務總署南區民政事務處高級行政主任(地區管理)

勞智祥先生
區翠卿女士
譚慧珠女士
麥梁雪梅女士
李潔德女士

土木工程拓展署高級工程師4(港島發展部2)
房屋署房屋事務經理(西九龍及港島11)
康樂及文化事務署南區副康樂事務經理1
地政總署高級產業測量師/西區(港島西及南區地政處)
規劃署高級城市規劃師/港島1

出席議程一：

伍秀慧女士
溫明淇先生
唐恂先生
唐嘉麗女士

懲教署助理署長(人力資源)
懲教署人力資源組高級監督(人力資源)
懲教署人力資源分組總懲教主任(職員行政)
懲教署人力資源分組高級懲教主任(宿舍)/人力資源分組
懲教署工程及策劃組高級懲教主任(監獄發展)
建築署高級工程策劃經理129
周氏建築師事務所有限公司董事

出席議程二：

朱汝聲先生
謝振華先生
劉慧儀女士

機電工程署高級工程師/氣體標準B1
機電工程署工程師/土地用途技術支援
運輸署工程師/南區及山頂2

出席議程三：

王陳秀惠女士
朱耀樑博士
林雲峰太平紳士
苗華培先生
陳嘉惠女士

香港大學學生發展及資源中心校園生活總監
香港大學物業處高級工程經理
AD+RG 建築設計及研究所有限公司總監
AD+RG 建築設計及研究所有限公司總設計師
AD+RG 建築設計及研究所有限公司建築主任

- (a) 機電工程署高級工程師／氣體標準 B1 朱汝聲先生；
- (b) 機電工程署工程師／土地用途技術支援 謝振華先生；以及
- (c) 運輸署工程師／南區及山頂 2 劉慧儀女士。

25. 主席表示，規劃署的文件及陳家珮女士提出的動議分別列於附件一及附件二，他先請規劃署代表介紹文件內容。

26. 李潔德女士利用電腦投影片（參考資料三）向委員簡介議題的背景、修訂項目及公眾諮詢安排，內容撮錄如下：

- (a) 發展局和相關政府部門於 2014 年 5 月 15 日向區議會介紹未來五年於南區可提供作房屋發展的 14 幅用地，當中包括鴨脷洲利南道的用地。其後，相關政府部門代表於 2015 年 5 月 18 日出席地區發展及環境事務委員會（下稱「上屆委員會」）會議，簡介鴨脷洲利南道用地的改劃建議（地區發展文件 19/2015 號）；
- (b) 相關政府部門代表於 2015 年內兩度出席地區論壇，向地區人士簡介上述改劃建議。發展局亦先後三次致函南區區議會，解釋有需要改劃有關用地以配合當局的房屋土地供應目標，並提供進一步的資料，以回應南區區議會及地區人士的關注事項。發展局並於最後一封函件告知南區區議會，當局決定將上述改劃建議提交城規會考慮；
- (c) 大綱圖的擬議修訂（討論文件圖 1），包括擬議住宅發展（附件一圖表 A 項），連同南區區議會及地區人士的意見，已於 2015 年 12 月 4 日提交城規會屬下都會小組委員會（下稱「小組委員會」）考慮。經平衡相關的政策目標、規劃考慮因素、技術可行性和公眾意見，小組委員會同意大綱圖的所有擬議修訂。城規會亦藉此機會對大綱圖作出其他修訂（附件一圖表 B、C1 及 C2 項）；

議程二：《香港仔及鴨脷洲分區計劃大綱草圖編號 S/H15/30》所收納的修訂項目
 （本議程由規劃署提出）
 （一併討論由陳家珮女士提出的動議 - 「有關擬議改劃一幅位於鴨脷洲利南道的政府土地作住宅發展」）
（地區發展文件 2/2016 號）

24. 主席歡迎以下政府部門代表出席會議：

附件一圖表

| 修訂項目 | 位置 | 面積 (公頃) | 修訂內容 |
|--------------|---|------------|---|
| A 項 | 鴨脷洲利南道前 臨東博寮海峽的 一塊用地 現時該用地部分 為香港駕駛學院。 | 約 1.18 | <ul style="list-style-type: none"> 由「工業」、「政府、機構或社區」及「其他指定用途」註明「貨物裝卸區」地帶改劃為「住宅(甲類)4」地帶。 訂明最大總樓面面積為 70 800 平方米及建築物高度限制為主水平基準上 110 米。 在擬議發展的最低三層，商業用途屬經常准許的用途。 擬議發展預計可提供約 1 400 個單位。 |
| B 項 | 前臨鴨脷洲西工 業區的一塊狹長 土地 現時該用地部分 為香港駕駛學院。 | 約 0.49 | <ul style="list-style-type: none"> 由「其他指定用途」註明「貨物裝卸區」地帶改劃為「休憩用地」地帶。 改劃後可為在區內附近居住和上班的市民提供休憩空間。 |
| C1 及 C2 項 | 鴨脷洲西工業區 | 約 3.65 | <ul style="list-style-type: none"> 由「工業」地帶改劃為「其他指定用途」註明「商貿(3)」地帶及「其他指定用途」註明「商貿(4)」地帶。 最高建築物高度分別限為主水平基準上 100 米及 115 米，與先前就「工業」地帶所訂明的相同。 |

- (d) 大綱圖的註釋亦有作出修訂，包括(一)就修訂項目 A，加入「住宅(甲類)4」支區，並訂明最大總樓面面積和最高建築物高度限制；(二)就修訂項目 C1 及 C2，訂明「商貿(3)」和

「商貿(4)」兩個支區的最高建築物高度限制；以及(三)將藝術工作室(不包括直接提供服務及貨品)加入「其他指定用途」註明「商貿」、「工業」以及「住宅(戊類)」地帶。大綱圖的說明書亦會作出相應的修訂，以反映現況及相關的修訂；以及

- (e) 城規會已於 2015 年 12 月 24 日根據城規條例第 5 條展示大綱圖，為期兩個月，以供公眾查閱。任何人士均可於 2016 年 2 月 24 日或之前，就有關修訂向城規會秘書處作出書面申述。

27. 主席請機電工程署(下稱「機電署」)代表就議題發表意見。

28. 朱汝聲先生表示，由於擬議住宅發展是位於具有潛在危險的裝置(即石油氣倉庫及轉運庫)的鄰近，機電署已就有關發展用地進行了風險評估。評估報告已交予發展局及相關部門參考。

29. 主席請運輸署代表就議題發表意見。

30. 劉慧儀女士表示，署方已就有關房屋發展進行交通流量調查，推算出於 2021 年擬議建築物落成後，道路使用量會增加，但鴨脷洲主要交通交匯處仍會有剩餘容車量。因此，是項發展將不會對當區的交通造成不可接受的影響。

31. 陳家珮女士、司馬文先生、林玉珍女士 MH、區諾軒先生、張錫容女士及柴文瀚先生提出以下意見及查詢：

交通方面

- (a) 有委員表示，議題曾於上屆委員會第二十一一次會議上討論，及後因運輸署的交通評估資料不足而需終止討論。自該次會議後，署方除了於一次地區論壇上展示一幅記載鴨脷洲八大主要交通交匯處的交通流量統計圖外，便沒有提供進一步資料，如交通評估的計算方法。她曾去信要求發展局局長公開交通評估報告，可惜局方於回覆中，未有交代實質數據。她希望能盡快獲得相關資料；
- (b) 有委員贊成上述要求，認為有關當局應盡快公開交通評估報告及解釋報告內容；
- (c) 有委員表示，來往鴨脷洲的主要通道只有一條，除了擬議於利

南道興建約 1 400 個住宅單位外，擬於前鴨脷洲聖伯多祿天主教小學校舍興建的國際學校及擬於海怡半島香港電燈公司綜合大樓興建的酒店將帶來的交通影響亦應納入評估之中；她認為，署方於進行交通評估時需具前瞻性，以作出全面評估；

- (d) 有委員表示，香港駕駛學院於 2005 年在利南道興建校舍時，曾與南區區議會協定，學員的車輛不會駛往怡南路，目的是避免令鴨脷洲的交通問題惡化，影響附近居民的日常生活；惟運輸署現在卻表示，擬議住宅項目不會對區內的交通造成不可承受的影響，故她質疑有關交通評估的可信性；

休憩設施

- (e) 有委員詢問，修訂項目 B 建議的休憩用地，是由康樂及文化事務署要求發展或只是規劃署的建議，以及項目的發展時間表；
- (f) 有委員表示，如在利南道發展休憩空間，便應提供通道予公眾前往；如需經過私家地段，亦應要求發展商開放路段予公眾人士通過；
- (g) 有委員認為應集中與規劃署及城規會等有關方面商討，如何令社區於是項發展中受惠，例如要求政府興建海濱長廊；
- (h) 有委員同意上述建議，認為可朝著興建海濱長廊及增加休憩用地的方向討論；

其他發展用途

- (i) 有委員表示，不認同政府在市區覓地興建住宅的發展邏輯。他指出，在城規會於 2011 年 8 月 19 日舉行的第 448 次小組委員會會議上，他曾獲悉除了進行重建外，鴨脷洲沒有其他尚待發展的「住宅（甲類）」用地；如今卻繼續改劃區內的利南道用地為住宅，做法是自相矛盾；
- (j) 有委員表示，區內對政府機構及社區用地的需求甚大，例如社會福利署一直希望於深灣軒旁發展安老設施，但能否落實仍是未知之數。他詢問若利南道的土地被用作住宅發展，而將來當區內的政府機構及社區用地不足以配合地區需要時，有關部門將如何處理；
- (k) 有委員認為，增加住宅數量未必是社會上最迫切需要處理的問題，是項改劃會犧牲把土地發展作社福設施如長者住院宿舍的機會，另外，有關土地或可考慮用作設置旅遊巴停泊位，以舒

緩區內旅遊巴停泊位不足的問題；總括而言，有關當局應反思現有的土地資源是否能公平地分配作不同的用途，以切合地區的不同需要；

其他意見

- (l) 有委員表示，規劃署代表提及曾出席的兩個地區論壇，是由委員邀請署方出席，而非由署方主動進行公眾諮詢；
- (m) 部分委員表示，規劃署既已出席過兩個地區論壇，應已知悉所有意見，為何仍未將相關意見納入修訂建議之中；續詢問署方會否就居民及委員會的意見而對計劃作出修改或擬訂改善措施；
- (n) 部分委員相信，擬建住宅的售價定會偏高，基層市民根本未能負擔，無助舒緩市民大眾對房屋的需求；
- (o) 有委員詢問，海怡半島近日發現來源不明的噪音，未來興建的住宅又會否同受噪音影響；以及
- (p) 有委員表示，曾要求規劃署為鄰近私人住宅進行視覺影響評估，惜署方以有關評估不合乎常規做法為由，拒絕要求。他認為，居於私人住宅內的市民亦需得到關注，與城規會否考慮有關評估結果無關，故再次要求署方提供有關評估。

32. 李潔德女士綜合回應如下：

- (a) 規劃署與相關部門於 2015 年在委員會會議及兩場地區論壇上收集到的公眾意見，已連同大綱圖的擬議修訂，一併呈交城規會考慮。小組委員會備悉南區區議會和市民的反對意見及政府部門的回應，並就擬議修訂進行討論，特別是交通影響。經平衡相關的政策目標、規劃考慮因素、技術可行性和公眾意見，小組委員會同意大綱圖的所有擬議修訂；
- (b) 署方需根據城規會的規劃指引進行視覺影響評估。評估的主要目的是為照顧公眾利益及保護公眾享有的景觀，特別是公眾或遊客易於前往的觀景點及受歡迎地點的景觀。由於個別屋苑住戶單位並非公眾觀景點，因此，並未包括在評估之內；
- (c) 根據「香港規劃標準與準則」，現時南區有足夠的休憩用地和社區設施應付區內居民所需，估算已包括擬議發展項目會帶來的人口。據她了解，發展局現時未有計劃在擬議改劃土地及其附近興建海濱長廊；以及
- (d) 有關修訂項目 B 的擬議休憩用地，發展局暫時未有落實的發

展時間表。

33. 劉慧儀女士綜合回應如下：

- (a) 署方於進行是次交通評估時，是透過交通流量調查及交通數據，估計交通流量每年的遞增率，從而推算 2021 年擬議建築物落成後對各交通交匯處的影響。此推算方法較道路網絡模型（即將擬議發展項目所產生的交通流量加入估算之中）的評估方式較為保守，得出的交通流量亦會相對地高；以及
- (b) 交通評估的結果顯示，主要交通交匯處不會因擬議建築物的落成而超出負荷，屆時仍會有剩餘的容車量。署方已於 2015 年 5 月 18 日向上屆委員會提交有關交通評估結果；亦已就項目的最新資料更新交通評估報告結果，並於 2016 年的地區論壇上向公眾交代。

34. 柴文瀚先生、陳家珮女士、司馬文先生、區諾軒先生、陳李佩英女士、朱立威先生、麥謝巧玲博士 MH 及任葆琳女士繼續提出以下意見及查詢：

交通方面

- (a) 有委員表示，鴨脷洲居民每天早上需花多於一小時的車程才能到達市區，但運輸署卻聲稱於住宅單位落成後，各交通交匯處仍會有剩餘的容車量，她詢問署方如何計算有關情況，以及何時會公開交通評估的數據；
- (b) 有委員認為，運輸署的交通評估結果不足以說服委員會。他續表示，交通問題是南區目前面對最大的問題，薄扶林道、香港仔隧道、鴨脷洲大橋等均是往返港島其他地區及區內的主要道路；雖然擬議發展的單位數目不多，但新增人口所引起的交通問題不單會影響鴨脷洲，南區其他地方亦會受到影響；
- (c) 有委員認為有關當局並沒有理會當區居民及區議會的反對意見，反而堅持發展不會導致交通問題，相關部門應作出檢討；
- (d) 有委員表示，並非反對政府覓地建屋，只是擔心發展所引致的交通問題能否得到解決；

休憩設施

- (e) 有委員表示，他並非要求規劃署增加公眾空間，而是要求署方

能提供予公眾前往海濱的通道，希望署方能從規劃準則的角度回應有關建議的可行性。此外，他表示，本港的海濱大多會開放予公眾享用，詢問署方為何沒有向發展局及城規會在是項發展中提出相同的建議；

其他發展用途

- (f) 有委員認為，社福設施的發展亦需得到關注；因此，有關當局應在土地規劃時應作全面考慮，而非急於落實在有關用地興建住宅；
- (g) 有委員詢問，有關用地為何不用以發展為公共房屋，以照顧基層人士的需要，而要用作興建私人住宅；

人口問題

- (h) 有委員表示，鴨脷洲已為人口密度極高的島嶼，為何政府仍要在該處興建住宅，增加居住人口；
- (i) 有委員表示，南區的發展愈趨蓬勃，尤其是鴨脷洲的人口密度已十分高，如再強行在該處興建住宅令居住人口增加，將引起民怨。她認為，規劃署的首要工作是設法增加土地供應及妥善規劃道路；
- (j) 有委員認為，鴨脷洲現時的人口密度已不適合再增加居住人口；

其他意見

- (k) 有委員表示，部門代表未有回應他在第一輪提問時提出的問題，包括（一）有關擬議改劃會令區內可作「政府、機構或社區」用途的土地減少，規劃署為何會認為發展住宅比興建社福設施更為重要；（二）鴨脷洲住宅項目「南灣」，因受鄰近船廠所產生的噪音所影響，部分窗戶的設計需為封閉式；有居民曾表示擔心擬建住宅項目亦會受噪音所影響，以及附近的油庫會帶來潛在危險，詢問部門有何回應；以及（三）如擬議住宅項目提供的車位不足，引致該處住戶將車輛停泊在屋苑以外的地方，部門有何解決辦法。最後，他認為強行在市區覓地作房屋發展並非理想的做法，只會帶來更大的社區矛盾；
- (l) 有委員對規劃署代表的回覆表示失望，認為署方應以積極及開放的態度，而非只是引用相關的規劃條例來回應委員的意見及

提問。他期望署方進行規劃時，能以惠及南區整體發展的角度出發；

- (m) 有委員認為，發展局及規劃署未有重視區議會及居民的意見；
- (n) 有委員認為，有關當局應思考如何把公眾諮詢收集到的意見應用於整體規劃上；如急於落實發展計劃，規劃進程或會因快得慢；
- (o) 有委員表示，既然規劃署表示是次擬議改劃為發展局的決定，而在該局沒有出席是次會議的情況下，他關注到是否有意義繼續進行討論。他希望規劃署能澄清出席是次會議的角色及職責；
- (p) 有委員同意上述意見，希望規劃署能加以解釋；
- (q) 有委員希望規劃署能提供有關用地的發展大綱圖；以及
- (r) 有委員詢問渠務署工地旁的「政府、機構或社區」及蜆殼新鴨洲油庫「其他指定用途」地帶的未來發展。

35. 李潔德女士綜合回應如下：

- (a) 本議程旨在向議員簡介大綱圖的修訂項目，以及收集各議員對大綱圖的意見，各議員亦可於 2 月 24 日或之前，就有關修訂向城規會秘書處作出書面申述；
- (b) 各區的社區設施及休憩用地是根據「香港規劃標準與準則」，按人口計算。根據上述的計算方法，南區整體有足夠的社區設施和休憩用地以應付需求，計算已包括因擬議發展項目而減少的一幅「政府、機構或社區」用地及修訂項目預計帶來的人口；
- (c) 為進一步改善發展項目附近的工作及生活環境，署方亦建議改劃一幅土地作休憩用地（修訂項目 B），從而提供更多休憩用地。此外，發展商可按賣地條款，在發展住宅時，提供休憩及康樂設施予擬議發展項目（修訂項目 A）的未來住戶使用；
- (d) 引述環境保護署曾表示，將來的發展商需為擬議發展項目進行環境影響評估，及實施緩解措施，確保噪音及空氣質素等合乎相關條例及準則；以及
- (e) 署方現時在有關用地附近，包括「其他指定用途」註明「石油氣及石油氣製品轉運庫」地帶，均沒有改劃建議。

36. 劉慧儀女士簡述運輸署進行交通評估的方法：

- (a) 於各主要交通交匯處的繁忙時段，以每 15 分鐘一節為點算單位，統計車輛的數目，並從中選取最高車輛流量的一節作指

標，推算出整個繁忙時段內的最高車輛流量。然後，署方再透過參考於過去數年間，鴨脷洲大橋所錄得的最高交通流量增長率，從而推算出 2021 年各交通交匯處的行車量；

- (b) 根據每個路口的設計，如闊度及交通燈安排等，計算出容車量；
- (c) 透過行車量和容車量的比例，便能計算出各交通交匯處現時剩餘的容車量；

根據上述的計算標準，現時鴨脷洲的八個主要路口有足夠的剩餘容車量。此外，有關委員對住宅項目車位數目的查詢，她回應表示，項目屬私營房屋，因此需根據「香港規劃標準與準則」提供足夠泊車數目，有關要求會在地契條款中訂明。

37. 主席詢問朱汝聲先生可有補充。朱汝聲先生表示，於該項目發展的初期，機電署已為其進行了初步風險評估，並採用了較保守的安全標準去評估該項目。此外，亦遵照《香港規劃標準與準則》及規劃署提供該項目的土地使用參數，由獨立的顧問公司進行了詳細的風險評估。評估結果亦顯示風險水平合乎政府規劃標準的風險指引，以確保公眾的安全。

38. 主席表示，開始討論陳家珮女士提出的動議。他請陳家珮女士先介紹她的動議，其後其他委員每位可獲三分鐘時間發表意見。

39. 陳家珮女士表示，上屆區議會本委員會的委員已就此項目所帶來的交通問題及人口密度事宜等表示關注，惜至今仍未得到政府提供進一步資料。因此，她希望各委員能支持動議，以強烈譴責發展局於上屆區議會暫停運作期間，將有關的大綱圖修訂交予城規會考慮。她的動議內容如下：

「本會強烈譴責發展局在未提供足夠資料諮詢區議會的情況下，便於 2015 年 12 月 4 日區議會停止運作之時，把“擬議改劃一幅位於鴨脷洲利南道的政府土地作住宅發展”議程提交城規會討論並通過。本會堅決反對發展局在欠缺長遠、整體的規劃和配套下，仍在人口密度極高的鴨脷洲島大幅增加居住人口，在利南道駕駛學院用地興建 1 416 個住宅單位。」

40. 主席詢問和議人張錫容女士及林玉珍女士 MH 可有補充。兩位委員均表示沒有補充。

41. 司馬文先生表示，他大致上支持動議，除了認為應刪除動議中的「於 2015 年 12 月 4 日區議會停止運作之時」一句。他認為現時的重點是政府未有在再次諮詢區議會前，便將項目交予城規會考慮。如不刪除上述句子，讓政府有機會辯駁指即使區議會停止運作，工作仍需繼續。

42. 任葆琳女士表示，理解司馬文先生提出刪除有關句子的原因，並質疑有關當局是否故意在區議會暫停運作期間向城規會遞交有關申請。

43. 林玉珍女士解釋，於 2015 年 5 月 18 日的委員會會議上，最終委員會決定終止討論此議題，並要求有關當局須再諮詢本委員會的意見，方可把有關項目交予城規會考慮，有關句子是為了反映實況。

44. 主席表示，上屆本委員會通過要求發展局在有關項目交予城規會前，須再次諮詢區議會。因此，他相信動議的目的是為了譴責局方不留待本屆區議會成立而再諮詢議會的意見後，才將項目於交予城規會考慮，故有關句子確能指出重點。

45. 柴文瀚先生表示，政府部門的回應缺乏誠意，令人感覺政府無心聽取委員的意見。他認為有關部門代表如不作出改善，只會令日後的合作更為困難。最後，他表示支持有關動議。

46. 主席請各委員就動議進行表決。動議在 15 票贊成（包括所有出席是次會議的委員，歐立成先生 MH 除外）、0 票反對及 1 票棄權（歐立成先生 MH）的情況下，獲得通過。

47. 主席總結時表示，委員會對於部門代表未有充分準備便出席委員會進行諮詢及回應提問，表示不滿。運輸署不應以曾於地區論壇向居民交代了交通評估結果為由，便不於是次委員會會議上提供最新資料。此外，運輸署聲稱已進行了較保守的交通評估，但除了發展項目對路面交通的影響外，新增人口對港鐵海怡半島站所增加的負荷，以至區內擬議發展的酒店及國際學校對區內交通的影響，署方均未有進行評估。住宅項目提供約 1 400 個單位，但車位數目只有 80 至 120 個，他相信有關當局是為了令交通數據通過評估而限制車位數目，但車位不足會導致違例泊車，對鴨脷洲的交通影響深遠。而規劃署於出席地區論壇上所收集到的反對意見及訴求，包括海怡半島居民對於區內空間被佔用的憂慮，及司馬文先生一再建議的海濱長廊發展，署方

代表均未有回應，只重覆「標準答案」來回應委員。主席認為，有關部門的處理手法，無非是由於擬議改劃方案已通過城規會，諮詢期亦快將完結。如地區與政府部門沒有商量的餘地，只會令雙方產生矛盾、對立和衝突。最後，主席表示，委員會對有關當局的態度表示強烈的不滿並予以譴責，期望常設部門能認真處事，與委員會為居民的福祉共同努力。

**Minutes of the 1st Meeting of
District Development and Housing Committee (DDHC)
Southern District Council (2016-2019) (SDC)**

Date : 1 February 2016
Time : 2:30 p.m.
Venue : SDC Conference Room

Present:

| | |
|------------------------------|--------------------------|
| Mr CHU Ching-hong, JP | (Chairman of SDC) |
| Mr CHAN Fu-ming, MH | (Vice-Chairman of SDC) |
| Mr LAM Kai-fai, MH | (Chairman of DDHC) |
| Dr MAK TSE How-ling, Ada, MH | (Vice-Chairlady of DDHC) |
| Mr AU Lap-sing, MH | |
| Mr AU Nok-hin | |
| Mr CHAI Man-hon | |
| Ms CHAN Judy Kapui | |
| Mrs CHAN LEE Pui-ying | |
| Ms CHEUNG Sik-yung | |
| Mr CHU Lap-wai | |
| Ms LAM Yuk-chun, MH | |
| Mr LO Kin-hei | |
| Mr TSUI Yuen-wa | |
| Ms YAM Pauline | |
| Mr Paul ZIMMERMAN | |

Absent with Apologies:

Mr FUNG Se-goun, Fergus

Secretary:

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| Miss CHAN Wai-ting, Queenie | Executive Officer (District Council) 2, Southern District Office, Home Affairs Department |
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In Attendance:

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| Mr CHOW Chor-tim, JP | District Officer (Southern), Home Affairs Department |
| Miss TSE Nga-lap, Lilian | Assistant District Officer (Southern), Home Affairs Department |
| Ms YIP Wai-see, Priscilla | Senior Executive Officer (District Council), Southern District Office, Home Affairs Department |
| Mr CHAN Ip-to, Tony | Senior Executive Officer (District Management), Southern District Office, Home Affairs Department |
| Mr LO Chi-cheung, Stephen | Senior Engineer 4 (Hong Kong Island Division 2), Civil Engineering and Development Department |
| Ms AU Chui-hing, Amy | Housing Manager/KWH11, Housing Department |
| Ms TAM Wai-chu, Rachel | Deputy District Leisure Manager (Southern) 1, Leisure and Cultural Services Department |
| Mr MAK LEUNG Suet-mui, Cherry | Senior Estate Surveyor/West (District Lands Office, Hong Kong West and South), Lands Department |
| Miss LEE Kit-tak, Jessica | Senior Town Planner/HK 1, Planning Department |

Attending by Invitation (Agenda Item 1):

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|------------------------|---|
| Ms NG Sau-wai | Assistant Commissioner (Human Resource), Correctional Services Department |
| Mr WAN Ming-ki | Senior Superintendent (Human Resource), Human Resource Section, Correctional Services Department |
| Mr TONG Soen | Chief Officer (Staff Administration), Human Resource Unit, Correctional Services Department |
| Ms TONG Ka-lai | Principal Officer (Quartering)/Human Resource Unit, Human Resource Unit, Correctional Services Department |
| Mr LI Yung | Principal Officer (Prison Development), Works and Planning Section, Correctional Services Department |
| Mr CHAN Pak-cheung | Senior Project Manager 129, Architectural Services Department |
| Ms HO Man-yuk, Cecilia | Director, Chows Architects Limited |

Attending by Invitation (Agenda Item 2):

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| Mr CHU Yu-sing, Frank | Senior Engineer/Gas Standards B1, Electrical & Mechanical Services Department |
| Mr TSE Chun-wah | Engineer/Land Use Technical Support, Electrical & Mechanical Services Department |
| Ms LAU Wai-ye, Carrie | Engineer/Southern & Peak 2, Transport Department |

Attending by Invitation (Agenda Item 3):

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|-----------------------|--|
| Mrs Sylvia WONG | Director of Campus Life, Centre of Development and Resources for Students, The University of Hong Kong |
| Dr Louis CHU | Senior Technical Manager, Estates Office, The University of Hong Kong |
| Mr Bernard V. LIM, JP | Principal, AD+RG Architecture Design and Research Group Ltd. |
| Mr Edward MIU | Design Team Leader, AD+RG Architecture Design and Research Group Ltd. |
| Ms Amy TAN | Architectural Executive, AD+RG Architecture Design and Research Group Ltd. |

Agenda Item 2: Amendments Incorporated in the Draft Aberdeen & Ap Lei Chau Outline Zoning Plan No. S/H15/30
(Item raised by Planning Department)
(Include motion raised by Ms CHAN Judy Kapui –
“Regarding the Proposed Rezoning of a Piece of Government
Land at Lee Nam Road, Ap Lei Chau for Residential
Development”)
(DDHC Paper No. 2/2016)

24. The Chairman welcomed the following government department representatives to the meeting:

- (a) Mr Frank CHU, Senior Engineer/Gas Standards B1, Electrical and Mechanical Services Department (EMSD);
- (b) Mr TSE Chun-wah, Engineer/Land Use Technical Support, EMSD; and
- (c) Ms Carrie LAU, Engineer/Southern & Peak 2, Transport Department (TD).

25. The Chairman said that the paper submitted by the Planning Department (PlanD) and the motion proposed by Ms CHAN Judy Kapui were set out in Annexes 1 and 2 respectively. He first invited the representative of PlanD to brief Members on the contents of the paper.

26. Miss Jessica LEE gave Members a PowerPoint presentation (Reference Information 3) to briefly introduce the background, amendments and public consultation arrangements on the subject. Details were summarised as follows:

- (a) on 15 May 2014, the Development Bureau (DEVB) and the departments concerned briefed SDC on the 14 potential housing sites to be provided in the Southern District in the next 5 years, including a site at Lee Nam Road, Ap Lei Chau. On 18 May 2015, representatives of the departments concerned attended the meeting of the Committee of the last term to give a briefing on the proposed rezoning of the site at Lee Nam Road, Ap Lei Chau (DDEC Paper No. 19/2015);
- (b) representatives of the departments concerned attended two local forums in 2015 to brief the locals on the above rezoning proposal. DEVB had also issued letters to SDC for three times to explain the need for rezoning to meet housing land supply target of the Government and provide further information to address SDC's and the locals' concern. In the last letter, DEVB informed SDC that the Government decided to proceed with the

submission of the said rezoning proposal to the Town Planning Board (the Board) for consideration;

- (c) the proposed amendments (Plan 1 of Discussion Papers) to the OZP including the proposed residential development (Item A in the table in Annex 1), together with the views of SDC and the locals, were submitted to the Metro Planning Committee (MPC) of the Board for consideration on 4 December 2015. Having balanced the relevant policy objective, planning considerations, technical feasibility and public views, MPC agreed to all the proposed amendments to the OZP. The Board also took this opportunity to make other amendments to the OZP (Items B, C1 and C2 in the table in Annex 1):

Table in Annex 1

| Amendment Item | Location | Size (hectare) | Contents of Amendment |
|----------------|--|----------------|---|
| A | A site at Lee Nam Road, Ap Lei Chau fronting the East Lamma Channel <i>It was currently partly taken up by the Hong Kong School of Motoring</i> | about 1.18 | <ul style="list-style-type: none"> Rezoning from "Industrial", "Government, Institution or Community" (G/IC) and "Other Specified Uses" (OU) annotated "Cargo Handling Area" to "Residential (Group A)4". Imposing a maximum gross floor area (GFA) of 70 800 m² and a building height restriction of 110 mPD. Commercial uses were always permitted on the lowest three floors of the proposed development. It was estimated that the proposed development could produce about 1 400 units. |
| B | A strip of land fronting the Ap Lei Chau West Industrial Area <i>It was currently partly taken up by the Hong Kong School of Motoring</i> | about 0.49 | <ul style="list-style-type: none"> Rezoning from "OU" annotated "Cargo Handling Area" to "Open Space". Upon rezoning, an open space could be provided for the local residents and workers in the vicinity. |
| C1 and C2 | Ap Lei Chau West Industrial Area | about 3.65 | <ul style="list-style-type: none"> Rezoning from "Industrial" to "OU" annotated "Business(3)" and "OU" annotated "Business(4)". Imposing the maximum building heights of 100 mPD and 115 mPD respectively, which were the same as that previously imposed under the "Industrial" zone. |

- (d) amendments had also been made to the Notes of the OZP, including (1) in relation to Amendment Item A, incorporation of the "Residential(A)4" sub-area and stipulation of the maximum GFA and building height restrictions; (2) in relation to Amendment Items C1 and C2, stipulation of the building height restrictions of the "Business(3)" and "Business(4)" sub-areas; and (3) incorporation of Art Studio (excluding those involving

direct provision of services or goods) under "OU" annotated "(Business)", "Industrial" and "Residential(E)" zones. Explanatory Statement of the OZP was also revised to reflect the existing status and the respective amendments; and

- (e) pursuant to Section 5 of the Town Planning Ordinance, the Board exhibited the OZP for public inspection for two months from 24 December 2015. Any person might make written representation in respect of the amendments to the Secretary of the Board on or before 24 February 2016.

27. The Chairman asked the representatives of EMSD to comment on the subject.

28. Mr Frank CHU said that since the proposed residential development was located in the vicinity of a potentially hazardous installation (i.e. a liquefied petroleum gas store and transit depot), EMSD had conducted a risk assessment on the development of the site. The assessment report had been submitted to DEVB and the relevant departments for reference.

29. The Chairman asked the representative of TD to comment on the subject.

30. Ms Carrie LAU said that the Department had conducted a traffic flow survey for the housing development concerned. Although it was estimated that road usage would increase upon completion of the proposed buildings in 2021, there would still be spare capacity at the major transport interchanges in Ap Lei Chau. Therefore, the development would not cause unacceptable impacts on the traffic of the district concerned.

31. Ms CHAN Judy Kapui, Mr Paul ZIMMERMAN, Ms LAM Yuk-chun, Mr AU Nok-hin, Ms CHEUNG Sik-yung and Mr CHAI Man-hon raised the following comments and enquiries:

Traffic

- (a) a Member said that the subject had been discussed at the 21st meeting of the Committee of the last term, but the discussion had to be terminated due to insufficient information on TD's traffic assessment. Since the said meeting, TD had provided no further information, such as the calculation method adopted in the traffic assessment, except displaying a statistical graph of the traffic flow at the eight major transport interchanges in Ap Lei

Chau at a district forum. She had written to request the Secretary for Development to make public the traffic assessment report, yet the Bureau had not provided actual data in its response. She hoped that the relevant information would be available as soon as possible;

- (b) a Member subscribed to the above request and considered that the authorities concerned should disclose the traffic assessment report and explain its contents as soon as possible;
- (c) a Member said that there was only one trunk road to and from Ap Lei Chau. The assessment should not only cover the around 1 400 proposed residential units at Lee Nam Road, but it should also include the traffic impacts that would be brought about by an international school proposed to be built at former Apleichau St. Peter's Catholic Primary School and a hotel proposed to be built at HK Electric Co. Ltd. Operational HQ at South Horizons. She considered that TD should be forward-looking in order to make its traffic assessment comprehensive;
- (d) a Member said that when Hong Kong School of Motoring developed its campus at Lee Nam Road in 2005, it had an agreement with SDC that its students would not drive via Yi Nam Road in order not to deteriorate the traffic problem in Ap Lei Chau and affect the daily lives of residents in the vicinity. However, TD now claimed that the proposed residential project would not cause unbearable impacts on the traffic of the district. In this connection, she questioned the reliability of the traffic assessment concerned;

Leisure Facilities

- (e) a Member asked whether the open space proposed at Amendment Item B was a development requested by the Leisure and Cultural Services Department or just a proposal by PlanD, and whether there was a development programme for it;
- (f) a Member said that if an open space was to be developed at Lee Nam Road, a public access should be provided; if it would pass through private lots, the developer concerned should be asked to open part of the lots for public passage;

- (g) a Member opined that discussions should be held with PlanD and the Board about how the community could benefit from the development, such as asking the Government to build a waterfront promenade;
- (h) a Member agreed to the above suggestion and opined that the discussion could be steered towards the building of a waterfront promenade and additional open space;

Other Development Uses

- (i) a Member disagreed with the Government's logic in identifying land in urban areas for residential development. He pointed out that, at the 448th MPC meeting held on 19 August 2011, he learned that apart from redevelopment, there were no other "Residential (Group A)" sites on Ap Lei Chau that had yet to be developed; it was now self-contradictory to rezone the land at Lee Nam Road for residential development;
- (j) a Member said that there was a strong demand for G/IC land in the district. For example, the Social Welfare Department had always wanted to develop elderly care facilities next to Sham Wan Towers. But it was still uncertain whether a green light would be given. He asked if the land at Lee Nam Road was used for residential development, what the departments concerned would do when there was not enough G/IC land in the district to cater for local needs in the future;
- (k) a Member opined that increasing the number of residential flats might not be the most pressing issue to be addressed in the community. The proposed rezoning would mean giving up the opportunity for developing the land into welfare facilities like hostels for the elderly. Besides, consideration might be given to using the land to provide parking spaces for coaches to alleviate the problem of inadequate coach parking spaces in the district. To sum up, the authorities concerned should review whether the existing land resources could be fairly allocated for different uses to cater for different local needs;

Other Comments

- (l) a Member said that regarding the two district forums attended by PlanD's

representative, it was Members who invited the Department to attend. PlanD did not take the initiative to conduct public consultation;

- (m) some Members opined that having attended the two district forums, PlanD's representative should have known all the comments. They queried why the comments were not incorporated in the proposed amendments. They further asked the Department whether there would be amendments to the proposal or improvement measures having regard to the views of residents and the Committee;
- (n) some Members believed that the prices of the proposed residential units would be so high that the grassroots public could not afford. The proposed development could not help ease public demand for housing;
- (o) a Member enquired, in view of the noise from unknown sources recently heard in South Horizons, whether the future residential units would also be affected by noise disturbance; and
- (p) a Member mentioned that PlanD had been asked to conduct a visual impact assessment for nearby private residential units, but the Department turned down the request on the ground that the assessment did not align with the usual practice. In his opinion, people living in private housing also deserved attention, and it was irrelevant whether or not the Board would consider the assessment result. In this connection, the Member repeated the request for conducting the assessment.

32. Miss Jessica LEE gave a consolidated response as follows:

- (a) PlanD and the departments concerned had submitted the proposed amendments to the OZP, together with public comments received during the Committee's meeting and the two district forums in 2015, to the Board for consideration. MPC had noted the objections from SDC and the public as well as the responses of government departments, held discussions on the proposed amendments, especially on the traffic impacts. After balancing various factors including the relevant policy objectives, planning considerations, technical feasibility and public views, MPC agreed to all the proposed amendments to the OZP;

- (b) PlanD had followed the Board's guidelines in conducting a visual impact assessment. The assessment aimed to protect the interest of the public and public viewing points, particularly those easily accessible and popular to the public or tourists. As individual residential units were not public viewing points, they were not included in the assessment;
- (c) according to the Hong Kong Planning Standards and Guidelines (HKPSG), there was sufficient provision of open space and community facilities in the Southern District to cater for the needs of local residents. The estimated additional population to be brought about by the proposed development project had also been taken into account. To her understanding, DEVB had no plan to construct a waterfront promenade on the proposed rezoned land and its vicinity; and
- (d) regarding the proposed open space under Amendment Item B, DEVB had not yet formulated any implementation programme.

33. Ms Carrie LAU gave a consolidated response as follows:

- (a) in conducting the traffic assessment, TD estimated the annual growth rate of traffic flow based on a traffic flow survey and traffic statistics, and then projected the traffic impacts on the transport interchanges upon completion of the proposed buildings in 2021. This projection method was more conservative than that for an assessment on the road network model (i.e. taking the traffic flow to be brought about by the proposed development project as part of the estimation), and the traffic flow derived would be relatively high; and
- (b) the findings of the traffic assessment revealed that the major transport interchanges would not be overloaded upon completion of the proposed buildings. There would still be spare capacity by then. The Department had submitted the traffic assessment result to the Committee of the last term on 18 May 2015. Meanwhile, the result had been updated in accordance with the latest information of the project and disclosed to the public on a district forum held in 2016.

34. Mr CHAI Man-hon, Ms CHAN Judy Kapui, Mr Paul ZIMMERMAN, Mr AU Nok-hin, Mrs CHAN LEE Pui-ying, Mr CHU

Lap-wai,

Dr MAK TSE How-ling, MH and Ms YAM Pauline

raised the following comments and enquiries:

Traffic

- (a) a Member said that residents of Ap Lei Chau had to spend more than one hour to travel to urban areas every morning. However, TD claimed that there would still be spare capacity at transport interchanges upon completion of the residential development. She asked the Department how it made the estimation and when the data of the traffic assessment would be disclosed;
- (b) a Member considered that the traffic assessment result was not persuasive to the Committee. He added that the traffic problem was the biggest problem that the Southern District was facing at present. Pok Fu Lam Road, Aberdeen Tunnel, Ap Lei Chau Bridge, etc. were all trunk roads linking the Southern District with other districts on Hong Kong Island. Although the proposed residential development was not large in scale, the traffic impacts caused by the additional population would affect not only Ap Lei Chau, but also other places in the Southern District;
- (c) a Member considered that the authorities concerned had neglected the opposing views of the district's residents and SDC but insisting that the development would not cause any traffic problems. It was necessary for the relevant departments to conduct a review;
- (d) a Member, while expressing no objection to the Government's efforts to find land for housing development, worried that whether the traffic problems caused by the development could be solved;

Leisure Facilities

- (e) a Member said that what he asked for was PlanD's provision of public access to the waterfront rather than more public space. He would like to get PlanD's feedback on the feasibility of the proposal in the light of the planning principles. He said that the waterfronts in Hong Kong were largely open for public use and queried why PlanD had not offered DEVB and the Board any proposal on doing the same in this development project;

Other Development Uses

- (f) a Member opined that importance should also be attached to the development of social welfare facilities; hence the relevant authorities should give thorough consideration to this when planning the use of land. The decision of using the land in concern for residential development should not be made in haste;
- (g) a Member asked why the land was used for building private residential flats instead of public housing units to meet the needs of the grassroots;

Population Issue

- (h) a Member wondered why the Government had to build more residential flats in Ap Lei Chau, bringing more residential population to the already densely populated island;
- (i) a Member said that the Southern District was thriving and the population density of Ap Lei Chau was already very high. If the Government forced through further residential developments there, the residential population would increase and the locals would be discontented. She opined that the top priority of PlanD was to do what it could to increase land supply and plan the roads properly;
- (j) a Member opined that the population density of Ap Lei Chau was so high that it was inappropriate to further increase the number of people living there;

Other Comments

- (k) a Member remarked that the department representatives had not addressed the questions raised by him in the first round of questions. The questions included (1) the proposed rezoning would draw down the supply of land for "G/IC" use in the district and he wondered why PlanD would value the development of residential flats over welfare facilities; (2) due to the noise from a shipyard nearby, some non-openable windows were installed in Larvotto, a residential development in Ap Lei Chau. Some residents

worried that the proposed residential development would also be affected by the noise and the oil depot nearby would pose potential danger as well. He asked how government departments would respond to that; (3) what measures the departments would take if the proposed residential development failed to provide enough parking spaces and the residents living there had thus to park their cars outside the estates. Finally, he held the view that it was not desirable to grab land for residential development in urban areas for that would only elicit even more social conflicts;

- (l) a Member was disappointed with the PlanD representative's reply. He considered that the Department should respond to Members' comments and questions in an open and proactive manner, instead of simply referring to the related planning provisions. He hoped that the Department would do the planning from the perspective of benefitting the whole Southern District;
- (m) a Member was of the view that DEVB and PlanD failed to give weight to the opinions of SDC and residents;
- (n) a Member opined that the authorities concerned should consider how to incorporate views collected from public consultations into the overall planning. If the development plan was fast-tracked, it might eventually backfire;
- (o) a Member said that according to PlanD, the proposed rezoning was decided by DEVB. He wondered if it was meaningless to continue the discussion without having any DEVB representatives present at this meeting. He asked PlanD to clarify its role and responsibilities in the meeting;
- (p) a Member shared the above view and asked PlanD to explain;
- (q) a Member hoped that PlanD could provide the outline development plan of the land concerned; and
- (r) a Member enquired about the future use of the "G/IC" land adjacent to the work site of the Drainage Services Department and the "OU" land at the New Shell Ap Lei Chau Depot.

35. Miss Jessica LEE gave a consolidated response as follows:

- (a) the agenda item was proposed to brief Members on the amendments to the OZP and to seek their views on the OZP. Members might make written representation in respect of the amendments to the Secretary of the Board on or before 24 February;
- (b) the calculation for community facilities and open space in all districts was based on population size according to HKPSG. On this basis, there were adequate community facilities and open space in the Southern District as a whole to meet the demand. The calculation had already taken into the removal of a piece of "G/IC" land because of the proposed development project and the estimated additional population to be brought about by the amendment items;
- (c) to further improve the working and living environment near the development project, PlanD also proposed to rezone a piece of land to open space (Amendment Item B). Furthermore, when the residential development was carried out, the developer concerned could, pursuant to the conditions of sale, provide leisure and recreational facilities for use by the future residents of the proposed development project (Amendment Item A);
- (d) according to the Environmental Protection Department, the future developer should conduct an environmental impact assessment and implement mitigation measures in respect of the proposed development project so as to ensure that the noise level and air quality were in compliance with relevant legislations and criteria; and
- (e) PlanD had no rezoning proposals for the neighbouring areas of the land in question, including the land zoned for "OU" annotated "Liquefied Petroleum Gas and Oil Products Transit Depot".

36. Ms Carrie LAU gave a brief introduction on how TD conducted the traffic assessment:

- (a) numbers of vehicles were counted at the major transport interchanges during peak hours at intervals of 15 minutes, and the maximum traffic flow

throughout the peak hours was estimated based on the data recorded at the interval with the highest traffic flow. TD then estimated the traffic volume at the transport interchanges in 2021 by reference to the growth rate of the highest traffic flow recorded at Ap Lei Chau Bridge over the past few years;

- (b) traffic capacity was calculated based on the design of each junction, such as its width and traffic light setting;
- (c) the current spare capacity at the transport interchanges could be calculated from the volume/capacity ratio;

Based on the above calculation method, there was adequate spare capacity at the eight major junctions in Ap Lei Chau at present. Besides, in response to a Member's enquiry on the number of parking spaces at the residential project, she said that as it was a private housing project, adequate parking spaces had to be provided there in accordance with HKPSG, and related requirements would be set out in the terms and conditions of the land lease.

37. The Chairman asked if Mr Frank CHU had anything to add.

Mr Frank CHU indicated that EMSD had conducted a preliminary risk assessment for the project at the initial stage of its development, with relatively conservative safety standards adopted for the assessment. Moreover, a detailed risk assessment with consideration of the project had been carried out by an independent consultancy in accordance with the HKPSG and the land use parameters provided by PlanD. The assessment result showed that the risk level met the risk guidelines in the Government's planning standards to ensure public safety.

38. The Chairman kick-started the discussion on the motion of Ms CHAN Judy Kapui by asking her to present the motion, after which other Members would each be given three minutes to express their views.

39. Ms CHAN Judy Kapui said that Members of the Committee of the last term had raised concerns about, among other things, the traffic problems and population density issue associated with the proposed development. Yet, disappointingly, no further information had been provided by the Government so far. Therefore, she called for Members' support for her motion to strongly reprimand DEVB for having submitted the proposed OZP amendments to the Board for consideration during the suspension of SDC of the last term. Her motion read as follows:

"This Committee strongly reprimands the Development Bureau (DEVB) for having submitted the agenda 'Proposed Rezoning of a Piece of Government Land at Lee Nam Road, Ap Lei Chau for Residential Development' to the Town Planning Board meeting for discussion and approval on 4 December 2015 during the District Council (DC) suspension period, without providing sufficient information to consult the DC. This Committee would remain steadfast in opposition to the DEVB's proposal, in the lack of long-term and comprehensive planning and supporting facilities, for building 1 416 residential flats at the current site of the Hong Kong School of Motoring, Lee Nam Road, which would largely increase residential population in the densely populated Ap Lei Chau."

40. The Chairman asked seconders Ms CHEUNG Sik-yung and Ms LAM Yuk-chun, MH whether they had anything to add. Both Members replied in the negative.

41. Mr Paul ZIMMERMAN supported the motion in general, except considering that the wordings "on 4 December 2015 during the District Council (DC) suspension period" should be deleted from the motion. He opined that the focus of the motion should be the Government's failure to further consult SDC on the proposal before submitting it to the Board for consideration. If the wordings were not deleted, it would open an opportunity for the Government to argue that it had to proceed with its work even during the suspension of SDC.

42. Ms YAM Pauline understood why Mr Paul ZIMMERMAN proposed the deletion. She also queried whether it was a deliberate move by the relevant authority to submit the application concerned to the Board during the suspension of SDC.

43. Ms LAM Yuk-chun, MH explained that the Committee had finally decided to terminate the discussion on this subject at its meeting on 18 May 2015, and requested that the relevant authority should further consult the Committee on the proposal before submitting it to the Board for consideration. The wordings were intended to give a full picture of the situation.

44. The Chairman said that as endorsed by the Committee of the last term, DEVB had been requested to consult SDC again before submitting the proposal to the Board. Therefore, he believed that the purpose of the motion was to condemn the Bureau for submitting the proposal to the Board for consideration without waiting

until after SDC of this term was formed and consulted. Therefore, the wordings concerned could indeed highlight the focus.

45. Mr CHAI Man-hon said that the government departments' responses were so perfunctory as to give an impression that the Government was not sincere in consulting Members. He was of the view that future cooperation would be even more difficult if the representatives of the relevant departments made no improvement. Lastly, he expressed support for the motion.

46. The Chairman asked Members to vote on the motion. The motion was carried with 15 votes for (including all Members present at the meeting except Mr AU Lap-sing, MH), 0 vote against and 1 abstention (Mr AU Lap-sing, MH).

47. The Chairman concluded that Members were displeased that the department representatives were not well prepared before attending this committee meeting to do consultation and answer questions. TD should not refuse to provide the latest information at this committee meeting on the ground that the traffic assessment result had been explained to residents at a district forum. Furthermore, TD claimed that it had conducted a relatively conservative traffic assessment on the development project's impacts on road traffic, but apart from this, the Department had so far made no assessment on how the additional population would add burden to the MTR South Horizons station and how the development of the proposed hotel and international school would affect the traffic of the district. While around 1 400 units would be provided under the residential project, there would only be 80 to 120 parking spaces. He believed that the authority concerned had limited the number of parking spaces to ensure that the traffic data could pass the assessment. However, insufficient parking spaces would give rise to illegal parking, which would have impacts on the traffic of Ap Lei Chau in the long run. Moreover, PlanD had responded neither to the objection and demands expressed at the district forums it had attended, including South Horizons residents' concern over occupation of space in the district, nor to the promenade development repeatedly proposed by Mr Paul ZIMMERMAN; it had merely repeated "standard answers" to Members. The Chairman was of the view that the departments concerned handled the matter in that way simply because the proposed rezoning had been passed at the Board and the consultation was nearing an end. Districts and government departments would only come into disagreement, confrontation and conflict if there was no room left for discussion between them. Lastly, the Chairman said that the Committee expressed strong dissatisfaction with and condemnation of the attitude of the authorities concerned. He hoped that the

regular departments would handle the matter seriously and work together with the Committee for the benefits of residents.

Summary of Representations and Comments and PlanD's Responses
in respect of the Draft Aberdeen & Ap Lei Chau Outline Zoning Plan (OZP) No. S/H15/30

| Representation No. (TPB/R/S/H15/30-) | Representer | Subject of Representation | Response to Representations |
|---|--|---|--|
| 1 to 7 | For the name of representers, please see Attachment A | <ul style="list-style-type: none"> ➤ Support Amendment Item A (R1 to R6) ➤ Support Amendment Item B (R1 to R3) ➤ Support Amendments Item C1 and C2 (R1 to R2) ➤ No objection to Amendment Item A (R7) <p><u>Supportive grounds of representation:</u></p> <p><i>Amendment Item A</i></p> <p><i>Housing Need and Provision of Facilities</i></p> <ul style="list-style-type: none"> • The proposed residential development could better utilize the subject site. The demand and supply of residential housing is currently not in a balanced situation. The proposed residential development could increase flat supply and stabilize property price. • There is no well-planned large-scale shopping mall meeting the needs of the residents in Ap Lei Chau. The introduction of new shopping facilities in the proposed residential development could promote positive competition and lead to improved management of the existing shopping malls. The proposed residential development would lead to an increase in population in the area which could attract more shops and dining facilities and enhance diversity. <p><i>Traffic and Infrastructural Related Aspects</i></p> | <ul style="list-style-type: none"> • The supportive views are noted. • The supportive views are noted. |

| Representation No. (TPB/R/S/H15/30-) | Representer | Subject of Representation | Response to Representations |
|--|-------------|---|---|
| | | <ul style="list-style-type: none"> • The existing transport connectivity to Lee Nam Road is very inconvenient. The increased residential population would induce better transport services. • The MTR South Island Line (East) would be commissioned in end 2016 which could improve the existing traffic problem. Therefore, traffic carrying capacity should not be regarded as an objection reason. The current traffic congestion problem in the area is due to the long queuing effect of the Cross Harbour Tunnel and Aberdeen Tunnel. <p><i>Others</i></p> <ul style="list-style-type: none"> • There was once a report prepared by a District Councillor opposing the draft Aberdeen and Ap Lei Chau Outline Zoning Plan No. S/H15/30. The report is not representative as there might be sampling bias in the report. <p><i>Amendment Item B</i></p> <ul style="list-style-type: none"> • The proposed amendment could better utilize the waterfront site. The rezoning of the land for open space use would improve the quality of life for people living in Ap Lei Chau. <p><i>Amendment Items C1 and C2</i></p> | <ul style="list-style-type: none"> • The supportive views are noted. • The supportive views are noted. • The views are noted. • The supportive views are noted. |

| Representation No. (TPB/R/S/H15/30-) | Representer | Subject of Representation | Response to Representations |
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| | | <ul style="list-style-type: none"> The rezoning of the land for business use would provide additional resources for commercial businesses and more non-industrial jobs. <p><u>Proposal</u></p> <ul style="list-style-type: none"> To develop the site for low-density housing/residential developments with mooring facilities (by R3). To provide flats with larger size (by R3). | <ul style="list-style-type: none"> The supportive views are noted. <p><u>Proposal</u></p> <ul style="list-style-type: none"> Taking heed of the need for more housing land, the proposed development intensity has been optimized with reference to the site context, the land use compatibility, infrastructural capacity and technical feasibility. The site is subject to a maximum GFA of 70,800m² and it would be up to the future developer to determine the appropriate flat size and number of flats with reference to the prevailing market demand. |
| 8 to 10 | For the name of representers, please see Attachment A | <ul style="list-style-type: none"> ➤ Support Amendment Items B, C1 and C2 ➤ Oppose Amendment Item A. <p><u>Supportive grounds of representation:</u></p> <p><i>Amendment Items B, C1 and C2</i></p> <ul style="list-style-type: none"> The proposed open space should be opened to the public. Revitalization of industrial land is supported. Industrial buildings can be given a new life. <p><u>Opposing grounds of representation:</u></p> <p><i>Amendment Item A</i></p> | <ul style="list-style-type: none"> The supportive views are noted. |

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| | | <ul style="list-style-type: none"> • Ap Lei Chau has an extremely high population density. • The proposed residential development would overload the already congested roads in Ap Lei Chau which has only one access point to commute with the outside. • The proposed residential development would | <ul style="list-style-type: none"> • Hong Kong is recognized for its efficient integration of land use, transport, environmental and infrastructural planning through rail-based high density development. Taking into account an array of relevant planning factors such as local characteristics, infrastructural capacities, provision of community facilities, technical constraints and impacts, majority of the residential areas in Ap Lei Chau has been planned as a medium density residential neighborhood with domestic plot ratio of around 5, e.g. South Horizons, Ap Lei Chau Estate, Lei Tung Estate, etc. In line with the 2014 Policy Address to generally increase the maximum domestic plot ratios currently permitted for certain density zones (except for the north of Hong Kong Island and Kowloon Peninsula) in the territory by 20% subject to factors such as traffic and infrastructure capacities, local character, existing development intensity and various possible impacts of the proposed development on the areas concerned, it is considered suitable to develop the subject site for medium density private housing at a plot ratio of 6 (GFA of about 70,800m²), which is already below the maximum permissible domestic plot ratios, i.e. 8, 9 or 10, under the Building (Planning) Regulation. The development parameters have been confirmed technically feasible by the concerned departments on traffic, environmental, sewerage, drainage, water supply, risk, visual and air ventilation aspects. • The Commissioner for Transport (C for T) has carried out a Traffic Review study and confirmed that the associated traffic impact generated by the proposed residential development on the local traffic networks in Ap Lei Chau is acceptable. • The Director of Environmental Protection (DEP) has confirmed |

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| | | generate traffic flow and thus noise nuisance to residents in South Horizons. | <p>that the proposed rezoning would not have insurmountable adverse environmental impacts on the surrounding areas including traffic related pollution.</p> <ul style="list-style-type: none"> The future developer of the site is required to carry out noise, air quality and sewerage impact assessments, implement effective and practical mitigation measures, if necessary, to ensure no adverse environmental impacts during project implementation. These requirements will be incorporated in the land sale conditions. |
| 12 | For the name of representers, please see Attachment A | <ul style="list-style-type: none"> ➤ Support Amendment Item B ➤ Oppose Amendment Item A <p><u>Supportive grounds of representation:</u></p> <p><i>Amendment Item B</i></p> <ul style="list-style-type: none"> More public open space for recreation, relaxation and enjoyment is needed in the area. <p><u>Opposing grounds of representation:</u></p> <p><i>Amendment Item A</i></p> <p><i>Housing Need</i></p> <ul style="list-style-type: none"> The proposed residential development would not meet the housing demand for the general public, as it is not a public housing development or a private housing development with affordable price. | <ul style="list-style-type: none"> The supportive views are noted. <p><i>Housing Need</i></p> <ul style="list-style-type: none"> Among the 10-year housing supply target of 460,000 units, a 60:40 public-private split in new housing production has to be achieved. As such, apart from public subsidized housing sites, private residential sites of different densities should be identified to meet the demands of different housing types. |

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| | | <p data-bbox="600 411 1200 443"><i>Population Density and Provision of Facilities</i></p> <ul data-bbox="562 488 1261 592" style="list-style-type: none"> • Ap Lei Chau has an extremely high population density. The proposed residential development would further increase the population density. | <p data-bbox="1317 264 2136 368">The subject site, which is one of the 150 potential housing sites, contributes about 1,400 private flats towards the private housing target.</p> <p data-bbox="1308 411 1908 443"><i>Population Density and Provision of Facilities</i></p> <ul data-bbox="1279 488 2136 1406" style="list-style-type: none"> • Hong Kong is recognized for its efficient integration of land use, transport, environmental and infrastructural planning through rail-based high density development. Taking into account an array of relevant planning factors such as local characteristics, infrastructural capacities, provision of community facilities, technical constraints and impacts, majority of the residential areas in Ap Lei Chau has been planned as a medium density residential neighborhood with domestic plot ratio of around 5, e.g. South Horizons, Ap Lei Chau Estate, Lei Tung Estate, etc. In line with the 2014 Policy Address to generally increase the maximum domestic plot ratios currently permitted for certain density zones (except for the north of Hong Kong Island and Kowloon Peninsula) in the territory by 20% subject to factors such as traffic and infrastructure capacities, local character, existing development intensity and various possible impacts of the proposed development on the areas concerned, it is considered suitable to develop the subject site for medium density private housing at a plot ratio of 6 (GFA of about 70,800m²), which is already below the maximum permissible domestic plot ratios, i.e. 8, 9 or 10, under the Building (Planning) Regulation. The development parameters have been confirmed technically feasible by the concerned departments on traffic, environmental, sewerage, drainage, water supply, risk, visual and air ventilation aspects. |

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| | | <ul style="list-style-type: none"> The further increase in population would add on the demand for open space and seriously affect the quality of life of local residents. <p><i>Traffic and Infrastructural Related Aspects</i></p> <ul style="list-style-type: none"> There are already many residential developments in Ap Lei Chau. The proposed residential development will further overload the roads and traffic facilities and aggravate the congestion problems on Ap Lei Chau Bridge. Ap Lei Chau Bridge is the only access between Ap Lei Chau and the outside as well as the Aberdeen Tunnel. The frequency of traffic accidents and roads maintenance will also be increased. The future SIL(E) is not serving the proposed residential development directly and it may not be able to cope with the increased demand due to the proposed residential development. | <ul style="list-style-type: none"> Based on a planned population of about 159,000 (including the proposed residential development under Amendment Item A), there is no shortfall on overall open space provision in the Aberdeen & Ap Lei Chau area. To further improve the local living and working environment, a site fronting the Ap Lei Chau West Industrial Area (i.e. Amendment Item B) is rezoned for open space to serve the workers, visitors and residents of the nearby existing and future developments in the area. <p><i>Traffic and Infrastructural Related Aspects</i></p> <ul style="list-style-type: none"> C for T has carried out a Traffic Review study and confirmed that the associated traffic impact generated by the proposed residential development on the local traffic networks in Ap Lei Chau is acceptable. C for T advised that the traffic volume to capacity ratio of Ap Lei Chau Bridge has not reached capacity yet. In the event that any traffic accident occurs or the Ap Lei Chau Bridge is heavily congested, the Emergency Transport Coordination Centre (ETCC) of Transport Department, in accordance with the established emergency arrangements, would liaise and coordinate among government departments, public transport operators and relevant organizations to handle the emergency. The Traffic Review has assessed the local traffic impacts arising from the proposed residential development, without taking into account the positive effect of the MTR SIL(E). As such, the estimated traffic volume of the road networks in Ap Lei Chau is expected to be lower in the design year of 2021 when the SIL(E) is in place. |

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| | | <p><u>Proposal</u></p> <p><i>Amendment Item A</i></p> <ul style="list-style-type: none"> To rezone the site for recreational or environmental education purposes such as cycle track, solar panels powering park or urban community farming. To rezone the site for open space. | <p><u>Proposal</u></p> <p><i>Amendment Item A</i></p> <ul style="list-style-type: none"> Based on a planned population of about 159,000 (including the proposed residential development under Amendment Item A), there is no shortfall on GIC and open space provisions as per HKPSG requirements in the Aberdeen & Ap Lei Chau area. Moreover, there is no request from the relevant Government bureaux/departments to use the subject site for GIC uses. To further improve the local living and working environment, a site fronting the Ap Lei Chau West Industrial Area (i.e. Amendment Item B) is rezoned for open space to serve the workers, visitors and residents of the nearby existing and future developments in the area. |
| 11, 13 to 570 and 584 (excluding 540, 541, 543 to 546) | For the name of representer, please see Attachment A | <p>➤ Oppose Amendment Item A</p> <p><u>Opposing grounds of representation:</u></p> <p><i>Amendment Item A</i></p> <p><i>Housing Need</i></p> <ul style="list-style-type: none"> The Government should first develop the sites in Wong Chuk Hang, such as the “Comprehensive Development Area” site and the Hong Kong Police College site. Residential developments should be built at Wong Chuk Hang, areas near Wah Fu Estate, the New Territories or areas with lower | <p><i>Housing Need</i></p> <ul style="list-style-type: none"> Planning is an on-going process in response to the changing societal needs. To increase land supply to meet the housing and other development needs, the Government has adopted a multi-pronged approach to increase land supply in the short, medium and long term through a series of measures, including optimal use of developed land, identifying new land along |

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| | | <p>population density. The Government should find alternative sites for residential development in less densely populated areas/areas already with adequate facilities, e.g. near the Hong Kong Zoological and Botanical Gardens. The Government stated earlier that Marina South would be the last piece of land for residential development in Ap Lei Chau.</p> <ul style="list-style-type: none"> • The Government should plan housing development in a comprehensive manner, stop land-grabbing and short-sight policies that damage the environment and sustainable development. • The proposed luxurious private residential development would not meet the housing demand for the general public. Support subsidised housing to meet the housing need of the general | <p>urban fringe where infrastructure is immediately available for development, and large scale comprehensive new development areas in the New Territories etc. The subject site, which is a piece of Government site, mainly occupied by the HKSM under STT, close to the existing developed area and adjacent to existing infrastructures, was identified as one of the 150 potential housing sites that could be available for expediting the housing land supply in short term.</p> <ul style="list-style-type: none"> • Wong Chuk Hang CDA site has been committed for a commercial cum residential development on top of the railway depot for the SIL (E) there. The potential of areas near Wah Fu Estate for residential development is being examined by the Government. As for the Hong Kong Police College, Hong Kong Police Force (HKPF) indicates that the existing facilities in the College are required to meet the training needs of the HKPF in the relevant areas; and Security Bureau and the HKPF have no plan to relocate the College. As regards Marina South (a residential development), it had been included in the 2011-12 Land Sale Programme and at that time the only “R(A)” site that had not been developed in the area. • As mentioned above, the Government has adopted a multi-pronged approach to address the housing issue. The Government will continue the effort with a view to identifying suitable sites for increasing land supply and meeting housing and other development needs. • Among the 10-year housing supply target of 460,000 units, a 60:40 public-private split in new housing production has to be achieved. As such, apart from public subsidized housing sites, private residential sites of different densities should be |

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| | | <p>public and middle classes but oppose private residential development as the existing unreasonably high housing price has already damaging Hong Kong's economy and people's livelihood.</p> <p><i>Population and Development Density</i></p> <ul style="list-style-type: none"> • Ap Lei Chau is a place with the highest population density. There are already many residential and school developments and some upcoming new developments in the area. Since the population density and traffic load have already reached the maximum capacity, the population should not be further increased, which will have adverse impacts on the quality of life and causing a series of bad effects. The population figures of Ap Lei Chau in the past ten years have not been fully examined and the planning proposal should be further studied. • Increasing the plot ratio to 6 at the site would encourage high-rise development, which contradicts the intention for medium-rise development. Should not increase the plot ratio as Ap Lei Chau is already densely populated. | <p>identified to meet the demands of different housing types. The subject site, which is one of the 150 potential housing sites, contributes about 1,400 private flats towards the private housing target. The increase in housing land supply for both public and private housing will also help maintain a healthy and stable property market.</p> <p><i>Population and Development Density</i></p> <ul style="list-style-type: none"> • Hong Kong is recognized for its efficient integration of land use, transport, environmental and infrastructural planning through rail-based high density development. Taking into account an array of relevant planning factors such as local characteristics, infrastructural capacities, provision of community facilities, technical constraints and impacts, majority of the residential areas in Ap Lei Chau has been planned as a medium density residential neighborhood with domestic plot ratio of around 5, e.g. South Horizons, Ap Lei Chau Estate, Lei Tung Estate, etc. In line with the 2014 Policy Address to generally increase the maximum domestic plot ratios currently permitted for certain density zones (except for the north of Hong Kong Island and Kowloon Peninsula) in the territory by 20% subject to factors such as traffic and infrastructure capacities, local character, existing development intensity and various possible impacts of the proposed development on the areas concerned, it is considered suitable to develop the subject site for medium density private housing at a plot ratio of 6 (GFA of about 70,800m²), which is already below the maximum permissible domestic plot ratios, i.e. 8, 9 or 10, under the Building (Planning) Regulation. The development parameters have been confirmed technically feasible by the concerned departments on traffic, |

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| | | <p data-bbox="595 373 1097 408"><i>Provision of Facilities and Open Space</i></p> <ul data-bbox="562 448 1256 1442" style="list-style-type: none"> <li data-bbox="562 448 1256 592">• The proposed rezoning does not comply with the Town Planning Ordinance which aims to promote the health, safety, convenience and general welfare of the community. <li data-bbox="562 632 1256 847">• The open space/market/shopping mall/eating place/community/medical/educational facilities in Ap Lei Chau are inadequate. Building more housing would trigger social unrest, affect the livelihood/living quality of local residents, and increase the demand on various facilities. <li data-bbox="562 887 1256 1254">• The Government should: <ul data-bbox="595 927 1256 1254" style="list-style-type: none"> <li data-bbox="595 927 1256 999">(i) make good use of land to provide public space and necessary community facilities; <li data-bbox="595 999 1256 1110">(ii) reserve the site for long term development for public use such as library, cultural/recreation/tourism development; and <li data-bbox="595 1110 1256 1254">(iii) take this opportunity to reserve site for improving living quality and environment to comply with the concept of “community well-being”. <li data-bbox="562 1294 1256 1442">• In accordance with the Hong Kong Planning Standards and Guidelines, there is a lack of district open space in the area by 4.15 ha currently and 2.83 ha in the planned future; and hence the site | <p data-bbox="1317 260 2136 336">environmental, sewerage, drainage, water supply, risk, visual and air ventilation aspects.</p> <p data-bbox="1317 373 1818 408"><i>Provision of Facilities and Open Space</i></p> <ul data-bbox="1283 448 2136 1442" style="list-style-type: none"> <li data-bbox="1283 448 2136 807">• Open space, community, leisure and recreational facilities are provided in accordance with the HKPSG. Based on a planned population of about 159,000 (including the proposed residential development under Amendment Item A), there is no shortfall on GIC and open space provisions as per HKPSG requirements in the Aberdeen & Ap Lei Chau area. Moreover, there is no request from the relevant Government bureaux/ departments to use the subject site for GIC uses. The future developer of the site could also provide some commercial and retail facilities in response to the market demand. <li data-bbox="1283 1294 2136 1442">• The provision of district open space is measured in accordance with District Council boundary. There is currently a surplus of about 12.92 ha district open space to serve the existing population in the Southern District. Even for the Aberdeen |

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| | | <p>should be for open space use.</p> <ul style="list-style-type: none"> The waterfront site is a public asset for the enjoyment of the public and there is no justification for the privatization of the waterfront. The waterfront site should be developed for open space or waterfront promenade. The additional population would use the roads, facilities and open space of the South Horizons, causing public security and hygiene problem. It is unfair to the residents of South Horizons. <p><i>Traffic and Infrastructural Related Aspects</i></p> | <p>and Ap Lei Chau area alone, there is an overall surplus of about 5.56 ha of open space (taking into account the shortfall of about 2.83 ha district open space and the surplus of about 8.39 ha local open space) to serve the planned population of about 159,000 (including the proposed residential development under Amendment Item A). To further improve the local living and working environment, a site fronting the Ap Lei Chau West Industrial Area (i.e. Amendment Item B) is rezoned for open space to serve the workers, visitors and residents of the nearby existing and future developments in the area.</p> <ul style="list-style-type: none"> There are now two waterfront promenades on Ap Lei Chau. The first one of about 1.2km long runs from Sham Wan Towers to Ap Lei Chau Estate serving the population along the northern Ap Lei Chau. The second one is at South Horizons. However, due to the topographical and site constraints, the two waterfront promenades are not connected. For the proposed residential development, the elongated site configuration will essentially leave little residual space for waterfront promenade after the residential development is in place. While connectivity with other promenades are not possible, an alternative waterfront park is proposed, i.e. Amendment B, to serve the workers, visitors and residents of the nearby existing and future developments in the area. Public security and hygiene problems are subject to be addressed by enforcement action of concerned departments such as Police who has no comment on the proposed rezoning. <p><i>Traffic and Infrastructural Related Aspects</i></p> |

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| | | <ul style="list-style-type: none"> • The traffic congestion problem in Ap Lei Chau has not been resolved for years. The existing transport infrastructures are unable to cope with the increased traffic generated by additional developments. The proposed residential development and the nearby proposed commercial development would further increase the population and thus adverse traffic impacts on South Horizons, Ap Lei Chau and the Southern District. • The existing roads are narrow and Ap Lei Chau Bridge is the only external road link. In case of any accidents happened, long queues will be developed at the Bridge causing further traffic congestion in Ap Lei Chau area and even up to Aberdeen Tunnel. In the worse case, the congested traffic will block the access of ambulances and fire engines to South Horizons and Ap Lei Chau area putting the residents' lives at risk. • With inadequate provision of transport facilities, the traffic congestion in Wong Chuk Hang and Aberdeen Tunnel would become worse. The Ocean Park also has traffic impact on the area. The Government also announced the lifting of the Pok Fu Lam Moratorium, which would cause further significant impacts on the traffic conditions of Pok Fu Lam Road and Aberdeen Tunnel. | <ul style="list-style-type: none"> • C for T has carried out a Traffic Review study and confirmed that the associated traffic impact generated by the proposed residential development on the local traffic networks in Ap Lei Chau is acceptable. According to C for T's assessment, taking into account the increase in traffic flows brought about by the proposed residential development, all major road junctions in Ap Lei Chau would still have spare capacities in the design year of 2021. The traffic volume to capacity ratio of Ap Lei Chau Bridge has not reached capacity yet. • In the event that any traffic accident occurs or the Ap Lei Chau Bridge is heavily congested, the Emergency Transport Coordination Centre (ETCC) of Transport Department, in accordance with the established emergency arrangements, would liaise and coordinate among government departments, public transport operators and relevant organizations to handle the emergency. • Given the small size of the proposed residential development, C for T advised that its influence area is small and impact on Aberdeen Tunnel is minimal. On the other hand, the traffic volume to capacity ratio of Aberdeen Tunnel has not reached capacity yet. Its traffic flow is affected by merging movements at the northbound down-ramp of Canal Road Flyover and the tailing-back effect of traffic heading towards Cross Harbour Tunnel and Wan Chai/Causeway Bay. The situation will be improved upon the commissioning of the MTR South Island Line and the Central-Wan Chai Bypass. |

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| | | <ul style="list-style-type: none"> It is doubtful whether the data selected in the Traffic Review and the information provided in the document is sufficient to support the rezoning proposal/demonstrate that the proposed development would not cause unacceptable traffic impact on the nearby road network. There is inadequate information and analysis in the Traffic Review which could not reflect the real situation. It is also doubtful whether the future MTR South Island Line (East) can cope with the traffic demand of the population increase. The Government had refused the redevelopment of the existing liquefied petroleum gas depot and oil products transit depot (LPG/oil depots) for residential use years ago due to traffic reasons. The Government is contradicting itself in the rezoning proposal for residential development despite there is a marked increase in the number of vehicles and residential developments in the area. | <ul style="list-style-type: none"> For future proposed developments at Ocean Park and Pokfulam area, the responsible project proponents have to demonstrate their technical feasibility in all aspects to the satisfaction of relevant authorities before project commencement and implementation. When carrying out the Traffic Review, C for T conducted site survey on traffic flow and adopted a growth factor approach with a higher annual growth rate of traffic flow in projecting the impact on various road junctions upon completion of the proposed development. The annual growth rate adopted is conservative and able to cater for the additional demand arising from various future development plans such as hotel and international school in Ap Lei Chau. Besides, the Traffic Review has assessed the local traffic impacts arising from the proposed residential development, without taking into account the positive effect of the MTR SIL(E). As such, the estimated traffic volume of the road networks in Ap Lei Chau is expected to be lower in the design year of 2021 when the SIL(E) is in place. The request for rezoning (Z/H15/5) of the existing LPG/oil depots for residential development at a plot ratio of 5 was rejected by the MPC on 23.12.2005 for reasons on land use, traffic, environmental and visual grounds. In relation to traffic ground, the MPC considered that there was inadequate information in the submission to demonstrate that the traffic impacts arising from the rezoning proposal on the local traffic networks and Aberdeen Tunnel were acceptable. The situation is different from the subject proposed amendment. C for T has carried out a Traffic Review study and confirmed that the associated traffic impact generated by the proposed |

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| | | <ul style="list-style-type: none"> The residents of the proposed development will mainly use private cars for travel and the traffic so generated will aggravate the traffic congestion problem. The provision of car parking facilities in Ap Lei Chau and at the proposed residential development is inadequate, causing illegal parking and traffic problems and affecting traffic safety. There is no information on the relocation site for the driving school. Relocating the driving school may cause inconvenience to learners. <p><i>Environmental Aspect</i></p> <ul style="list-style-type: none"> The residential development will increase population density and thus creating air pollution, | <p>residential development on the local traffic networks and Aberdeen Tunnel is acceptable.</p> <ul style="list-style-type: none"> On the parking provision, C for T estimated that the proposed development would provide about 70 to 110 private car parking spaces in accordance with the HKPSG. The actual car parking provision depends on the number and size of flats to be provided on site, various aspects of land use / transport interactions such as the proximity to railway station and other major transport interchanges, availability of public transport services in the vicinity, projected road capacity and traffic volumes in both the immediate vicinity and the wider district, etc, and will be determined at the project detailed design stage. Illegal parking, road and pedestrian safety are traffic management problems to be enforced by the Police. Commissioner of Police has no comment on the proposed rezoning. C for T is liaising closely with relevant departments to identify suitable temporary site on Hong Kong Island for relocation of the driving school. Before the site under Amendment Item B is implemented for open space and a relocation site is identified, the Government will continue to use the site under Amendment Item B for the operation of HKSM under short term tenancy. This is consistent with the prevailing practice to put vacant Government land into short term use before the site is developed permanently. <p><i>Environmental Aspect</i></p> <ul style="list-style-type: none"> DEP has no in-principle objection to the proposed rezoning as it would not result in insurmountable adverse environmental |

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| | | <p>noise nuisance, sewerage impact, health hazard problems and heat island effect. Construction works and vehicles would also cause nuisance, pollution and damages to road. Works near the coast would cause pollution to the ocean.</p> <ul style="list-style-type: none"> The residential development would be affected by the nearby sewage treatment plant and high sulphur exhaust emitted from the ocean liners. | <p>impacts on the surrounding areas including traffic related pollution. According to the Traffic Review Study carried out by the Transport Department, the proposed development would only bring about slight increase of traffic in the nearby road network. As such, it is expected that the effect on the overall environment of nearby residents would be small. In addition, the expected commencement of SIL(E) operation by the end of 2016 is also likely to reduce the vehicular traffic flow in the concerned area.</p> <ul style="list-style-type: none"> The construction works of the proposed development are subject to statutory control of the relevant pollution control ordinances and their subsidiary regulations including but not limited to Noise Control Ordinance, Air Pollution Control Ordinance, and Water Pollution Control Ordinance to ensure no unacceptable nuisances such as but not limited to noise, dust and site runoff. The future developer of the site is required to carry out noise, air quality and sewerage impact as well as quantitative risk assessments, implement effective and practical mitigation measures, if necessary, to ensure no adverse environmental impacts during project implementation. These requirements will be incorporated in the land sale conditions. Improvement works including odour treatment are being carried out for the preliminary sewage treatment plant under the Harbour Area Treatment Scheme (HATS) Stage 2A project. According to the approved Environmental Impact Assessment report of the project, upon completion of the improvement works, the proposed residential site will be subject to 1-3 odour units, which is within the acceptable range (i.e. 5 odour units) |

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| | | <p><i>Risk Aspect</i></p> <ul style="list-style-type: none"> The proposed residential development is located near the existing LPG/oil depots which would pose safety hazard/health problems to the residents. <p><i>Air Ventilation Aspect</i></p> | <p>suggested in the Technical Memorandum of the Environmental Impact Assessment Ordinance.</p> <ul style="list-style-type: none"> There is a limit on the sulfur content of locally supplied marine light diesel to control air emission from the marine sector. The use of fuel from ocean going vessels at berth are also subject to control of the Air Pollution Control (Ocean Going Vessels) (Fuel at Berth) Regulation (Cap. 311AA). <p><i>Risk Aspect</i></p> <ul style="list-style-type: none"> EMSD has carried out a Quantitative Risk Assessment (QRA) on the LPG/oil depots, which indicates that the risk levels for the proposed residential development are in compliance with the Government Risk Guidelines of the HKPSG. The QRA was endorsed by the Coordinating Committee on Land-use Planning and Control relating to Potentially Hazardous Installation (CCPHI) on 8.3.2016. Taking into account the final design and layout of the proposed residential development, the future developer will be required to conduct a QRA and implement mitigation measures, if necessary, to ensure compliance with the Government Risk Guidelines. The requirement will be incorporated in the land sale conditions. For the wave issues, the developer of the proposed residential development should check the risk of wave overtopping under extreme typhoon conditions and design the usage of the seafront area accordingly. <p><i>Air Ventilation Aspect</i></p> |

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| | | <ul style="list-style-type: none"> The proposed residential development would cause 'wall effect' and affect the air ventilation. <p><i>Visual Aspect</i></p> <ul style="list-style-type: none"> The result of the visual appraisal is not objective as the Planning Department is the rezoning proponent, technical expert and examiner for the visual appraisal. The visual appraisal should be prepared by other parties appointed by the Town Planning Board for a fair approach. | <ul style="list-style-type: none"> An Air Ventilation Assessment Expert Evaluation (AVA EE) has been carried out in accordance with the Housing, Planning and Lands Bureau (HPLB) and Environment, Transport and Works Bureau (ETWB) Joint Technical Circular No. 01/2006 to assess the potential ventilation impact of the proposed rezoning. According to the AVA EE, the annual prevailing winds of the site are mainly from the north-eastern quarter, E and ESE winds; while the summer prevailing winds are mainly from the south-eastern and south-western quarters. Under the annual condition, all the existing developments on Ap Lei Chau are either at a great distance from the site or located on the upwind side of the site and will not be affected by the proposed development. Under the summer condition, minimal localized wind blockage to Lee Nam Road and a small portion of Ap Lei Chau West Industrial Area is expected. This could easily be addressed through building separation for wind penetration. In view of the geographical location of the site, the surrounding topographical features and existing building morphology, the proposed residential development is unlikely to impose significant adverse ventilation impact on the surrounding. <p><i>Visual Aspect</i></p> <ul style="list-style-type: none"> PlanD has put forward reliable technical assessments in support of the proposed zoning amendments for TPB's consideration. The Visual Appraisal has been prepared in accordance with the requirements of Town Planning Board Guidelines on Submission of Visual Impact Assessment (VIA) for Planning Applications to the Town Planning Board (TPB PG-No. 41) to present sufficient information in a structured manner; and to |

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| | | <ul style="list-style-type: none"> The proposed residential development would block the view of the residents of the South Horizons. The impacts on private viewpoints should also be considered. The proposed residential development would intrude into the ridgelines of Yuk Kwai Shan and contravene the Urban Design Guidelines under the Hong Kong Planning Standards and Guidelines. <p><i>Public Consultation</i></p> <ul style="list-style-type: none"> Local residents have not been consulted on the proposed rezoning and the traffic issues. The | <p>facilitate the Board to visualize the three-dimensional relation of the proposed development with the surrounding context and to consider the visual effects in making a decision.</p> <ul style="list-style-type: none"> According to the TPB PG-No. 41, in the highly developed context of Hong Kong, it is not practical to protect private views without stifling development opportunity and balancing other relevant considerations. In the interest of the public, it is far more important to protect public views, particularly those easily accessible and popular to the public or tourist. In this regard, the Visual Appraisal in support of the proposed amendment should primarily assess the impact on sensitive public viewers from the most affected viewing points rather than private views from individual flats. There are five vantage points (VPs) selected for the Visual Appraisal from different directions and distances representing key public viewing points, including one at the waterfront promenade of South Horizons (VP4). According to the Urban Design Guidelines under the HKPSG, the 20% building free zone is applied to the preservation of selected sections of ridgelines when viewed from seven strategic public vantage points along the Victoria Harbour. Yuk Kwai Shan is not one of the selected sections of ridgelines to be preserved. With a height of 140mPD, Yuk Kwai Shan will serve as a green backdrop for the proposed residential development capped at 110mPD. <p><i>Public Consultation</i></p> <ul style="list-style-type: none"> In processing the zoning amendments, PlanD has followed the established procedures to solicit public views including DC |

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| | | <p>period selected for public consultation was inappropriate.</p> <ul style="list-style-type: none"> The majority of Ap Lei Chau/South Horizons residents object to the proposed housing development. The Government should listen to the views of the residents and stop the project. <p><u>Proposal</u></p> <p><i>Amendment Item A</i></p> <ul style="list-style-type: none"> To rezone the site to “Government, Institution or Community” for provision of community facilities, such as elderly centre, residential care home for the elderly, youth centre, library, study room, education centre, school, cultural museum, recreational facilities, indoor games hall, sports centre, swimming pool, market, organic farm, organic waste treatment facilities or public clinic. To rezone the site for “Open Space”, such as waterfront park, waterfront promenade, waterfront lounge, pet garden, jogging trail, fishing ground, fishermen’s wharf, cycling track, cycle park, greening area or greening facilities. | <p>consultation and gazetting under the Ordinance. PlanD consulted the SDC on the proposed rezoning of Lee Nam Road site for residential development on 18.5.2015. On 24.12.2015, the draft OZP was exhibited for two months for public inspection and submitting representations. On 1.2.2016, the SDC was consulted on the proposed amendments to the OZP. Besides, PlanD together with TD and EMSD have attended meeting/forum to consult the local residents on the proposed residential development at Lee Nam Road on 20.5.2015 and 23.12.2015. The public and stakeholders have been given opportunities to provide their views and proposals to the zoning amendments.</p> <p><u>Proposal</u></p> <p><i>Amendment Item A</i></p> <ul style="list-style-type: none"> Based on a planned population of about 159,000 (including the proposed residential development under Amendment Item A), there is no shortfall on GIC and open space provisions as per HKPSG requirements in the Aberdeen & Ap Lei Chau area. Moreover, there is no request from the relevant Government bureaux/departments to use the subject site for GIC uses. To further improve the local living and working environment, a site fronting the Ap Lei Chau West Industrial Area (i.e. Amendment Item B) is rezoned for open space to serve the workers, visitors and residents of the nearby existing and future developments in the area. |

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| | | <ul style="list-style-type: none"> • To develop a waterfront promenade or scenic corridor with commercial activities for the tourists and residents of Ap Lei Chau, which help promote tourism and increase employment opportunities (by R11). • To develop the site for low-density residential development (by R521). • To retain the driving school (by R557 and R559). | <ul style="list-style-type: none"> • There are now two waterfront promenades on Ap Lei Chau. The first one of about 1.2km long runs from Sham Wan Towers to Ap Lei Chau Estate serving the population along the northern Ap Lei Chau. The second one is at South Horizons. However, due to the topographical and site constraints, the two waterfront promenades are not connected. For the proposed residential development, the elongated site configuration will essentially leave little residual space for waterfront promenade after the residential development is in place. While connectivity with other promenades are not possible, an alternative waterfront park is proposed, i.e. Amendment B, to serve the workers, visitors and residents of the nearby developments in the area. • Taking heed of the need for more housing land, the proposed development intensity has been optimized with reference to the site context, the land use compatibility, infrastructural capacity and technical feasibility. • Driving school site is normally rented out on a short term tenancy. The tenancy for the concerned driving school is going to expire this coming October. C for T is liaising closely with relevant departments to identify alternative temporary site on Hong Kong Island for its relocation. Before the site under Amendment Item B is implemented for open space and a relocation site is identified, the Government will continue to use the site under Amendment Item B for the operation of HKSM under short term tenancy. This is consistent with the prevailing practice to put vacant Government land into short term use before the site is developed permanently. |

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| | | <p><i>Proposals Not Related to the Proposed Amendments</i></p> <ul style="list-style-type: none"> • Rationalization of bus routes (by R226). • Construction of an additional vehicular bridge to connect to Wah Kwai Estate/Bel Air/Lamma Island/Aberdeen/Pok Fu Lam, or additional marine transport (by R229, R412, R439, R449 and R471). • The Hong Kong Electric Ex-Operational Headquarters at South Horizons has been vacant for years and should be re-developed for other uses to improve the environment (by R285). • Improve the environment of Ap Lei Chau and the welfare of the citizens allowing them to have enough spaces for activities (by R229, R457 and R464). | <p><i>Proposals Not Related to the Proposed Amendments</i></p> <ul style="list-style-type: none"> • In order to meet changes of demand pattern for public transport services upon the commissioning of the MTR SIL(E), C for T will closely monitor the public transport services including bus service in the area and undertake rationalization of bus routes for DC consultation as appropriate. • C for T considers that there is currently no need for additional transport links such as additional bridge or marine transport between Ap Lei Chau and the outside. Nevertheless, the Government will continue to monitor the traffic conditions and figure out the appropriate measures when necessary. • The site at 2 Yi Nga Drive falls within an area zoned “Other Specified Uses” annotated “Electricity Supply Installation and Hotel” on the OZP. The site is privately owned and the subject of a planning application (No. A/H15/206) for a 18-storey hotel development at 60mPD (main roof) providing not more than 510 guestrooms. The application was approved with conditions by the MPC of the TPB on 5.11.2004. There are approved building plan submissions for the proposed hotel development. • For a planned population of 159,000 (including the proposed residential development under Amendment Item A), there is no shortfall on major government and community facilities as per HKPSG requirements in the Aberdeen and Ap Lei Chau area. In terms of overall open space, there is a surplus of 5.56ha. Taking into account the relatively isolated location of the proposed residential development at Lee Nam Road and the proposed business area at Ap Lei Chau West Area, an |

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| | | | additional open space is proposed (Amendment Item B) to serve the nearby residents and workers. |
| 540 | For the name of representers please see Attachment A | <p>➤ Oppose Amendment Item A</p> <p><u>Opposing grounds of representation:</u></p> <p><i>Amendment Item A</i></p> <p><i>The remained unresolved unacceptable congested traffic congestion during peak hours at Aberdeen Tunnel</i></p> <ul style="list-style-type: none"> It is undeniable that the congested traffic condition of Aberdeen Tunnel has been deteriorating in recent years, in particular during peak hours, no matter this is because of the overflow of traffic from the Cross Harbour Tunnel or Wanchai area, and which has remained unresolved. There are large scale new project and developments in Wong Chuk Hang, as well as some new developments in Ap Lei Chau. Some of these projects and developments, on a standalone basis, may not cause unacceptable adverse consequences to the existing traffic. However, there is no analysis provided neither from the Transport Department nor the Planning Department on a mega-district scale to assess the overall impact on the traffic flow, especially on Aberdeen Tunnel, after adding up each and every approved project and development. | <ul style="list-style-type: none"> When carrying out the Traffic Review, C for T conducted site survey on traffic flow and adopted a growth factor approach with a higher annual growth rate of traffic flow in projecting the impact on various road junctions upon completion of the proposed development. The annual growth rate adopted is conservative and able to cater for the additional demand arising from various future development plans such as hotel and international school in Ap Lei Chau. Besides, the Traffic Review has assessed the local traffic impacts arising from the proposed residential development, without taking into account the positive effect of the MTR SIL(E). As such, the estimated traffic volume of the road networks in Ap Lei Chau is expected to be lower in the design year of 2021 when the SIL(E) is in place. Given the small size of the proposed residential development, C for T considers that its influence area is small and impact on Aberdeen Tunnel is minimal. On the other hand, the traffic volume to capacity ratio of Aberdeen Tunnel has not reached |

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| | | <p data-bbox="555 523 1218 592"><i>Conflicting and misleading traffic data conclusions from the Transport Department</i></p> <ul data-bbox="555 635 1263 1222" style="list-style-type: none"> • The traffic studies presented by the Transport Department in various occasions are usually carried out based on certain assumptions and presumptions. However, from data science and statistics perspectives, there are statistical inconsistency, incorrect and misleading assumptions and fallacy of presumptions on aspects including annual traffic growth rate, car park to unit ratio, the computation for additional traffic and the impact analysis of the Aberdeen Tunnel. It is believed that the traffic study carried out by the Transport Department provides inadequate information and analysis to demonstrate the traffic impacts arising from the proposed residential development are to any extent acceptable to the local residents. | <p data-bbox="1317 268 2136 480">capacity yet. Its traffic flow is affected by merging movements at the northbound down-ramp of Canal Road Flyover and the tailing-back effect of traffic heading towards Cross Harbour Tunnel and Wan Chai/Causeway Bay. The situation will be improved upon the commissioning of the MTR South Island Line and the Central-Wan Chai Bypass.</p> <ul data-bbox="1279 635 2136 1442" style="list-style-type: none"> • For annual traffic growth rate selection, the projection of the growth trend was made by making reference to the increase in traffic flows in the district in the past few years. The adopted growth rate is conservative as it is much higher than the past trend. This conservative approach results in higher estimated future traffic flow. The modal approach is not relevant in this case as the site is basically one end of the road and there is only one route for leaving Ap Lei Chau so that the iteration process of the modal approach is not applicable. • The private car parking spaces were estimated in accordance with the HKPSG, and the actual car parking provision depends on various aspects and will be determined at the project detailed design stage. It should be pointed out that the vehicular flows generated by the development were estimated according to the number of residential flats instead of parking spaces. There was no direct relation between the number of parking spaces and the estimated vehicular flows. • The traffic generation/attraction due to the proposed residential development was calculated according to the Transport Planning and Design Manual, which is the standard adopted in |

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| | | <ul style="list-style-type: none"> The base year of the traffic study is 2014. This is a year where the peak traffic of Hong Kong Island has been hugely distorted by the Occupy Central Movement. This single particular event has changed the living habit of most of the residents on Hong Kong Island. The selection of 2014 as the base year is biased and fundamentally incorrect for any transport related study. <p><i>Over-reliance on the upcoming SIL(E)</i></p> <ul style="list-style-type: none"> People have high expectation on the SIL(E). The Transport Department has attempted to comfort the local residents that the SIL(E) is likely to solve the traffic problem and this positive impact has not been incorporated into the traffic study for | <p>the traffic engineering field in Hong Kong. The traffic generation/attraction rates are related to the development intensity, average flat size and accessibility level, i.e. the ease of access to public transport systems, such as proximity to railway station.</p> <ul style="list-style-type: none"> According to the traffic flow collected by TD and as reported to SDC in 2013, 2014 and 2015, the traffic volume to capacity ratio of Aberdeen Tunnel have not reached capacity yet. Its traffic flow is affected by merging movements at the northbound down-ramp of Canal Road Flyover and the tailing-back effect of traffic heading towards Cross Harbour Tunnel and Wan Chai/Causeway Bay. The situation will be improved upon the commissioning of the MTR South Island Line and the Central-Wan Chai Bypass. The Traffic Review was conducted in mid 2014, i.e. before the commencement of the Occupy Central Movement. When carrying out the Traffic Review, C for T adopted a growth factor approach with a higher annual growth rate of traffic flow in projecting the impact on various road junctions upon completion of the proposed development. The annual growth rate adopted is conservative and able to cater for the |

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| | | <p>conservatism. However, the actual impact of the future SIL(E) is hugely questionable as the people may not change their travelling habit for a new option of an overly-crowded public transport and the carrying capacity of the future SIL(E) could easily be consumed by the newly and proposed developments in Wong Chuk Hang and Ap Lei Chau.</p> <p><i>The amendments renounce several key principles of town planning and reflect inconsistent and self-contracting decision-making process of the Town Planning Board</i></p> <ul style="list-style-type: none"> • It is a contradicting conclusion of the Town Planning Board (TPB) with reference to the planning application No. Z/H15/5 which was rejected by the TPB on grounds of adverse traffic impact on the local traffic network and Aberdeen Tunnel, and incompatibility with the nearby sewage treatment plant. For Amendment Item A, no study of the Aberdeen Tunnel has been provided by the Transport Department whilst the traffic congestion in Aberdeen Tunnel has been getting worse since then, on what basis that the TPB thinks that the traffic impacts on the Aberdeen Tunnel arising from the proposed development has become acceptable. <p><i>The amendments represent contradicting principles and guidelines</i></p> | <p>additional demand arising from various future development plans such as hotel and international school in Ap Lei Chau. Besides, the Traffic Review has assessed the local traffic impacts arising from the proposed residential development, without taking into account the positive effect of the MTR SIL(E). As such, the estimated traffic volume of the road networks in Ap Lei Chau is expected to be lower in the design year of 2021 when the SIL(E) is in place.</p> <ul style="list-style-type: none"> • The said request (Z/H15/5) for rezoning of the existing LPG/oil depots for residential development at a plot ratio of 5 was rejected by the MPC on 23.12.2005 for reasons on land use, traffic, environmental and visual grounds. In relation to traffic ground, the MPC considered that there was inadequate information in the submission to demonstrate that the traffic impacts arising from the rezoning proposal on the local traffic networks and Aberdeen Tunnel were acceptable. The situation is different from the subject proposed amendment. C for T has carried out a Traffic Review study and confirmed that the associated traffic impact generated by the proposed residential development on the local traffic networks and Aberdeen Tunnel is acceptable. <p><i>Planning Intention/Land Use Compatibility</i></p> |

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| | | <ul style="list-style-type: none"> There are various provisions in the Draft Plan presenting the principles and guidelines adopted on the Plan, such as the stepped height concept as recommended in the Urban Design Guideline Study, low-rise developments on GIC sites serve to provide visual and spatial relief to the densely built-up environment of the area and sites will be reserved on detailed layout plans for bus termini and public landing areas at suitable locations along waterfront, but sufficient reasons have not been provided by the Planning Department on why deviations and exceptions from these development principles and guidelines should be granted, nor by the TPB. | <ul style="list-style-type: none"> Taking heed of the need for more housing land as per the Policy Address and no departmental requests for returning the site for permanent GIC development, the site is released for residential development to help expedite the housing land supply. The proposed residential development is generally compatible with the surrounding area in terms of development intensity and building height. The development proposal has been confirmed technically feasible by the concerned departments on traffic, environmental, sewerage, drainage, water supply, risk, visual and air ventilation aspects. |
| 541 | For the name of representer, please see Attachment A | <p>➤ Oppose Amendment Item A</p> <p><u>Opposing grounds of representation:</u></p> <p><i>Amendment Item A</i></p> <ul style="list-style-type: none"> The planning assessment in the MPC Paper 14/15 does not include climatic considerations in the Air Ventilation Report (Attachment VI). Therefore, the proposed housing site is considered inappropriate for any residential purpose. Unless there are full guarantees that the future residents of the proposed development will not be threatened by strong gust, storm surge and backflow of seawater, the proposed housing site should not be further proceeded. | <ul style="list-style-type: none"> The relevant Government departments, including TD, EMSD, EPD, WSD, DSD, CEDD, etc. have examined the proposed development at the sites and confirmed their preliminary technical feasibility. All the information in support of the proposed OZP amendments including those impact assessments on traffic, risk, visual and air ventilation aspects have been prepared to the satisfaction of relevant departments and appended in the MPC Paper and presented for considerations by the MPC on 4.12.2015. The air ventilation assessment expert evaluation report follows the Technical Guide for Air Ventilation Assessment for Developments in |

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| | | <ul style="list-style-type: none"> • There are many careless mistakes, technical errors and incomplete information in the Paper that apparently misled the MPC to make wrong decision, which include: <ul style="list-style-type: none"> (i) section 6.2, failure to consider the importance of sunlight penetration; (ii) section 6.3, the use of 50m² flat size but it is assumed 60m² in Traffic Review (Appendix V); (iii) section 6.6, it has not been considered in the Traffic Review the effect that improvement of public transport would likely boost up the | <p>Hong Kong.</p> <ul style="list-style-type: none"> • For residential development, the developer should check the risk caused by wave overtopping under extreme typhoon conditions and design the usage of the seafront area accordingly. • There are many design issues that will be dealt with in later project implementation stage through different ordinances, e.g. building design in response to natural lighting, window openings, etc. • Sunlight penetration is to be considered by the developer in the detailed design stage. The provision of natural lighting will need to comply with the requirements of the Building (Planning) Regulations. • The forecast of traffic generation/attraction rate has been made in accordance with the prevalent standard (i.e. Transport Planning and Design Manual (TPDM). The smallest flat size of private housing development that could make reference to in TPDM is 60m², which is the closest to average flat size of 50m². <p>The Traffic Review has assessed the local traffic impacts arising from the proposed residential development, without taking into account the positive effect of the MTR SIL(E). As</p> |

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| | | <p>population growth in the area;</p> <p>(iv) section 6.9, whether the preliminary risk assessment report has been accepted by the Coordinating Committee on Land Use Planning and Control relating to Potential Hazardous Installations (CCPHI);</p> <p>(v) section 6.11, why the MTR railway tunnel for SIL(E) and its ancillary facilities and protection zone has not been confirmed yet;</p> <p>(vi) the Planning Department is the rezoning proponent but also the technical expert and even examiner for the Visual Appraisal. The result of the Appraisal is not objective and full of fraud. It should be prepared by</p> | <p>such, the estimated traffic volume of the road networks in Ap Lei Chau is expected to be lower in the design year of 2021 when the SIL(E) is in place.</p> <ul style="list-style-type: none"> When carrying out the Traffic Review, C for T adopted a growth factor approach with a higher annual growth rate of traffic flow in projecting the impact on various road junctions upon completion of the proposed development. The annual growth rate adopted is conservative and able to cater for the additional demand arising from various future development plans such as hotel and international school in Ap Lei Chau. In support of the proposed OZP Amendment Item A, EMSD has carried out a preliminary assessment (Prima Facie Assessment) to confirm no insurmountable risk on the proposed residential development due to the LPG/oil depots. Subsequently, EMSD has carried out a Quantitative Risk Assessment (QRA) on the existing LPG/oil depots to the proposed residential development, which indicates that the risk levels are in compliance with the Government Risk Guidelines of the HKPSG. The QRA was endorsed by CCPHI on 8.3.2016. The corresponding railway protection zone could only be finalized upon the opening of the SIL(E) which is expected to be in end 2016. PlanD has put forward reliable technical assessments in support of the proposed zoning amendments. The Visual Appraisal has been prepared in accordance with the requirements of Town Planning Board Guidelines on Submission of Visual Impact Assessment (VIA) for Planning |

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| | | <p>other parties appointed by the Town Planning Board for a more fair approach;</p> <p>(vii) section 6.19(f), the survey dates have not been provided in the Traffic Review (Attachment V). The conservative approach adopted in the Review is not a scientific approach with Government judgement and preference;</p> <p>(viii) section 16.2, the Town planning Board should directly consult Director of Fire Services (DFS) for advice of fire precaution requirements;</p> <p>(ix) in the Notes of OZP, similar to “R(A)1”, the number of flats for “R(A)4” should also be provided;</p> | <p>Applications to the Town Planning Board (TPB PG-No. 41) to present sufficient information in a structured manner; and to facilitate the Board to visualize the three-dimensional relation of the proposed development with the surrounding context and to consider the visual effects in making a decision.</p> <ul style="list-style-type: none"> • The traffic surveys were undertaken on a typical weekday, during morning and afternoon peak hours. • When carrying out the Traffic Review, C for T adopted a growth factor approach with a higher annual growth rate of traffic flow in projecting the impact on various road junctions upon completion of the proposed development. The annual growth rate adopted is conservative and able to cater for the additional demand arising from various future development plans such as hotel and international school in Ap Lei Chau. • PlanD has consulted DFS who has no comment on the proposed rezoning. The future developer needs to formulate detailed fire precautionary measures in the building plans submission stage to the satisfaction of DFS. • The specification of the maximum domestic GFA of 731,500m² and maximum number of flats of 10,450 in the Notes of “R(A)1” zone are to reflect the approved development parameters of a private rezoning proposal from “I” to “R(A)” for the ex-Shell Oil Depot. The “R(A)4” zone is much smaller than the “R(A)1” zone. The scale and bulk of the proposed development thereon will largely be determined by the building height restriction. Moreover, the maximum GFA of 70,800m² for the subject site would be set out clearly in the land sale condition. |

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| | | <p>(x) Traffic Review (Attachment V) section 1, why the design year is not set for 2024 or 2025 after 10 years upon completion of the housing development which can better reflect the long-term implications of the housing site;</p> <p>(xi) Traffic Review (Attachment V) section 6, there is no change to the junction capacities but there is additional traffic passing through these junctions;</p> | <ul style="list-style-type: none"> • The proposed development will have full population in-take in 2021 which is thus adopted as the design year in the Traffic Review. • The road junctions at Ap Lei Chau Bridge Road near Ap Lei Chau Estate, Ap Lei Chau Bridge Road/Yi Nam Road, Yi Nam Road/South Horizon Drive and Lee Nam Road/Lee Hing Street are not along the route of vehicles leaving the proposed residential site for Ap Lei Chau Bridge and vice versa. As for the junction at Ap Lei Chau Bridge Road/Lee Nam Road, the traffic generated from the development will have to turn right from Lee Nam Road to Ap Lei Chau Bridge Road in the morning and turn left from Ap Lei Chau Bridge Road to Lee Nam Road in the afternoon. For the morning peak calculation, the right turning movement is using the time gap of the pedestrian phase for the eastbound traffic along Ap Lei Chau Bridge Road, which has to be 29 seconds because of the large width of the road and the inter-green time. This is much greater than the time required for the right turning movement. Even though the right turning traffic will increase as a result of the proposed residential development, the time allocated for it in the traffic signal cycle is still more than enough (in the reserve capacity calculation, the 29 seconds pedestrian crossing green time is in fact the lost time in the traffic signal cycle) and thus the reserve capacity of the junction is not affected by the traffic generated by the proposed development. As for the afternoon peak when the traffic has to turn left from Ap Lei Chau Bridge Road to Lee Nam Road, there is a free flow left |

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| | | <p>(xii) Traffic Review (Attachment V) sketches 1 to 3, no access points are indicated;</p> <p>(xiii) Prima Facie Assessment (Attachment VI) section 4, the difference between the 500m consultation zone and the red boundary; and</p> <p>(xiv) Visual Appraisal, four viewpoints are not enough. Additional viewpoints from ferries and the proposed open space should be included.</p> | <p>turn lane there and thus the reserve capacity of the junction is also not affected by the increase in traffic in this left turning traffic movement.</p> <ul style="list-style-type: none"> • The access points would be determined by the future developer of the proposed residential development and subject to TD and HyD's consideration during the project implementation. • The red boundary in Section 4 of the Prima Facie Assessment is not the boundary of the consultation zone. It is the calculated flammable zone of the fireball which may be generated as a result of release of LPG from the potential hazardous installation. In the assessment, the fireball generation, though unlikely to occur, is considered as the worst case scenario which will adversely affect safety of any public members within the flammable zone of the fireball due to its intense heat. The proposed residential development is within the 500m consultation zone but outside the flammable zone of the fireball which extends to the area within the Ap Lei Chau Preliminary Treatment Works. • The site is located on the southwest coast of Ap Lei Chau fronting the East Lamma Channel with Yuk Kwai Shan at the back. The views of the site are defined by the natural terrain of Yuk Kwai Shan along north to southeast. Within the visible areas of the site, the popular local attraction points accessible to the public are located along the ridges of Yuk Kwai Shan; along East Lamma Channel; and along the waterfront promenade of South Horizons. Large-scale private residential development, i.e. South Horizons, is located about 250m to its north-western side. They are taken as the viewing points to appreciate the potential visual impacts on the public viewers. |

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| 543 544 545 546 | For the name of representers, please see Attachment A | <p>➤ Oppose Amendment Item A</p> <p><u>Opposing grounds of representation:</u></p> <p><i>Amendment Item A</i></p> <p><i>Population and Development Density</i></p> <ul style="list-style-type: none"> It is a conscious recognition of the Government that the increase in maximum domestic plot ratio by 20% should not be applicable to densely populated areas. There is no disclosure in the Paper that Ap Lei Chau is by far one of the most densely populated areas in Hong Kong. The Paper did not provide such important and crucial information when making recommendation to increase the plot ratio by 20%. | <p><i>Population and Development Density</i></p> <ul style="list-style-type: none"> Hong Kong is recognized for its efficient integration of land use, transport, environmental and infrastructural planning through rail-based high density development. Taking into account an array of relevant planning factors such as local characteristics, infrastructural capacities, provision of community facilities, technical constraints and impacts, majority of the residential areas in Ap Lei Chau has been planned as a medium density residential neighborhood with domestic plot ratio of around 5, e.g. South Horizons, Ap Lei Chau Estate, Lei Tung Estate, etc. In line with the 2014 Policy Address to generally increase the maximum domestic plot ratios currently permitted for certain density zones (except for the north of Hong Kong Island and Kowloon Peninsula) in the territory by 20% subject to factors such as traffic and infrastructure capacities, local character, existing development intensity and various possible impacts of the proposed development on the areas concerned, it is considered suitable to develop the subject site for medium density private housing at a plot ratio of 6 (GFA of about 70,800m²), which is already below the maximum permissible domestic plot ratios, i.e. 8, 9 or 10, under the Building (Planning) Regulation. The development parameters have been confirmed technically feasible by the concerned departments on traffic, environmental, sewerage, drainage, water supply, risk, visual |

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| | | <p><i>Traffic and Infrastructural Related Aspects</i></p> <ul style="list-style-type: none"> • The Traffic Review carried out by the Transport Department, which simply look at the various junctions in Ap Lei Chau, is flimsy, incomplete and has not addressed the real traffic issues suffered by the Ap Lei Chau residents daily, i.e. the discharge capacity of Ap Lei Chau Bridge. • Ap Lei Chau Bridge is the only connection between the island and the outside and the residents are concerned about the safety and security issues. • The Traffic Review has appeared not taken into account the future potential developments in Ap Lei Chau. As such, there is no convincing argument that the proposed rezoning would not aggravate the existing traffic problem. <p><i>Environmental Aspect</i></p> <ul style="list-style-type: none"> • There is no mention about the traffic noise in the Paper for the existing over 1,000 flat units of the | <p>and air ventilation aspects.</p> <p><i>Traffic and Infrastructural Related Aspects</i></p> <ul style="list-style-type: none"> • According to C for T's assessment, taking into account the increase in traffic flows brought about by the proposed residential development, all major road junctions in Ap Lei Chau, including those related to Ap Lei Chau Bridge Road, would still have spare capacities in the design year of 2021. The traffic volume to capacity ratio of Ap Lei Chau Bridge has not reached capacity yet. • In the event that any traffic accident occurs or the Ap Lei Chau Bridge is heavily congested, the Emergency Transport Coordination Centre (ETCC) of Transport Department, in accordance with the established emergency arrangements, would liaise and coordinate among government departments, public transport operators and relevant organizations to handle the emergency. • When carrying out the Traffic Review, C for T adopted a growth factor approach with a higher annual growth rate of traffic flow in projecting the impact on various road junctions upon completion of the proposed development. The annual growth rate adopted is conservative and able to cater for the additional demand arising from various future development plans such as hotel and international school in Ap Lei Chau. <p><i>Environmental Aspect</i></p> <ul style="list-style-type: none"> • DEP has no in-principle objection to the proposed rezoning as it would not result in insurmountable adverse environmental |

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| | | <p>South Horizons directly fronting Lee Nam Road. The traffic noise nuisance will be aggravated by the proposed rezoning.</p> <p><i>Risk Aspect</i></p> <ul style="list-style-type: none"> The Director of Electrical and Mechanical Services has conducted a preliminary assessment which demonstrates no insurmountable problem from gas safety point of view for the proposed development. However, a total of 5,000 people is estimated for the proposed residential development, the Government has a duty to ensure that the residents of the future proposed development will be exposed to zero risk but not low risk. <p><i>Visual Aspect</i></p> <ul style="list-style-type: none"> The Visual Appraisal was carried out in a biased manner in favour of the proposed rezoning | <p>impacts on the surrounding areas including traffic related pollution. According to the Traffic Review Study carried out by the Transport Department, the proposed development would only bring about slight increase of traffic in the nearby road network. As such, it is expected that the effect on the overall environment of nearby residents would be small. In addition, the expected commencement of SIL(E) operation by the end of 2016 is also likely to reduce the vehicular traffic flow in the concerned area.</p> <p><i>Risk Aspect</i></p> <ul style="list-style-type: none"> Subsequent to the proposed amendments in end 2015, EMSD has carried out a Quantitative Risk Assessment (QRA) on the LPG/oil depots to the proposed residential development, which indicates that the risk levels are in compliance with the Government Risk Guidelines of the HKPSG. The QRA was endorsed by the Coordinating Committee on Land-use Planning and Control relating to Potentially Hazardous Installation (CCPHI) on 8.3.2016. Taking into account the final design and layout of the proposed residential development, the future developer is required to conduct a QRA and implement mitigation measures, if necessary, to ensure compliance with the Government Risk Guidelines. The QRA requirement will be incorporated in the land sale conditions. <p><i>Visual Aspect</i></p> <ul style="list-style-type: none"> The Visual Appraisal has been prepared in accordance with the requirements of Town Planning Board Guidelines on |

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| | | <p>amendment. The visual envelope under the Appraisal has deliberately excluded all the nearby residential blocks.</p> <ul style="list-style-type: none"> In addition, the playground above the No. 2 Service Reservoir, which is a very popular point to the local residents, has not been included in the selected viewpoints in the Appraisal. | <p>Submission of Visual Impact Assessment (VIA) for Planning Applications to the Town Planning Board (TPB PG-No. 41). According to the TPB PG-No. 41, the extent of the assessment area, i.e. the visual envelope, should be determined having regard to the size of the proposed development, the distance of the development and its potential visibility from the selected viewing points, and the actual site and surrounding topographical conditions by ground inspection. The visual envelope is expected to cover the fields of views from all sensitive viewers in direct sight of the proposed development. Areas where views to the proposed development are substantially blocked by buildings, structures, vegetation or topography in between can be excluded.</p> <ul style="list-style-type: none"> The site is located on the southwest coast of Ap Lei Chau fronting the East Lamma Channel with Yuk Kwai Shan at the back. The views of the site are mainly defined by the natural terrain of Yuk Kwai Shan along north to southeast as well as existing buildings in South Horizons and Ap Lei Chau West Industrial Area. Within the visible areas of the site, popular local attraction points accessible to the public are located along the ridges of Yuk Kwai Shan. The peak of Yuk Kwai Shan, the Ap Lei Chau Service Reservoir Playground (which is larger in size and have more facilities than the sitting-out area at the roof-top of Ap Lei Chau No.2 Fresh Water Service Reservoir) and a point along the walking trail of the ridges are selected as representing viewing points in the visual appraisal. Further to the west, a point along the waterfront promenade of South Horizons is also selected as a viewing point. In addition, a seaborne vantage point from the East Lamma Channel is |

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| | | <ul style="list-style-type: none"> Although the emphasis is on protecting public viewpoints rather than private viewpoints, it does not mean that consideration should not be given to private viewpoints. Private viewpoints should be given a fair and objective assessment. The building height of the proposed development is at 110mPD. About 1/3 of the proposed development within the western portion of the site will exceed the ridgeline of Yuk Kwai Shan and this is against the Urban Design Guidelines principles which recommend at least a 20% building-free zone should be provided to preserve views of the ridgeline from viewing points. The provision of a 20% building-free zone has not been adopted in the Appraisal. | <p>included. In all, a total of 5 public viewing points are selected, representing public views from different major directions towards the site.</p> <ul style="list-style-type: none"> According to the TPB PG-No. 41, in the highly developed context of Hong Kong, it is not practical to protect private views without stifling development opportunity and balancing other relevant considerations. In the interest of the public, it is far more important to protect public views, particularly those easily accessible and popular to the public or tourist. In this regard, the Visual Appraisal in support of the proposed amendment should primarily assess the impact on sensitive public viewers from the most affected viewing points rather than private views from individual flats. There are five vantage points (VPs) selected for the Visual Appraisal from different directions and distances representing key public viewing points, including one at the waterfront promenade of South Horizons (VP4). According to the Urban Design Guidelines under the HKPSG, the 20% building free zone is applied to the preservation of selected sections of ridgelines when viewed from seven strategic public vantage points along the Victoria Harbour. Yuk Kwai Shan is not one of the selected sections of ridgelines to be preserved. With a height of 140mPD, Yuk Kwai Shan will serve as a green backdrop for the proposed residential development capped at 110mPD. |
| 571 to 590 | For the name of representers, | ➤ Oppose Amendment Items A and B | |

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| | please see Attachment A | <p><u>Opposing grounds of representation:</u></p> <p><i>Amendment Item A</i></p> <p><i>Housing Need</i></p> <ul style="list-style-type: none"> • The Government should first develop the “Comprehensive Development Area” site bounded by Heung Yip Road, Police School Road and Nam Long Shan Road. The Government should develop non-agricultural land in New Territories and vacant school sites in each district, and to review the Small House Policy. • Rezoning of the site for luxury private residential development is considered as land-grabbing and a way to privatize public resources which is unfair to the local community. | <p><i>Housing Need</i></p> <ul style="list-style-type: none"> • Planning is an on-going process in response to the changing societal needs. To increase land supply to meet the housing and other development needs, the Government has adopted a multi-pronged approach to increase land supply in the short, medium and long term through a series of measures, including optimal use of developed land, identifying new land in the urban fringe where infrastructure is immediately available for development, review of vacant school sites, and various large scale comprehensive new development areas in the New Territories etc. The subject site, which is a piece of Government site, mainly occupied by the HKSM under STT, close to the existing developed area and adjacent to existing infrastructures, was identified as one of the 150 potential housing sites that could be available for expediting the housing land supply in short term. Relevant departments have assessed and carried out technical assessments, if necessary, to confirm no adverse impact would be resulted from the proposed residential development. The Government will continue the exercise with a view to increasing land supply and meeting housing and other development needs and all suitable development sites identified would form part of the pool of supply. For Wong Chuk Hang CDA site, it has been committed for a commercial cum residential development on top of the railway depot for the SIL (E) there. |

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| | | <p><i>Provision of Facilities and Open Space</i></p> <ul style="list-style-type: none"> • Ap Lei Chau is one of the most densely populated islands in the world. The proposed residential development would pose tremendous pressure on the community and lead to insufficient provision of ancillary facilities and open space. The proposed amendment cannot meet the concept of “community well-being”. • In accordance with the Hong Kong Planning Standards and Guidelines, there is a lack of open space in the area by 4.15 ha currently and 2.83 ha in the planned future. • The Government has disregarded the community aspirations for provision of community facilities and round-the-island waterfront promenade. | <p><i>Provision of Facilities and Open Space</i></p> <ul style="list-style-type: none"> • Based on a planned population of about 159,000 (including the proposed residential development under Amendment Item A), there is no shortfall on GIC and open space provisions as per HKPSG requirements in the Aberdeen & Ap Lei Chau area. Moreover, there is no request from the relevant Government bureaux/departments to use the subject site for GIC uses. The future developer of the site could also provide some commercial and retail facilities in response to the market demand. • The provision of district open space is measured in accordance with District Council boundary. There is currently a surplus of about 12.92 ha district open space to serve the existing population in the Southern District. Even for the Aberdeen and Ap Lei Chau area alone, there is an overall surplus of about 5.56 ha of open space (taking into account the shortfall of about 2.83 ha district open space and the surplus of about 8.39 ha local open space) to serve the planned population of about 159,000 (including the proposed residential development under Amendment Item A). To further improve the local living and working environment, a site fronting the Ap Lei Chau West Industrial Area (i.e. Amendment Item B) is rezoned for open space to serve the workers, visitors and residents of the nearby existing and future developments in the area. • There are now two waterfront promenades on Ap Lei Chau. The first one of about 1.2km long runs from Sham Wan Towers to Ap Lei Chau Estate serving the population along the northern Ap Lei Chau. The second one is at South Horizons. |

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| | | <p><i>Traffic and Infrastructural Related Aspects</i></p> <ul style="list-style-type: none"> The proposed residential development would increase the population living in the area, causing more people travelling outside the district for work and study. This would further worsen the existing traffic situation and lead to road safety issue. The future SIL(E) may not even enough to cope with the demand of the existing residents. There is no information on the relocation arrangement of the only driving school on the Hong Kong Island. | <p>However, due to the topographical and site constraints, the two waterfront promenades are not connected. For the proposed residential development, the elongated site configuration will essentially leave little residual space for waterfront promenade after the residential development is in place. While connectivity with other promenades are not possible, an alternative waterfront park is proposed, i.e. Amendment B, to serve the workers, visitors and residents of the nearby existing and future developments in the area.</p> <p><i>Traffic and Infrastructural Related Aspects</i></p> <ul style="list-style-type: none"> C for T has carried out a Traffic Review study and confirmed that the associated traffic impact generated by the proposed residential development on the local traffic networks in Ap Lei Chau is acceptable. Road safety is traffic management issue to be enforced by the Police. Commissioner of Police has no comment on the proposed rezoning. Besides, the Traffic Review has assessed the local traffic impacts arising from the proposed residential development, without taking into account the positive effect of the MTR SIL(E). As such, the estimated traffic volume of the road networks in Ap Lei Chau is expected to be lower in the design year of 2021 when the SIL(E) is in place. C for T is liaising closely with relevant departments to identify suitable temporary site on Hong Kong Island for relocation of the driving school. Before the site under Amendment Item B is implemented for open space and a relocation site is identified, the Government will continue to use the site under Amendment Item B for the operation of HKSM under short |

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| | | <p data-bbox="600 416 887 448"><i>Environmental Aspect</i></p> <ul data-bbox="562 491 1272 1302" style="list-style-type: none"> <li data-bbox="562 491 1272 600">• The proposed residential development would have adverse air pollution and environmental impacts on the surrounding areas. <li data-bbox="562 1193 1272 1302">• The existing sewerage treatment plant adjacent to the site would cause environmental nuisance to the proposed residential development. | <p data-bbox="1328 268 2136 376">term tenancy. This is consistent with the prevailing practice to put vacant Government land into short term use before the site is developed permanently.</p> <p data-bbox="1328 416 1615 448"><i>Environmental Aspect</i></p> <ul data-bbox="1294 491 2136 1445" style="list-style-type: none"> <li data-bbox="1294 491 2136 895">• DEP has no in-principle objection to the proposed rezoning as it would not result in insurmountable adverse environmental impacts on the surrounding areas including traffic related pollution. According to the Traffic Review Study carried out by the Transport Department, the proposed development would only bring about slight increase of traffic in the nearby road network. As such, it is expected that the effect on the overall environment of nearby residents would be small. In addition, the expected commencement of SIL(E) operation by the end of 2016 is also likely to reduce the vehicular traffic flow in the concerned area. <li data-bbox="1294 935 2136 1150">• The future developer of the site is required to carry out noise, air quality and sewerage impact assessments, implement effective and practical mitigation measures, if necessary, to ensure no adverse environmental impacts during project implementation. These requirements will be incorporated in the land sale conditions. <li data-bbox="1294 1190 2136 1445">• Improvement works including odour treatment for the plant are being carried out under the Harbour Area Treatment Scheme (HATS) Stage 2A project. According to the approved Environmental Impact Assessment report of the project, upon completion of the improvement works, the proposed residential site will be subject to 1-3 odour units, which is within the acceptable range (i.e. 5 odour units) |

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| | | <p><i>Risk Aspect</i></p> <ul style="list-style-type: none"> The site is located in close proximity to the existing LPG/oil depots and a quantitative risk assessment should be conducted for the proposed residential development. <p><i>Air Ventilation Aspect</i></p> <ul style="list-style-type: none"> The proposed residential development would have adverse air ventilation impact on the surrounding areas. | <p>suggested in the Technical Memorandum of the Environmental Impact Assessment Ordinance.</p> <p><i>Risk Aspect</i></p> <ul style="list-style-type: none"> In support of the proposed OZP Amendment Item A, EMSD has carried out a preliminary assessment (Prima Facie Assessment) to confirm no insurmountable risk on the proposed residential development due to the LPG/oil depots. Subsequently, EMSD has carried out a Quantitative Risk Assessment (QRA) on the LPG/oil depots to the proposed residential development, which indicates that the risk levels are in compliance with the Government Risk Guidelines of the HKPSG. The QRA was endorsed by CCPHI on 8.3.2016. Taking into account the final design and layout of the proposed residential development, the future developer is required to conduct a QRA and implement mitigation measures, if necessary, to ensure compliance with the Government Risk Guidelines. The requirement will be incorporated in the land sale conditions. <p><i>Air Ventilation Aspect</i></p> <ul style="list-style-type: none"> An Air Ventilation Assessment Expert Evaluation (AVA EE) has been carried out in accordance with the Housing, Planning and Lands Bureau (HPLB) and Environment, Transport and Works Bureau (ETWB) Joint Technical Circular No. 01/2006 to assess the potential ventilation impact of the proposed rezoning. According to the AVA EE, the annual prevailing winds of the site are mainly from the north-eastern quarter, E and ESE winds; while the summer prevailing winds are |

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| | | <p data-bbox="600 788 775 820"><i>Visual Aspect</i></p> <ul data-bbox="562 863 1272 1445" style="list-style-type: none"> <li data-bbox="562 863 1272 927">• The proposed residential development would have adverse visual impact on the surrounding areas. <li data-bbox="562 1342 1272 1445">• The proposed residential development would affect the living quality of residents in South Horizon, including blockage of seaview and public security | <p data-bbox="1328 272 2134 743">mainly from the south-eastern and south-western quarters. Under the annual condition, all the existing developments on Ap Lei Chau are either at a great distance from the site or located on the upwind side of the site and will not be affected by the proposed development. Under the summer condition, minimal localized wind blockage to Lee Nam Road and a small portion of Ap Lei Chau West Industrial Area is expected. This could easily be addressed through building separation for wind penetration. In view of the geographical location of the site, the surrounding topographical features and existing building morphology, the proposed residential development is unlikely to impose significant adverse ventilation impact on the surrounding.</p> <p data-bbox="1328 788 1503 820"><i>Visual Aspect</i></p> <ul data-bbox="1290 863 2134 1445" style="list-style-type: none"> <li data-bbox="1290 863 2134 1302">• A visual appraisal was carried out in accordance with the Town Planning Board Guidelines No. 41. It concludes that the proposed residential development, at a maximum building height at 110mPD, is visually compatible with the nearby developments, which range from 100mPD to 125mPD. It will be perceived as an extension of the existing urban developments. There will not be a significant change in the visual context. Appropriate visual measures during the detailed design stage such as incorporation of the building gaps and greenery as per the Sustainable Building Design Guidelines could promote permeability and break up the building mass. <li data-bbox="1290 1342 2134 1445">• Relevant departments have confirmed the technical feasibility of the proposed residential development in terms of infrastructure provision, environmental, risk, air ventilation |

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| | | <p>issues.</p> <p><i>Public Consultation</i></p> <ul style="list-style-type: none"> Local residents have not been consulted on the proposed rezoning and the traffic issues. The period selected for public consultation was inappropriate. | <p>and visual aspects, provision of facilities and open space. According to the TPB PG-No. 41, in the highly developed context of Hong Kong, it is not practical to protect private views without stifling development opportunity and balancing other relevant considerations. In the interest of the public, it is far more important to protect public views, particularly those easily accessible and popular to the public or tourist. In this regard, the Visual Appraisal in support of the proposed amendment should primarily assess the impact on sensitive public viewers from the most affected viewing points rather than private views from individual flats. There are five vantage points (VPs) selected for the Visual Appraisal from different directions and distances representing key public viewing points, including one at the waterfront promenade of South Horizons (VP4).</p> <p><i>Public Consultation</i></p> <ul style="list-style-type: none"> In processing the zoning amendments, PlanD has followed the established procedures to solicit public views including DC consultation and gazetting under the Ordinance. PlanD consulted the SDC on the proposed rezoning of Lee Nam Road site for residential development on 18.5.2015. On 24.12.2015, the draft OZP was exhibited for two months for public inspection and submitting representations. On 1.2.2016, the SDC was consulted on the proposed amendments to the OZP. Besides, PlanD together with TD and EMSD have attended meeting/forum to consult the local residents on the proposed residential development at Lee Nam Road on 20.5.2015 and 23.12.2015. The public and stakeholders have been given opportunities to provide their views and proposals to the zoning amendments. |

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| | | <p><u>Opposing grounds of representation:</u></p> <p><i>Amendment Item B</i></p> <ul style="list-style-type: none"> The proposed open space is meant to serve the proposed residential development and nearby commercial development, and would not be a real district open space The Hong Kong School of Motoring will continue to occupy the site and there will not be an open space in a foreseeable future. | <ul style="list-style-type: none"> Taking into account the relatively isolated location of the Ap Lei Chau West area, the changing circumstances of the Area including the proposed residential development under Amendment Item A, and the gradual transformation of the Ap Lei Chau West Industrial Area from industrial to business uses, the zoning amendment of the site will help provide an additional open space in this isolated cluster for public enjoyment, including workers, visitors and residents of the nearby existing and future developments in the area. Given its size and location, the open space is mainly to serve the local area, not meant to be a district open space. C for T is liaising closely with relevant departments to identify suitable temporary site on Hong Kong Island for relocation of the driving school. Before the site under Amendment Item B is implemented for open space and a relocation site is identified, the Government will continue to use the site under Amendment Item B for the operation of HKSM under short term tenancy. This is consistent with the prevailing practice to put vacant Government land into short term use before the site is developed permanently. In considering the future development of any planned open space, the Government will take into account various factors, including the demand of leisure facilities in the district, the usage of existing facilities, the HKPSG, development constraints, resource availability as well as the views of the |

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| | | <p data-bbox="562 344 674 376"><u>Proposal</u></p> <p data-bbox="562 416 815 448"><i>Amendment Item A</i></p> <ul data-bbox="562 488 1270 632" style="list-style-type: none"> • To rezone the site for community, recreational, leisure and sports facilities such as indoor sports centre (by R571, R573, R575, R576, R578, R579, R580, R583, R586 to R590). <p data-bbox="595 855 1263 887"><i>Proposals Not Related to the Proposed Amendments</i></p> <ul data-bbox="562 927 1270 1070" style="list-style-type: none"> • For the safety of the residents in South Horizons and Ap Lei Chau, the LPG/oil depots should be relocated and the site be used for public or community facilities (by R585). | <p data-bbox="1323 264 1397 296">SDC.</p> <p data-bbox="1288 344 1400 376"><u>Proposal</u></p> <p data-bbox="1288 416 1541 448"><i>Amendment Item A</i></p> <ul data-bbox="1288 488 2134 815" style="list-style-type: none"> • Based on a planned population of about 159,000 (including the proposed residential development under Amendment Item A), there is no shortfall on GIC and open space provisions as per HKPSG requirements in the Aberdeen & Ap Lei Chau area. Moreover, there is no request from the relevant Government bureaux/departments to use the subject site for community uses or sports facilities. Besides, given its size and configuration, the subject site is not suitable for indoor sports centre. <p data-bbox="1323 855 1995 887"><i>Proposals Not Related to the Proposed Amendments</i></p> <ul data-bbox="1288 927 2134 1406" style="list-style-type: none"> • The transit depot for liquefied petroleum gas (LPG) and oil products, which is within private land, has been in existence even before the population intake of South Horizons. The major functions of the transit depot are to provide LPG supply to the South Horizons, to facilitate the transshipment of LPG and oil products to cater for the demand on Hong Kong Island, and for storage of LPG and temporary transit storage of the LPG cylinders. The site is the only LPG transit depot site strategically located on Hong Kong Island and is crucial for achieving long term security and reliability of LPG supply and other oil products to Hong Kong Island. Marine access to the above depot is required. There is no suitable reprovisioning site available on Hong Kong Island for the above depot. |

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| 591 to 597 | For the name of representers, please see Attachment A | <p>➤ Oppose Amendment Items A, B, C1 and C2</p> <p><u>Opposing grounds of representation:</u></p> <p><i>Amendment Items A, C1 and C2</i></p> <p><i>Housing Need</i></p> <ul style="list-style-type: none"> The Government should consider to first develop the Hong Kong Police College and sites at Nam Long Shan. Rezoning of the site for luxury private residential development is a way to privatize public resources, which is unfair to the local community. | <p><i>Housing Need</i></p> <ul style="list-style-type: none"> Hong Kong Police Force (HKPF) indicates that the existing facilities in the Hong Kong Police College are required to meet the training needs of the HKPF in the relevant areas; and Security Bureau and the HKPF have no plan to relocate the College. The Wong Chuk Hang CDA site at Nam Long Shan Road / Police School Road has been committed for a commercial cum residential development on top of the railway depot for the SIL (E) there. A GIC site at the junction of Nam Long Shan Road and Police School Road is designated for development of a community hall. Increase land supply is to meet the public interest at large in terms of housing and other development needs. The Government has adopted a multi-pronged approach to increase land supply in the short, medium and long term through a series of measure, including optimal use of developed land, identifying new land in the urban fringe where infrastructure is immediately available for development and large scale comprehensive new development areas in the New Territories etc. The subject site, which is a piece of Government site, mainly occupied by the HKSM under STT, close to the existing developed area and adjacent to existing infrastructure was identified as one of the 150 potential housing sites that could be available for expediting the housing land supply in |

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| | | <p data-bbox="600 344 1106 379"><i>Provision of Facilities and Open Space</i></p> <ul data-bbox="562 419 1272 671" style="list-style-type: none"> • Land should be reserved for the provision of open space facilities in Ap Lei Chau. • The shopping facilities in South Horizons are not able to satisfy the residents there. <p data-bbox="600 826 1155 861"><i>Traffic and Infrastructural Related Aspects</i></p> <ul data-bbox="562 901 1272 1082" style="list-style-type: none"> • The newly developed residential and commercial developments under the amendment items will further worsen the existing traffic situation, even with the commissioning of the MTR South Island Line (East). | <p data-bbox="1326 272 1469 300">short term.</p> <p data-bbox="1326 344 1832 379"><i>Provision of Facilities and Open Space</i></p> <ul data-bbox="1288 419 2134 783" style="list-style-type: none"> • Based on a planned population of about 159,000 (including the proposed residential development under Amendment Item A), there is an overall surplus of 5.56 ha open space in the Aberdeen & Ap Lei Chau area. • There are existing two shopping centres zoned “Commercial” within South Horizons, under which ‘Eating Place’ and ‘Shop and Services’ are always permitted. It is the owners’ decision to determine the appropriate retail facilities with reference to the prevailing market demand. <p data-bbox="1326 826 1877 861"><i>Traffic and Infrastructural Related Aspects</i></p> <ul data-bbox="1288 901 2134 1414" style="list-style-type: none"> • C for T has carried out a Traffic Review study and confirmed that the associated traffic impact generated by the proposed residential development on the local traffic networks in Ap Lei Chau is acceptable. • C for T also has no in-principle objection to the proposed rezoning of the Ap Lei Chau West Industrial Area for business uses from traffic engineering point of view. Moreover, among the five existing industrial buildings under Amendment Items C1 and C2, two have already been converted into business or retail uses. For the remaining three buildings, the responsible project proponents would be required to demonstrate that no adverse traffic impact on the surrounding areas upon lease modification. |

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| | | <ul style="list-style-type: none"> • More traffic will lead to more traffic accidents hence more congestion. In the worst case, it will block the access of ambulances and fire engines to the South Horizons area. • The existing traffic in the Southern District is very congested, and the capacity of Aberdeen Tunnel is already overloaded. • There is a need for a driving school on the Hong Kong Island. <p><i>Risk Aspect</i></p> <ul style="list-style-type: none"> • While the proposed residential development is | <ul style="list-style-type: none"> • In the event that any traffic accident occurs or the Ap Lei Chau Bridge is heavily congested, the Emergency Transport Coordination Centre (ETCC) of Transport Department, in accordance with the established emergency arrangements, would liaise and coordinate among government departments, public transport operators and relevant organizations to handle the emergency. • Given the small size of the proposed residential development, C for T considers that its influence area is small and impact on Aberdeen Tunnel is minimal. On the other hand, the traffic volume to capacity ratio of Aberdeen Tunnel has not reached capacity yet. Its traffic flow is affected by merging movements at the northbound down-ramp of Canal Road Flyover and the tailing-back effect of traffic heading towards Cross Harbour Tunnel and Wan Chai/Causeway Bay. The situation will be improved upon the commissioning of the MTR South Island Line and the Central-Wan Chai Bypass. • C for T is liaising closely with relevant departments to identify suitable temporary site on Hong Kong Island for relocation of the driving school. Before the site under Amendment Item B is implemented for open space and a relocation site is identified, the Government will continue to use the site under Amendment Item B for the operation of HKSM under short term tenancy. This is consistent with the prevailing practice to put vacant Government land into short term use before the site is developed permanently. <p><i>Risk Aspect</i></p> <ul style="list-style-type: none"> • In support of the proposed OZP Amendment Item A, EMSD |

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| | | <p>located adjacent to the LPG/oil depots, no risk assessment has been conducted.</p> <ul style="list-style-type: none"> • Ap Lei Chau Bridge is the only access between the island and the outside. The safety issue in case of any accident happened in the LPG/oil depots has never been addressed. <p><i>Visual Aspect</i></p> <ul style="list-style-type: none"> • The proposed residential developments will block the sea view of the residents living in South Horizons. | <p>has carried out a preliminary assessment (Prima Facie Assessment) to confirm no insurmountable risk on the proposed residential development due to the LPG/oil depots. Subsequently, EMSD has carried out a Quantitative Risk Assessment (QRA) on the LPG/oil depots to the proposed residential development, which indicates that the risk levels are in compliance with the Government Risk Guidelines of the HKPSG. The QRA was endorsed by CCPHI on 8.3.2016.</p> <ul style="list-style-type: none"> • As regards the concern on any fire or accidents in the LPG/oil depots, the perimeter wall of about two meters height built along the depot acts as an effective barrier to minimize the hazardous impacts of fire and gas leaks on the surrounding public. The proposed residential development is also outside the flammable zone of the fireball which is considered as the worst case scenario which will adversely affect the safety of any public members. In the event of any critical incidents and disasters, the Security Bureau will immediately activate the Emergency Response System and the Contingency Plan for Disasters. It will co-ordinate departments such as the Fire Services Department, Hong Kong Police Force and the Government Flying Service on rescue operations including saving lives, protecting property and containing the situation. <p><i>Visual Aspect</i></p> <ul style="list-style-type: none"> • According to the TPB PG-No. 41, in the highly developed context of Hong Kong, it is not practical to protect private views without stifling development opportunity and balancing other relevant considerations. In the interest of the public, it is far more important to protect public views, particularly those easily accessible and popular to the public or tourist. |

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| | | <p data-bbox="595 603 853 635"><i>Amendment Item B</i></p> <ul data-bbox="562 679 1267 1078" style="list-style-type: none"> <li data-bbox="562 679 1267 887">• The proposed open space will become a private open space for the adjacent proposed private residential development. The proposed open space is meant to serve the nearby commercial developments and would not give any value to the neighbourhood. <li data-bbox="562 935 1267 1078">• There is already sufficient open space provision in the area. There are only a few visitors to the Ap Lei Chau West Industrial Area. The proposed open space is a waste of public money. <p data-bbox="562 1121 674 1153"><u>Proposal</u></p> <ul data-bbox="562 1198 1267 1262" style="list-style-type: none"> <li data-bbox="562 1198 1267 1262">• To construct a waterfront park for the public (by R592). | <p data-bbox="1323 272 2136 560">In this regard, the Visual Appraisal in support of the proposed amendment should primarily assess the impact on sensitive public viewers from the most affected viewing points rather than private views from individual flats. There are five vantage points (VPs) selected for the Visual Appraisal from different directions and distances representing key public viewing points, including one at the waterfront promenade of South Horizons (VP4).</p> <p data-bbox="1323 603 1581 635"><i>Amendment Item B</i></p> <ul data-bbox="1290 679 2136 1078" style="list-style-type: none"> <li data-bbox="1290 679 2136 1078">• Taking into account the relatively isolated location of the Ap Lei Chau West area, the changing circumstances of the Area including the proposed residential development under Amendment Item A, and the gradual transformation of the Ap Lei Chau West Industrial Area from industrial to business uses, the zoning amendment of the site will help provide an additional open space in this isolated cluster for public enjoyment, including workers, visitors and residents of the nearby existing and future developments in the area. It will be implemented and managed by LCSD and open for public use. <p data-bbox="1290 1121 1402 1153"><u>Proposal</u></p> <ul data-bbox="1290 1198 2136 1447" style="list-style-type: none"> <li data-bbox="1290 1198 2136 1447">• There are now two waterfront promenades on Ap Lei Chau. The first one of about 1.2km long runs from Sham Wan Towers to Ap Lei Chau Estate serving the population along the northern Ap Lei Chau. The second one is at South Horizons. However, due to the topographical and site constraints, the two waterfront promenades are not connected. For the proposed residential development, the elongated site |

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| | | | configuration will essentially leave little residual space for waterfront promenade after the residential development is in place. While connectivity with other promenades are not possible, an alternative waterfront park is proposed, i.e. Amendment B, to serve the workers, visitors and residents of the nearby existing and future developments in the area. |
| 598 to 600 | For the name of representer, please see Attachment A | <p>➤ Support Amendment Item B ➤ Oppose Amendment Items A, C1 and C2</p> <p><u>Supportive grounds of representation:</u></p> <p><i>Amendment Item B</i></p> <ul style="list-style-type: none"> • There is a lack of open space and community, recreational and sports facilities in the area. • There is a need for better leisure environment in the area. The proposed open space with a nice sea view can become a tourist spot in the Southern District. <p><u>Opposing grounds of representation:</u></p> <p><i>Amendment Items A, C1 and C2</i></p> <p><i>Population Density</i></p> <ul style="list-style-type: none"> • Ap Lei Chau has a very high population density. There will be further increase in population upon completion of the planned and proposed residential developments in the area. | <ul style="list-style-type: none"> • The supportive views are noted. <p><i>Population Density</i></p> <ul style="list-style-type: none"> • Hong Kong is recognized for its efficient integration of land use, transport, environmental and infrastructural planning through rail-based high density development. Taking into account an array of relevant planning factors such as local characteristics, infrastructural capacities, provision of |

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| | | <p data-bbox="600 1043 1144 1078"><i>Traffic and Infrastructural Related Aspects</i></p> <ul data-bbox="566 1121 1272 1297" style="list-style-type: none"> • Even with the future SIL(E) implemented, the proposed residential and commercial developments will have negative traffic impact in the area and further aggravate the traffic congestion at Aberdeen Tunnel. | <p data-bbox="1326 272 2130 1002">community facilities, technical constraints and impacts, majority of the residential areas in Ap Lei Chau has been planned as a medium density residential neighborhood with domestic plot ratio of around 5, e.g. South Horizons, Ap Lei Chau Estate, Lei Tung Estate, etc. In line with the 2014 Policy Address to generally increase the maximum domestic plot ratios currently permitted for certain density zones (except for the north of Hong Kong Island and Kowloon Peninsula) in the territory by 20% subject to factors such as traffic and infrastructure capacities, local character, existing development intensity and various possible impacts of the proposed development on the areas concerned, it is considered suitable to develop the subject site for medium density private housing at a plot ratio of 6 (GFA of about 70,800m²), which is already below the maximum permissible domestic plot ratios, i.e. 8, 9 or 10, under the Building (Planning) Regulation. The development parameters have been confirmed technically feasible by the concerned departments on traffic, environmental, sewerage, drainage, water supply, risk, visual and air ventilation aspects.</p> <p data-bbox="1326 1043 1877 1078"><i>Traffic and Infrastructural Related Aspects</i></p> <ul data-bbox="1292 1121 2130 1445" style="list-style-type: none"> • C for T has carried out a Traffic Review study and confirmed that the associated traffic impact generated by the proposed residential development on the local traffic networks in Ap Lei Chau is acceptable. Besides, given the small size of the proposed residential development, C for T considers that its influence area is small and impact on Aberdeen Tunnel is minimal. • Besides, the Traffic Review has assessed the local traffic |

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| | | <ul style="list-style-type: none"> There is insufficient provision of car parking facilities in Ap Lei Chau causing illegal parking and traffic safety problem. <p><i>Environmental Aspect</i></p> <ul style="list-style-type: none"> The proposed development would also cause noise pollution. | <p>impacts arising from the proposed residential development, without taking into account the positive effect of the MTR SIL(E). As such, the estimated traffic volume of the road networks in Ap Lei Chau is expected to be lower in the design year of 2021 when the SIL(E) is in place.</p> <ul style="list-style-type: none"> C for T also has no in-principle objection to the proposed rezoning of the Ap Lei Chau West Industrial Area for business uses from traffic engineering point of view. Among the five existing industrial buildings under Amendment Items C1 and C2, two have already been converted into business or retail uses. For the remaining three buildings, the responsible project proponents would be required to demonstrate that no adverse traffic impact on the surrounding areas upon lease modification. Illegal parking, road and pedestrian safety in Ap Lei Chau are traffic management problems to be enforced by the Police. Commissioner of Police has no comment on the proposed rezoning. <p><i>Environmental Aspect</i></p> <ul style="list-style-type: none"> DEP has no in-principle objection to the proposed rezoning as it would not result in insurmountable adverse environmental impacts on the surrounding areas including traffic related pollution. According to the Traffic Review Study carried out by the Transport Department, the proposed development would only bring about slight increase of traffic in the nearby road network. As such, it is expected that the effect on the overall environment of nearby residents would be small. In addition, the expected commencement of SIL(E) operation by |

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| | | <p><u>Proposal</u></p> <p><i>Amendment Item A</i></p> <ul style="list-style-type: none"> To provide facilities such as indoor recreation centre, youth services centre, elderly services centre, waterfront park, jogging trail, pet garden, fishing ground, etc. on the waterfront site (by R599). | <p>the end of 2016 is also likely to reduce the vehicular traffic flow in the concerned area.</p> <ul style="list-style-type: none"> The future developer of the site is required to carry out noise, amongst others, impact assessments, implement effective and practical mitigation measures, if necessary, to ensure no adverse environmental impacts during project implementation. These requirements will be incorporated in the land sale conditions. <p><u>Proposal</u></p> <p><i>Amendment Item A</i></p> <ul style="list-style-type: none"> Based on a planned population of about 159,000 (including the proposed residential development under Amendment Item A), there is no shortfall on GIC and open space provisions as per HKPSG requirements in the Aberdeen & Ap Lei Chau area. Moreover, there is no request from the relevant Government bureaux/departments to use the subject site for GIC uses. |
| 601 to 604 | For the name of representers, please see Attachment A | <p>➤ Oppose Amendment Items A, C1 and C2</p> <p><u>Opposing grounds of representation:</u></p> <p><i>Amendment Item A</i></p> <p><i>Population Density and Provision of Facilities</i></p> <ul style="list-style-type: none"> Ap Lei Chau is the second most densely populated island in the world. There is a lack of community | <p><i>Population Density and Provision of Facilities</i></p> <ul style="list-style-type: none"> Open space, community, leisure and recreational facilities are provided in accordance with the HKPSG. Based on a |

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| | | <p>facilities, recreational space and catering services in the area.</p> <p><i>Traffic and Infrastructural Related Aspects</i></p> <ul style="list-style-type: none"> The proposed residential development would increase the traffic demand and worsen the traffic congestion in the area. The commencement of the MTR South Island Line (East) would not be able to improve the existing traffic condition. <p><i>Air Ventilation Aspect</i></p> <ul style="list-style-type: none"> The proposed residential development with excessive building height would create wall effect and lead to adverse air ventilation impact. | <p>planned population of about 159,000 (including the proposed residential development under Amendment Item A), there is no shortfall on GIC provisions as per HKPSG requirements in the Aberdeen & Ap Lei Chau area. Moreover, there is no request from the relevant Government bureaux/departments to use the subject site for GIC uses. The future developer of the site could also provide some commercial and retail facilities in response to the market demand.</p> <p><i>Traffic and Infrastructural Related Aspects</i></p> <ul style="list-style-type: none"> C for T has carried out a Traffic Review study and confirmed that the associated traffic impact generated by the proposed residential development on the local traffic networks in Ap Lei Chau is acceptable. Besides, the Traffic Review has assessed the local traffic impacts arising from the proposed residential development, without taking into account the positive effect of the MTR SIL(E). As such, the estimated traffic volume of the road networks in Ap Lei Chau is expected to be lower in the design year of 2021 when the SIL(E) is in place. <p><i>Air Ventilation Aspect</i></p> <ul style="list-style-type: none"> The An Air Ventilation Assessment Expert Evaluation (AVA EE) has been carried out in accordance with the Housing, Planning and Lands Bureau (HPLB) and Environment, Transport and Works Bureau (ETWB) Joint Technical Circular No. 01/2006 to assess the potential ventilation impact of the proposed rezoning. According to the AVA EE, the annual prevailing winds of the site are mainly from the north-eastern quarter, E and ESE winds; while the summer prevailing winds are mainly from the south-eastern and south-western quarters. |

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| | | <p data-bbox="600 751 775 783"><i>Visual Aspect</i></p> <ul data-bbox="562 826 1272 930" style="list-style-type: none"> <li data-bbox="562 826 1272 930">• The proposed residential development with excessive building height would lead to adverse visual impact. <p data-bbox="562 1305 949 1337"><i>Amendment Items C1 and C2</i></p> <ul data-bbox="562 1380 1272 1445" style="list-style-type: none"> <li data-bbox="562 1380 1272 1445">• The proposed business and commercial uses will bring more visitors to the area and lead to increase | <p data-bbox="1326 272 2130 711">Under the annual condition, all the existing developments on Ap Lei Chau are either at a great distance from the site or located on the upwind side of the site and will not be affected by the proposed development. Under the summer condition, minimal localized wind blockage to Lee Nam Road and a small portion of Ap Lei Chau West Industrial Area is expected. This could easily be addressed through building separation for wind penetration. In view of the geographical location of the site, the surrounding topographical features and existing building morphology, the proposed residential development is unlikely to impose significant adverse ventilation impact on the surrounding.</p> <p data-bbox="1326 751 1503 783"><i>Visual Aspect</i></p> <ul data-bbox="1288 826 2130 1445" style="list-style-type: none"> <li data-bbox="1288 826 2130 1265">• A visual appraisal was carried out in accordance with the Town Planning Board Guidelines No. 41. It concludes that the proposed residential development, at a maximum building height at 110mPD, is visually compatible with the nearby developments, which range from 100mPD to 125mPD. It will be perceived as an extension of the existing urban developments. There will not be a significant change in the visual context. Appropriate visual measures during the detailed design stage such as incorporation of the building gaps and greenery as per the Sustainable Building Design Guidelines could promote permeability and break up the building mass.. <li data-bbox="1288 1380 2130 1445">• C for T has carried out a Traffic Review study and confirmed that the associated traffic impact generated by the proposed |

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| | | <p>in rental rates of retail facilities in the area, worsen the traffic congestion and overload the capacity of existing transportation facilities. The commencement of the MTR South Island Line (East) is not an all-round solution to the traffic issues.</p> <ul style="list-style-type: none"> • There are already enough opportunities to rezone the old industrial buildings in Wong Chuk Hang for business and commercial uses. <p><u>Proposal</u></p> <p><i>Amendment Items A, C1 and C2</i></p> | <p>residential development on the local traffic networks in Ap Lei Chau is acceptable.</p> <ul style="list-style-type: none"> • C for T also has no in-principle objection to the proposed rezoning of the Ap Lei Chau West Industrial Area for business uses from traffic engineering point of view. Among the five existing industrial buildings under Amendment Items C1 and C2, two have already been converted into business or retail uses. For the remaining three buildings, the responsible project proponents would be required to demonstrate that no adverse traffic impact on the surrounding areas upon lease modification. • Besides, the Traffic Review has assessed the local traffic impacts arising from the proposed residential development, without taking into account the positive effect of the MTR SIL(E). As such, the estimated traffic volume of the road networks in Ap Lei Chau is expected to be lower in the design year of 2021 when the SIL(E) is in place. • The Wong Chuk Hang industrial area had been rezoned for business and commercial uses since 2001 with many of the existing industrial buildings and sites already converted and redeveloped into commercial and non-polluting industrial uses. The Amendment Items C1 and C2 are to reflect the on-going transformation of the Area into business uses and provide more flexibility in the use of land. <p><u>Proposal</u></p> |

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| | | <ul style="list-style-type: none"> • To rezone the sites to “Government, Institution and Community” to provide more recreational facilities for the local residents (by R603). • To develop the sites into a cycle park (by R604). • To revert back the sites to their original uses (by R601). | <ul style="list-style-type: none"> • Based on a planned population of about 159,000 (including the proposed residential development under Amendment Item A), there is no shortfall on GIC and open space provisions as per HKPSG requirements in the Aberdeen & Ap Lei Chau area. Moreover, there is no request from the relevant Government bureaux/departments to use the subject site for GIC uses. • To further improve the local living and working environment, a site fronting the Ap Lei Chau West Industrial Area (i.e. Amendment Item B) is rezoned for open space to serve the workers, visitors and residents of the nearby existing and future developments in the area. The specific use of the open space is subject to the future design of LCSD. • The sites under Amendment Items A and B were originally reserved for cargo handling and related uses. The Director of Marine has confirmed that they were no longer required for the proposed use and could be released for other uses. • The Ap Lei Chau West Industrial Area under Amendment Items C1 and C2 has already been undergoing active transformation to a business area. The proposed rezoning from “I” to “OU(B)”, which had been agreed by the Board on 14.8.2015, is to facilitate the continuous transformation of the industrial area to business use and to provide more flexibility in the use of the land in the area. |
| 605 | For the name of representers, please see Attachment A | <p>➤ Provide comments on Amendment Item A</p> <p><u>Grounds of representation:</u></p> | |

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| | | <ul style="list-style-type: none"> The South Horizons Estate Owners' Committee conducted an opinion survey with 9,812 households to collect their views on the proposed rezoning of Lee Nam Road site for residential development during the period of 2 and 16 July 2015. A total of 1,959 questionnaires completed by the residents of South Horizons in the opinion survey together with the analysis of the opinion survey are attached to the representation. The survey result is summarised below: <ul style="list-style-type: none"> - 234 questionnaires : supporting the rezoning proposal (11.9%) for reasons include (i) help increase housing supply, (ii) SIL(E) could help to solve the heavy traffic flow, and (iii) the new development will provide more options for dining and shopping. - 1,663 questionnaires : opposing the rezoning proposal (84.9%) for reasons include (i) heavy traffic flow, (ii) high population density and (iii) insufficient ancillary facilities. - 8 questionnaires : providing other comments (0.4%) - 54 questionnaires : giving no comment (2.8%) | <ul style="list-style-type: none"> The result of the opinion survey conducted by the representer and the 1,959 questionnaires are noted. The responses to the group of Representation No. TPB/R/S/H15/30-11, 13 to 570 and 584 (excluding 540, 541, 543 to 546) on housing need, population density, provision of facilities, traffic, environmental, risk, air ventilation and visual aspects are relevant. |
| 606 to 607 | For the name of representers, please see Attachment A | <p>➤ Provide comments on Amendment Item A</p> <p><u>Grounds of representation:</u></p> | |

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| | | <p><i>Amendment Item A</i></p> <p><i>Provision of Facilities and Open Space</i></p> <ul style="list-style-type: none"> • Due to the increase in population, more open space and community facilities such as public clinic should be provided. The intention of the community is clear, i.e. wish to have round-the-island waterfront promenade and necessary community facilities. • The Government should take this opportunity to reserve site for improving the living quality and environment to comply with the concept of “community well-being. • In accordance with the Hong Kong Planning Standards and Guidelines, there is a lack of district open space in the area by 4.15ha currently and 2.83ha in the planned future. It is hoped that the Government could take measures to comply with this standard. | <p><i>Provision of Facilities and Open Space</i></p> <ul style="list-style-type: none"> • Based on a planned population of about 159,000 (including the proposed residential development under Amendment Item A), there is no shortfall on GIC and open space provisions as per HKPSG requirements in the Aberdeen & Ap Lei Chau area. Moreover, there is no request from the relevant Government bureaux/departments to use the subject site for GIC uses. • There are now two waterfront promenades on Ap Lei Chau. The first one of about 1.2km long runs from Sham Wan Towers to Ap Lei Chau Estate serving the population along the northern Ap Lei Chau. The second one is at South Horizons. However, due to the topographical and site constraints, the two waterfront promenades are not connected. For the proposed residential development, the elongated site configuration will essentially leave little residual space for waterfront promenade after the residential development is in place. While connectivity with other promenades are not possible, an alternative waterfront park is proposed, i.e. Amendment B, to serve the workers, visitors and residents of the nearby existing and future developments in the area. • The provision of district open space is measured in accordance with District Council boundary. There is currently a surplus of about 12.92 ha district open space to serve the existing population in the Southern District. Even for Aberdeen and Ap Lei Chau alone, there is an overall surplus of about 5.56 ha of open space (taking into account the shortfall of about 2.83 |

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| | | <p data-bbox="600 456 1146 488"><i>Traffic and Infrastructural Related Aspects</i></p> <ul data-bbox="562 531 1272 1447" style="list-style-type: none"> <li data-bbox="562 531 1272 711">• The traffic congestion problem in Ap Lei Chau has not been resolved for years. The proposed residential development and nearby proposed commercial development would increase the population and thus the traffic flow in the area. <li data-bbox="562 1086 1272 1267">• Ap Lei Chau Bridge is the only external road link between the island and the outside, the capacity of which may not cope with the additional demand. If any accident occurs, the consequence could be very serious. <li data-bbox="562 1382 1272 1447">• With the inadequate provision of transport facilities, the traffic congestion in Wong Chuk Hang and | <p data-bbox="1328 272 2134 411">ha district open space and surplus of about 8.39 ha local open space) to serve the planned population of about 159,000 (including the proposed residential development under Amendment Item A).</p> <p data-bbox="1328 456 1874 488"><i>Traffic and Infrastructural Related Aspects</i></p> <ul data-bbox="1294 531 2134 1447" style="list-style-type: none"> <li data-bbox="1294 531 2134 670">• C for T has carried out a Traffic Review study and confirmed that the associated traffic impact generated by the proposed residential development on the local traffic networks in Ap Lei Chau is acceptable. <li data-bbox="1294 715 2134 1038">• C for T also has no in-principle objection to the proposed rezoning of the Ap Lei Chau West Industrial Area for business uses from traffic engineering point of view. Among the five existing industrial buildings under Amendment Items C1 and C2, two have already been converted into business or retail uses. For the remaining three buildings, the responsible project proponents would be required to demonstrate that no adverse traffic impact on the surrounding areas upon lease modification. <li data-bbox="1294 1083 2134 1342">• In the event that any traffic accident occurs or the Ap Lei Chau Bridge is heavily congested, the Emergency Transport Coordination Centre (ETCC) of Transport Department, in accordance with the established emergency arrangements, would liaise and coordinate among government departments, public transport operators and relevant organizations to handle the emergency. <li data-bbox="1294 1386 2134 1447">• Given the small size of the proposed residential development, C for T considers that its influence area is small and impact on |

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| | | <p>Aberdeen Tunnel would become worse.</p> <ul style="list-style-type: none"> It is doubtful whether the future MTR South Island Line (East) can cope with the traffic demand of the population increase. The Government should consider the relocation issue of the driving school upon rezoning the site for residential use. <p><i>Risk Aspect</i></p> <ul style="list-style-type: none"> As the proposed residential site is located within 500m from the existing oil depot, the Government should commission an independent consultant to | <p>Wong Chuk Hang and Aberdeen Tunnel is minimal. On the other hand, the traffic volume to capacity ratio of Aberdeen Tunnel has not reached capacity yet. Its traffic flow is affected by merging movements at the northbound down-ramp of Canal Road Flyover and the trailing-back effect of traffic heading towards Cross Harbour Tunnel and Wan Chai/Causeway Bay. The situation will be improved upon the commissioning of the MTR South Island Line and the Central-Wan Chai Bypass.</p> <ul style="list-style-type: none"> The Traffic Review has assessed the local traffic impacts arising from the proposed residential development, without taking into account the positive effect of the MTR SIL(E). As such, the estimated traffic volume of the road networks in Ap Lei Chau is expected to be lower in the design year of 2021 when the SIL(E) is in place. C for T is liaising closely with relevant departments to identify suitable temporary site on Hong Kong Island for relocation of the driving school. Before the site under Amendment Item B is implemented for open space and a relocation site is identified, the Government will continue to use the site under Amendment Item B for the operation of HKSM under short term tenancy. This is consistent with the prevailing practice to put vacant Government land into short term use before the site is developed permanently. <p><i>Risk Aspect</i></p> <ul style="list-style-type: none"> In support of the proposed OZP Amendment Item A, EMSD has carried out a preliminary assessment (Prima Facie Assessment) to confirm no insurmountable risk on the |

| Representation No. (TPB/R/S/H15/30-) | Representer | Subject of Representation | Response to Representations |
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| | | <p>assess the risk and incorporate the requirement as a land sale condition.</p> <p><u>Proposal</u></p> <p><i>Amendment Item A</i></p> <ul style="list-style-type: none"> • To rezone the site for low-density residential development (by R607). | <p>proposed residential development due to the LPG/oil depots. Subsequently, EMSD has carried out a Quantitative Risk Assessment (QRA) on the LPG/oil depots to the proposed residential development, which indicates that the risk levels are in compliance with the Government Risk Guidelines of the HKPSG. The QRA was endorsed by CCPHI on 8.3.2016.</p> <ul style="list-style-type: none"> • Taking into account the final design and layout of the proposed residential development, the future developer is required to conduct a QRA and implement mitigation measures, if necessary, to ensure compliance with the Government Risk Guidelines. The requirement will be incorporated in the land sale conditions. <p><u>Proposal</u></p> <ul style="list-style-type: none"> • Taking heed of the need for more housing land, the proposed development intensity has been optimized with reference to the site context, the land use compatibility, infrastructural capacity and technical feasibility. |

Comments

| Comment No. (TPB/R/S/H15/30-C) | Commenter | Gist of Comment | Response to Comments |
|-----------------------------------|-----------------------------|--|---|
| 1 | Designing Hong Kong Limited | <ul style="list-style-type: none"> • Support the increase in supply of land for domestic and commercial developments. However, good plans which improve the living environment are needed. • Support Amendment Item B. • Object Amendment Item A. • Amendment Item A should be rezoned as “Open Space” or, at a minimum, the provision of a waterfront promenade should be included as a specific condition for any development on the site. • The seashore is and should be recognised as a public good and the priority should be the use and enjoyment by the community. | <ul style="list-style-type: none"> • The supportive views are noted. • There are now two waterfront promenades on Ap Lei Chau. The first one of about 1.2km long runs from Sham Wan Towers to Ap Lei Chau Estate serving the population along the northern Ap Lei Chau. The second one is at South Horizons. However, due to the topographical and site constraints, the two waterfront promenades are not connected. For the proposed residential development, the elongated site configuration will essentially leave little residual space for waterfront promenade after the residential development is in place. While connectivity with other promenades are not possible, an alternative waterfront park is proposed, i.e. Amendment B, to serve the workers, visitors and residents of the nearby existing and future developments in the area. |
| 2 | Paul Zimmerman | <ul style="list-style-type: none"> • Object to Amendment Item A on the failure to include a requirement for a waterfront promenade at the site. • For whatever development proceeds at the site, it should include a waterfront promenade. | <ul style="list-style-type: none"> • Ditto |

| Comment No. (TPB/R/S/H15/30-C) | Commenter | Gist of Comment | Response to Comments |
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| 3 | 柴文瀚、徐遠華、 羅健熙、區諾軒 (南區區議員) | <ul style="list-style-type: none"> • The population density of Ap Lei Chau is already very high. With the proposed developments and those under construction including residential, hotel and international school, the population density will be further increased and the traffic congestion will be further worsen. • The proposed residential development can only benefit the rich but not the general public. • The community expects return of waterfront to the public, not to private property developers. • The driving school has community function to the Southern District. | <ul style="list-style-type: none"> • The responses to the group of Representation No. TPB/R/S/H15/30-11, 13 to 570 and 584 (excluding 540, 541, 543 to 546) on housing need, population density, traffic impact, provision of open space and retention of the driving school on site are relevant. |
| 4 | Judy Chan (Southern District Councillor) | <ul style="list-style-type: none"> • Object to the claim that the future SIL(E) is able to improve the existing traffic conditions, in particular during the peak periods, in view of its limited capacity. It is expected that many people from Aberdeen and Tin Wan will come to Ap Lei Chau to catch SIL(E) which will increase the traffic flow on Ap Lei Chau Bridge. There is also no progress of the SIL(W) project. | <ul style="list-style-type: none"> • The responses to the group of Representation No. TPB/R/S/H15/30-11, 13 to 570 and 584 (excluding 540, 541, 543 to 546) on traffic impact are relevant. |
| 5 | 林啟暉(南區區議會地區發展及房屋事務委員會主席) | <ul style="list-style-type: none"> • The population density of Ap Lei Chau is already very high. With the proposed developments and those under construction including residential, hotel and international school, the population density will be further increased and the traffic congestion will be | <ul style="list-style-type: none"> • The responses to the group of Representation No. TPB/R/S/H15/30-11, 13 to 570 and 584 (excluding 540, 541, 543 to 546) on population density and traffic impact are relevant. |

| Comment No. (TPB/R/S/H15/30-C) | Commenter | Gist of Comment | Response to Comments |
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| | | further worsened. | |
| 6 | South Horizons Estate Owners' Committee (SHEOC) | <ul style="list-style-type: none"> • The categorizing of the 1,959 completed questionnaires is not appropriate. • Each questionnaire attached to the representation should be treated as one representation such that each questionnaire respondent can express their views to the Board in person. | <ul style="list-style-type: none"> • On 5.8.2016, the Board noted that the representation (R605), which was classified as providing comments, provided an analysis of an opinion survey on the proposed rezoning of Lee Nam Road site for residential development during the period of 2 and 16 July 2015 (i.e. before the gazettal of the concerned amendments to the OZP under section 5 of the Ordinance). A total of 1,959 questionnaires (234 support, 1,663 object, 8 providing comments and 54 with no comment) completed by the residents of South Horizons in the opinion survey were also attached to the representation. • Upon consideration, the Board noted that the representation (R605) was to present the result of an opinion survey carried out before the OZP amendments and agreed that the representation should be treated as one single representation while allowing the flexibility for individual questionnaire respondents to attend the representation hearing to express their views in person. |
| 7 8 | South Horizons Concern Group Allan Ng | <ul style="list-style-type: none"> • The representation made by SHEOC (R605) should not be categorized in the group of providing comments. • It is not the representer (R605)'s proposal to rezone the site for low-density residential development. | <ul style="list-style-type: none"> • The Gist of Representations is to provide a quick reference for the general public on the main points of the representations to facilitate public inspection and to provide comments. The representations and their proposals are grouped in accordance with the amendment items and the nature of representations. Details of individual representations are available for public inspection at the Planning Enquiry Counters of the Planning Department. |

| Comment No. (TPB/R/S/H15/30-C) | Commenter | Gist of Comment | Response to Comments |
|-----------------------------------|-----------------|--|---|
| | | | <ul style="list-style-type: none"> On 5.8.2016, the Board noted that the representation (R605), which was classified as providing comments, was to present the result of an opinion survey carried out by SHEOC before the OZP amendments. It was the representer R607, who was in the same group as R605, proposed to rezone the site for low-density residential development. |
| 9 | Monica Ng | <ul style="list-style-type: none"> There is doubt on the methodology of categorizing and summarizing the representations. | <ul style="list-style-type: none"> The Gist of Representations is to provide a quick reference for the general public on the main points of the representations to facilitate public inspection and to provide comments. The representations and their proposals are grouped in accordance with the amendment items and the nature of representations. Details of individual representations are available for public inspection at the Planning Enquiry Counters of the Planning Department. |
| 10 | 陳熾發 (Alex Chan) | <ul style="list-style-type: none"> Among the 1,959 completed questionnaires, about 1,660 object to the proposed rezoning of Lee Nam Road site for residential development. The representation should not be categorized in the group of providing comments. | <ul style="list-style-type: none"> The Gist of Representations is to provide a quick reference for the general public on the main points of the representations to facilitate public inspection and to provide comments. The representations and their proposals are grouped in accordance with the amendment items and the nature of representations. Details of individual representations are available for public inspection at the Planning Enquiry Counters of the Planning Department. On 5.8.2016, the Board noted that the representation (R605), which was classified as providing comments, was to present the result of an opinion survey carried out by SHEOC before the OZP amendments. |

| Comment No. (TPB/R/S/H15/30-C) | Commenter | Gist of Comment | Response to Comments |
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| | | <ul style="list-style-type: none"> • The Government stated earlier that Marina South would be the last piece of land for residential development in Ap Lei Chau. To rezone the site for residential development is not in line with the above statement and could hardly be understood. • According to the HKPSG, there is a lack of 4.15ha for district open space. The proposed amendment cannot meet the concept of “community well-being” and the established standards and intention. • While the proposed residential development is located within 500m of the adjacent oil depot, no quantitative risk assessment has been undertaken and the safety issue in case of any accident happened in the oil depot has never been addressed. | <ul style="list-style-type: none"> • The responses to the group of Representation No. TPB/R/S/H15/30-11, 13 to 570 and 584 (excluding 540, 541, 543 to 546) on housing need, provision of open space and risk aspect are relevant. |
| 11 | W. H. Mok | <ul style="list-style-type: none"> • The Gist of Representations does not properly reflect the comments submitted, in particular the Commissioner for Transport has failed to provide evident that the proposed development would not cause unacceptable traffic impact on the nearby road network including the Aberdeen Tunnel. • The Gist is also failed to mention that the South Horizon Drive is a private road and neither the | <ul style="list-style-type: none"> • The Gist of Representations is to provide a quick reference for the general public on the main points of the representations to facilitate public inspection and to provide comments. The representations and their proposals are grouped in accordance with the amendment items and the nature of representations. Details of individual representations are available for public inspection at the Planning Enquiry Counters of the Planning Department. • The responses to the group of Representation No. TPB/R/S/H15/30-11, 13 to 570 and 584 (excluding 540, |

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| | | <p>traffic police nor the Transport Department is providing much support in the traffic management of the road.</p> <ul style="list-style-type: none"> During peak hours, the loading and unloading activities on the road are causing traffic congestion. The proposed residential development will make the congestion even worse. | <p>541, 543 to 546) on traffic aspect are relevant.</p> <ul style="list-style-type: none"> The South Horizon Drive is a private road and the traffic management of the road should be enforced by the estate management of the South Horizons. Nevertheless, South Horizon Drive is not on the route of leaving and will not be affected by the proposed residential development at Lee Nam Road. The loading and unloading activities and the potential blockage of road traffic are traffic management problems to be enforced by the Police. Commissioner of Police has no comment on the proposed residential development. |
| 12 | Aileen Mak | <ul style="list-style-type: none"> Object Amendment Item A because on the following aspects, among others: <ol style="list-style-type: none"> population density in the affected areas including both residential and commercial developments; increased traffic due to rapid developments in Wong Chuk Hang with rising number of commercial buildings and hotels; the limited capacity of the SIL(E); and adverse impact on the environment and safety of the residents in the area. | <ul style="list-style-type: none"> The responses to the group of Representation No. TPB/R/S/H15/30-11, 13 to 570 and 584 (excluding 540, 541, 543 to 546) on population density, traffic, environmental and risk aspects are relevant. |

| Comment No. (TPB/R/S/H15/30-C) | Commenter | Gist of Comment | Response to Comments |
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| 13 | Duncan P. K. Tang | <ul style="list-style-type: none"> Object Amendment Item A due to population density, traffic condition, environment, safety, speedy development within the region, etc. | <ul style="list-style-type: none"> The responses to the group of Representation No. TPB/R/S/H15/30-11, 13 to 570 and 584 (excluding 540, 541, 543 to 546) on housing need, population density, traffic, environmental and risk aspects are relevant. |
| 14 | 莊禮明 | <ul style="list-style-type: none"> Lee Nam Road is a two lanes two ways road which is not capable for heavy traffic. The existing public transport facilities in Ap Lei Chau could only barely meet the demand of the local residents and there is no scope to increase public transport facilities except the SIL(E). Even with the operation of the SIL(E), it can only help ease the existing traffic congestion and not capable for meeting the demand of additional population. Nevertheless, in view of the tranquil environment of the site, the site could be considered for low-density residential development. | <ul style="list-style-type: none"> The responses to the group of Representation No. TPB/R/S/H15/30-11, 13 to 570 and 584 (excluding 540, 541, 543 to 546) on traffic aspect are relevant. Taking heed of the need for more housing need, the proposed development intensity has been optimized with reference to the site context, the land use compatibility, infrastructural capacity and technical feasibility. |
| 15 | Mr. Li | <ul style="list-style-type: none"> Ap Lei Chau is the second most densely island in the world. In such high density, most of the facilities including transport are inadequate to the residents living there. The current road system is not affordable as there is only one bridge connecting Ap Lei Chau with the outside. Once there was a traffic jam happened on the bridge, the traffic queues would line up to the Aberdeen Tunnel. The proposed residential development will | <ul style="list-style-type: none"> The responses to the group of Representation No. TPB/R/S/H15/30-11, 13 to 570 and 584 (excluding 540, 541, 543 to 546) on population density, provision of facilities and traffic aspect are relevant. |

| Comment No. (TPB/R/S/H15/30-C) | Commenter | Gist of Comment | Response to Comments |
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| | | <p>cause increased traffic which will further exacerbate the existing traffic problem.</p> <ul style="list-style-type: none"> • It is doubtful that the proposed shopping mall at the Wong Chuk Hang CDA site and the future SIL(E) could meet the demand of the residents in the area with respect to shopping facilities and traffic need respectively. | |
| 16 | 聶志强 | <ul style="list-style-type: none"> • As reflected in the Subject of Representation for TPB/R/S/H15/30-586. | <ul style="list-style-type: none"> • The responses to the group of Representation No. TPB/R/S/H15/30-586 are relevant. |

List of Representatives in respect of
Draft Aberdeen & Ap Lei Chau Outline Zoning Plan No. S/H15/30

| Rep. No. (TPB/R/S /H15/30-) | Name of 'Representer' | Rep. No. (TPB/R/S/ H15/30-) | Name of 'Representer' | Rep. No. (TPB/R/S/ H15/30-) | Name of 'Representer' |
|-----------------------------------|---|-----------------------------------|-----------------------|-----------------------------------|------------------------------|
| 1 | Agnes Law | 21 | 王靖 | 41 | Siu Tat Hoi |
| 2 | Lam Chun Wing | 22 | 王穎 | 42 | N.H. Cheung |
| 3 | 凌國豪 | 23 | Chan Ka Lok Silas | 43 | 林日昇 |
| 4 | Ken | 24 | Ng Ko Sam | 44 | Chow Ngan Ying |
| 5 | Alan Lau | 25 | Law Man Yu | 45 | 黎達強 |
| 6 | Mak Chui Ling | 26 | Lai Yuen Mei | 46 | 鍾美玲 |
| 7 | 林鎮杰 | 27 | 魏玉成 | 47 | Lai Wai Wah |
| 8 | 陳家珮南區區議員 | 28 | 周禮茂 | 48 | Chan Chee Meng & Man Ki Yung |
| 9 | Lee Yen Shing | 29 | Wong Jemila | 49 | 梁偉雄 |
| 10 | Lee Yin Sum | 30 | 龍斌及陳露 | 50 | Chan Suk Fai |
| 11 | Li Kin Kwok | 31 | Susan Chan | 51 | 梁子聰 |
| 12 | Rishi Kukreja | 32 | 陳永生 | 52 | 梁子力 |
| 13 | 海怡關注組主席區元發 South Horizons Concern Group | 33 | Ho Wai Kit Eric | 53 | Cheng Kwok Hung |
| 14 | 區元發 | 34 | Sum Kwok Fai, Patrick | 54 | Lee Tsz Yan, Gienne |
| 15 | 人民力量袁彌明 People Power | 35 | Chan Wai Fun | 55 | Chan Suet Yu |
| 16 | Designing Hong Kong Limited (創建香港) | 36 | 李漢文 | 56 | Cheung Chi Man |
| 17 | 薛芬蘭 | 37 | So Chuen Fu | 57 | Cheng Suk Man |
| 18 | 范鐵民 | 38 | Chow Tat Kuen (周達權) | 58 | Cary Tang |
| 19 | 范嘉明 | 39 | Fei Yip (葉菲) | 59 | 祁志輝及馮美怡 |
| 20 | 王錦明 | 40 | Wong Shiu Chung | 60 | Lee Chin Ching, Cyrix |

| Rep. No. (TPB/R/S/ /H15/30-) | Name of 'Representer' | Rep. No. (TPB/R/S/ H15/30-) | Name of 'Representer' | Rep. No. (TPB/R/S/ H15/30-) | Name of 'Representer' |
|------------------------------------|-----------------------|-----------------------------------|-----------------------|-----------------------------------|-----------------------|
| 61 | 張甦凝 | 81 | C.Y. Chong | 101 | Sandy Li |
| 62 | 梁建平 | 82 | 陳秀儀 | 102 | Leung Man Nar |
| 63 | Yeung Hoi Pun | 83 | Ng Siu Ting | 103 | Lam Yuet Chai |
| 64 | Wu Oi Hing, Irene | 84 | Fong Kin Hang | 104 | Man Cheong Shing |
| 65 | 楊惜明 | 85 | Ng Choi Yi | 105 | S. Leung |
| 66 | Tong Yiu Lung | 86 | Helen Wu | 106 | Wong Ming To, Joe |
| 67 | Lam Joe Shing, David | 87 | Mok King Sing (莫景聖) | 107 | Tse Siu Tong |
| 68 | Kwan Hoi Ming | 88 | Lee Sze Wan | 108 | Yip Ka Chun, Stephen |
| 69 | 馮偉東 | 89 | Alan Ho | 109 | Chiu Tak Cheung |
| 70 | 容子羽 | 90 | Cheung Wai Lan | 110 | Lo Siu Pik |
| 71 | Fung Siu Ping | 91 | Lee Man Hou | 111 | 林偉強 |
| 72 | 吳衛剛 | 92 | Chow Wing Yu | 112 | 蔡文鵬 |
| 73 | Chung Man Kam | 93 | Mok Chi Kun, Felix | 113 | Hui Lai Fun |
| 74 | 李秋蓮 | 94 | Lau Ka Yan | 114 | Ma Yu Ming |
| 75 | Wong Wai Keung (黃偉強) | 95 | Li Mee Kuen | 115 | Yau Mabel |
| 76 | 許瑞傑 | 96 | Au Yeung Tin Yuen | 116 | 溫少輝 |
| 77 | 余美儀 | 97 | 羅少文 | 117 | 陳發耀 |
| 78 | 林國偉 | 98 | Chau Ka Wai | 118 | 曾旭智 |
| 79 | Josephine Or | 99 | Chan Siu Wai | 119 | 袁嘉燕 |
| 80 | 吳國基 | 100 | Karen Ho | 120 | 劉炳坤 |

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|-----------------------------------|-----------------------|-----------------------------------|-----------------------|-----------------------------------|-----------------------|
| 121 | 潘玉珍 | 141 | Wong Wing Fat | 161 | Lok Cheong Yuan |
| 122 | 張峰 | 142 | Chow Kim Yue | 162 | Wong Choi Yin |
| 123 | 麥綺紅 | 143 | Chim Chok Nim | 163 | Lok Yan Tung |
| 124 | Yeung Yuk Wah (楊旭華) | 144 | Cindy Chau | 164 | Au Siu Ha |
| 125 | Chan Chuen Hang (陳傳幸) | 145 | Wan Ho Yan | 165 | Ho Lee Ping |
| 126 | Wu Tsun Shing | 146 | 陳志强(Chan Chi Keung) | 166 | Tse Ka Yuen |
| 127 | Lam Ching Man | 147 | Zhong Jin | 167 | 黃國光 |
| 128 | 黃惠貞 | 148 | Amy Chan | 168 | Herman Lau |
| 129 | 冼俊傑 | 149 | 黃俊華 | 169 | 蘇智文 |
| 130 | 吳翠碧 | 150 | Chan Siu Kow | 170 | 黃志輝 |
| 131 | 盧嘉臨 | 151 | 郭堅德 | 171 | Linus Leung |
| 132 | 杜蕙林 | 152 | Lau Lap Chi | 172 | Kau Yat Kwong |
| 133 | Yeung Wai Chun | 153 | 黃麥和 | 173 | Lam Ki Cheuk |
| 134 | Ng Chun Tun | 154 | 黃煦山 | 174 | 黃毅丰 |
| 135 | Chan Sheung Shing | 155 | 林淑貞 | 175 | Lee Lup Sing |
| 136 | Lo Pui Kuen | 156 | Tong Tsz Chun | 176 | Lo Chin Hang |
| 137 | 黃寶才 | 157 | Hui Wah Kui | 177 | Cheung Pui Shuen |
| 138 | Tse Ying Ming | 158 | Candy Chan | 178 | Chau Yat Sing |
| 139 | Ao Li Xian | 159 | Chloe Chan | 179 | Selina Hui |
| 140 | 楊源生 | 160 | Wong Siu Mui | 180 | Cheng Ka Yu |

| Rep. No. (TPB/R/S/ H15/30-) | Name of 'Representer' | Rep. No. (TPB/R/S/ H15/30-) | Name of 'Representer' | Rep. No. (TPB/R/S/ H15/30-) | Name of 'Representer' |
|-----------------------------------|-----------------------|-----------------------------------|------------------------|-----------------------------------|-----------------------|
| 181 | Ivan | 201 | Chung Kai Yan | 221 | 梁鎮翔 |
| 182 | Tracy Leung | 202 | Lee Kin Kwok | 222 | Marina Lam |
| 183 | Sophie Chan | 203 | Tsoi Ming Min | 223 | 鄭燕群 |
| 184 | 曾威妮 (Wendy Tsang) | 204 | Wu Wang Li | 224 | Li Sau Fan, Patricia |
| 185 | Wayan | 205 | Chan Ka Leung | 225 | Wong Kien Kiang |
| 186 | 郭佩欣 | 206 | Chung Sau Lai | 226 | So Yin Wai |
| 187 | 吳紹楓 | 207 | 許新齒 | 227 | Cheng Mei Yuk (鄭美玉) |
| 188 | 林雨陽 | 208 | Tang Siu Fai | 228 | 李建浩 |
| 189 | Chan Chi Keung | 209 | Ng Yu Hin | 229 | Fung Kar Lai |
| 190 | Ng Wai Man, Eleanor | 210 | To Pak Lun | 230 | Tse Kai Wai |
| 191 | Johnson Lo | 211 | 黃美姿 | 231 | Wong Shiu Yee |
| 192 | 許佩芝 | 212 | Chan Clarence | 232 | Ho Kam Wah |
| 193 | Lee Sung Kong | 213 | 鄧志強 | 233 | Don Lai Yin |
| 194 | 馬功成 | 214 | 馬美嫦 | 234 | Ng Man Yee |
| 195 | Edmond Chan | 215 | 袁勵如 | 235 | Ng Cheuk Mui |
| 196 | Chu Wai Ming | 216 | 林秀碧 | 236 | Tam Kwok Kay |
| 197 | 姚德勝 | 217 | Wong Siu Hang | 237 | 施文章 |
| 198 | 郭翹銘(Kwok Kiu Ming) | 218 | Gilbert Kwok Cheong Yu | 238 | Lo Yuen Fun |
| 199 | Jasmine Wu | 219 | 呂劍超 | 239 | 李昆彥 |
| 200 | Leung Nga Man | 220 | Lau Kwok Tai (劉國泰) | 240 | Tso Wing Hong |

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|-----------------------------------|-----------------------|-----------------------------------|--------------------------|-----------------------------------|-----------------------|
| 241 | Ip Cheun Sun | 261 | Ng Yan Fai | 281 | Tommy Au |
| 242 | 李啟強 | 262 | 盧婉華 | 282 | 楊杜潔康 |
| 243 | 胡國華 | 263 | Tse Chee Kwong (謝志光) | 283 | Young Kin Sang (楊建生) |
| 244 | 區灼堅 | 264 | 張漢川 | 284 | Lam Jonathan (林政匡) |
| 245 | 張逸明 | 265 | 崔啟生 | 285 | Teresa Hui |
| 246 | Au Chi Keung | 266 | 盧敏堅 | 286 | Ng Kim Leung |
| 247 | Yeung Tok Wah | 267 | Ho Ka Ming | 287 | Fung Mei Ping (馮美萍) |
| 248 | Chu Wing Sum | 268 | Gloria Shia (余小鳳) | 288 | 施超群 |
| 249 | 葉泳儀 | 269 | 王炎雄 | 289 | Lee Kin Ting |
| 250 | Tang Wan Shing | 270 | 江凱成 | 290 | Pearl Chow |
| 251 | 石麗芬 | 271 | Lam Moon, Daisy | 291 | Raymond Chong |
| 252 | 苗麗娟 | 272 | Tsang Chun Ming, Vincent | 292 | 吳綺媚 |
| 253 | Khoo Yat Suet, Nancy | 273 | 劉紫洋 | 293 | 陳映彤 |
| 254 | Yeung Pui Man | 274 | Fung Wai Ying | 294 | Walter Yuen |
| 255 | 陳展森 | 275 | 岑星華 | 295 | 廖智威 |
| 256 | Tsang Siu Lee, Jenny | 276 | 周伯燕 | 296 | 陳國良 |
| 257 | Kwok Chee Chung | 277 | Cheng Yau On | 297 | 王慧萌 |
| 258 | Kwok Siu Kau | 278 | Kevin Chan | 298 | Michael Chan |
| 259 | Li Wing Ip | 279 | Phebe Cheung | 299 | Wong Tsui Mei |
| 260 | Chan Yee Mai | 280 | Tracy Wong | 300 | Kan Wai Ming |

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|-----------------------------------|-----------------------------|-----------------------------------|-----------------------|-----------------------------------|------------------------|
| 301 | Leung Kwok Chiu | 321 | Au Yeung Mi Ying | 341 | Choy Sau Lin |
| 302 | Leung Ka Yee | 322 | Choy Euphemia | 342 | 譚宇衛 |
| 303 | Mak Chi Chai | 323 | Rajesh Buxani | 343 | 陸潔華 |
| 304 | Chow Maggie Yuet Ming | 324 | SO Kam Chuen (蘇鑑泉) | 344 | 譚詩穎 |
| 305 | 陳惠詩 | 325 | Man Man Lee (文曼梨) | 345 | 譚曉霖 |
| 306 | Leung Pik Shan | 326 | Wong Wai Yee | 346 | 張金全 |
| 307 | Lee Kin Ho | 327 | Chan Yim Ling | 347 | Ho Kelly Ngar Ying |
| 308 | Ip To Sau Chun | 328 | 覃惠芬 | 348 | 林振名 |
| 309 | 韓錦華 | 329 | 黎啟鴻 | 349 | 鄒吉語 |
| 310 | 禰國頌 | 330 | Cheng Ka Wai, Windy | 350 | Kwan Wai Hung |
| 311 | Ho Kai Nang | 331 | 趙汝幹 | 351 | Carrie Cheung |
| 312 | Chan Sau Ling Elsie(陳秀玲) | 332 | Leung Kar Yan, Darwin | 352 | Ritko Lo |
| 313 | 梁永才 | 333 | Elizabeth Wan | 353 | 陳樹華 |
| 314 | Yeung Shing | 334 | 李國雄 | 354 | 郭曾慶娛 |
| 315 | Shek Yau Fuk | 335 | 吳芷瑩 | 355 | Cheng Ho Yip |
| 316 | Lam, Andrew | 336 | Monica Ng | 356 | Leung Yin Fong, Yvonne |
| 317 | Tsang Chi Cheung, Augustine | 337 | Angel Ng | 357 | Chui Kuk Fan (徐菊芬) |
| 318 | Li Christopher (李思闕) | 338 | Ng Mo Lan | 358 | Lam Suk Ching, Jenny |
| 319 | To Tsz Wai | 339 | 盧桂芳 | 359 | Kwan Sze Yan |
| 320 | 陳燕顏 | 340 | Cheryl Lee | 360 | Chow Pui Shan |

| Rep. No. (TPB/R/S/ H15/30-) | Name of 'Representer' | Rep. No. (TPB/R/S/ H15/30-) | Name of 'Representer' | Rep. No. (TPB/R/S/ H15/30-) | Name of 'Representer' |
|-----------------------------------|------------------------|-----------------------------------|-----------------------|-----------------------------------|--|
| 361 | Wong Chi Fai | 381 | Ng Siu Fan | 401 | Chiu Ho Yan |
| 362 | Stephen K. Butt | 382 | 黃燕芳 | 402 | 林孝光 |
| 363 | Maranda Yuen | 383 | Daphne Li | 403 | Kwan Chee Yue |
| 364 | Emna Chong | 384 | Tam Ying Nam | 404 | Billy Lam |
| 365 | Cecilia Chan Shuk Kwan | 385 | Ng Mui Yim | 405 | Ng Wai Huk Allan |
| 366 | Or Wai Ki | 386 | Lai Yin Yee | 406 | Wendy Tsui, Ng Chun Kong, Tsui Sik Ching, Tsui Wing Yin |
| 367 | 陳淑群 | 387 | 王旭明 | 407 | Koo Kin Chuen |
| 368 | Vincent Ng | 388 | 林昕彤 | 408 | Amanda Pak |
| 369 | Joseph Y. F. Au | 389 | Yan Man Wai | 409 | Koo Kwan Ho |
| 370 | Mi Mi Leung | 390 | 李亮儀 | 410 | 溫艷芬 |
| 371 | Vicky Or Wai Ki | 391 | Wong Ma Ming | 411 | Mable Leung |
| 372 | Yuen Lo Yee | 392 | Winnie Yen | 412 | 姚先生 |
| 373 | 司徒淑芬 (Sze To Suk Fan) | 393 | 鄧景雯 | 413 | 張子晉 |
| 374 | Ng Tse Fung | 394 | 何珍麗 | 414 | 何燕勤 |
| 375 | Ng Cheuk Hin | 395 | Luk Kwok Keung | 415 | 李顯邦 |
| 376 | Tse Chuen Chi Pollux | 396 | 孫錦善 | 416 | 李顯倫 |
| 377 | Fung Siu Ling | 397 | 梁治強 | 417 | 李仁軒 |
| 378 | Liu Wai Oi | 398 | 王文慧 | 418 | 王壯英 |
| 379 | Tsang Mei Yiu | 399 | Chow Wai Ying | 419 | Y. H. Chan |
| 380 | Tsang Chi Lam | 400 | Mang Wai Fun | 420 | K. K. Lee |

| Rep. No. (TPB/R/S/ H15/30-) | Name of 'Representer' | Rep. No. (TPB/R/S/ H15/30-) | Name of 'Representer' | Rep. No. (TPB/R/S/ H15/30-) | Name of 'Representer' |
|-----------------------------------|-------------------------|-----------------------------------|-----------------------------|-----------------------------------|----------------------------|
| 421 | 陳熾發 (Alex Chan) | 441 | Anny Lam | 461 | Da Rosa Jose Augusto Maria |
| 422 | Annie Cheung | 442 | 吳燕成 | 462 | Li Ping Fai |
| 423 | 李俊諺、羅慧嫻 | 443 | 劉小姐 | 463 | Wing Leung |
| 424 | Sung Kong | 444 | 梁小姐 | 464 | Andy Siew |
| 425 | Chow Chiu Kam Lun Fanny | 445 | Mak Ngor | 465 | Raka Dewan |
| 426 | Tsui Shuk Yee | 446 | 梁逸嫻 | 466 | Wu Sheung Chau |
| 427 | Da Rosa Carlos | 447 | 馮先生 | 467 | Joseph But |
| 428 | David Da Rosa Augusto | 448 | 霍小姐 | 468 | Wong Ying Hung |
| 429 | David Lai | 449 | 林祥偉 | 469 | Li Kam Lan |
| 430 | Chow Shun Yee Bonnie | 450 | 嚴子亮 | 470 | Wong Lai Ping (黃麗萍) |
| 431 | 謝高妙馨 | 451 | 黃勁珩 | 471 | Daniel Or |
| 432 | Tse Wai King | 452 | Ng Mo Huen Rachel | 472 | Richard Hoyer |
| 433 | 冼成 | 453 | Lo Allie | 473 | Christine Siu |
| 434 | Josiah Tang | 454 | 張浩傑 | 474 | Andrew Mak |
| 435 | 陳佩薇 | 455 | Leung Kin Tong | 475 | Elaine Chan |
| 436 | 吳莉蘭 | 456 | Chan Yau Lam | 476 | Elaine Law |
| 437 | 姓名不詳 Name Illegible | 457 | Keith Wai | 477 | Andrew Lam Pui Tak |
| 438 | 關先生 | 458 | Gary Chan | 478 | Tang King Man Catherine |
| 439 | 陳儒霖 | 459 | Dennis Leung | 479 | Yan Man Wai Alice |
| 440 | 鴨脷洲居民 | 460 | Da Rosa Rosa Fatima Percira | 480 | Raymond Fu |

| Rep. No. (TPB/R/S/ H15/30-) | Name of 'Representer' | Rep. No. (TPB/R/S/ H15/30-) | Name of 'Representer' | Rep. No. (TPB/R/S/ H15/30-) | Name of 'Representer' |
|-----------------------------------|-----------------------|-----------------------------------|-----------------------|-----------------------------------|-----------------------|
| 481 | Tsui Sau Mei Rita | 502 | 姓名不詳 Name Illegible | 523 | Lee Sung Kong |
| 482 | Wong May Hung | 503 | 姓名不詳 Name Illegible | 524 | Cheung Pui Shuen |
| 483 | 鄧佩芝 | 504 | 姓名不詳 Name Illegible | 525 | Sing Kei Yip |
| 484 | Joe Au | 505 | 姓名不詳 Name Illegible | 526 | Matthew Tsui |
| 485 | 姓名不詳 Name Illegible | 506 | 姓名不詳 Name Illegible | 527 | Siu Yuen Ping |
| 486 | Tang Poon Hang Edwin | 507 | 姓名不詳 Name Illegible | 528 | Tsui Chia I |
| 487 | 姓名不詳 Name Illegible | 508 | 姓名不詳 Name Illegible | 529 | Wu Yun Ki |
| 488 | 姓名不詳 Name Illegible | 509 | Ng Chun Lun | 530 | Lo Kwai Fun |
| 489 | 姓名不詳 Name Illegible | 510 | Liam Cheung | 531 | P. S. Cheung |
| 490 | Martin Wong | 511 | Cody Chow | 532 | Kristin Hartono |
| 491 | 姓名不詳 Name Illegible | 512 | Mr. Ng | 533 | Mr. Yan |
| 492 | 姓名不詳 Name Illegible | 513 | Ms. Chan | 534 | Lau Chung Ling |
| 493 | 姓名不詳 Name Illegible | 514 | Chow Kwok Kei | 535 | C. Shum |
| 494 | 姓名不詳 Name Illegible | 515 | Mr. Kwok | 536 | Pang Sik Wing |
| 495 | 姓名不詳 Name Illegible | 516 | 梁兆邦 | 537 | Wong Ming Ki |
| 496 | 姓名不詳 Name Illegible | 517 | Joe | 538 | Miss Wong |
| 497 | 姓名不詳 Name Illegible | 518 | W. H. Mok | 539 | Au Yeung Siu Yee |
| 498 | 姓名不詳 Name Illegible | 519 | Joey Leung | 540 | Yeung Chun Kit |
| 499 | 姓名不詳 Name Illegible | 520 | Mon Tai | 541 | Joseph Li |
| 500 | 姓名不詳 Name Illegible | 521 | Hsieh Wai Yi | 542 | K. F. Lai |
| 501 | 姓名不詳 Name Illegible | 522 | Wong Chon Meng | 543 | Mr. Fung |

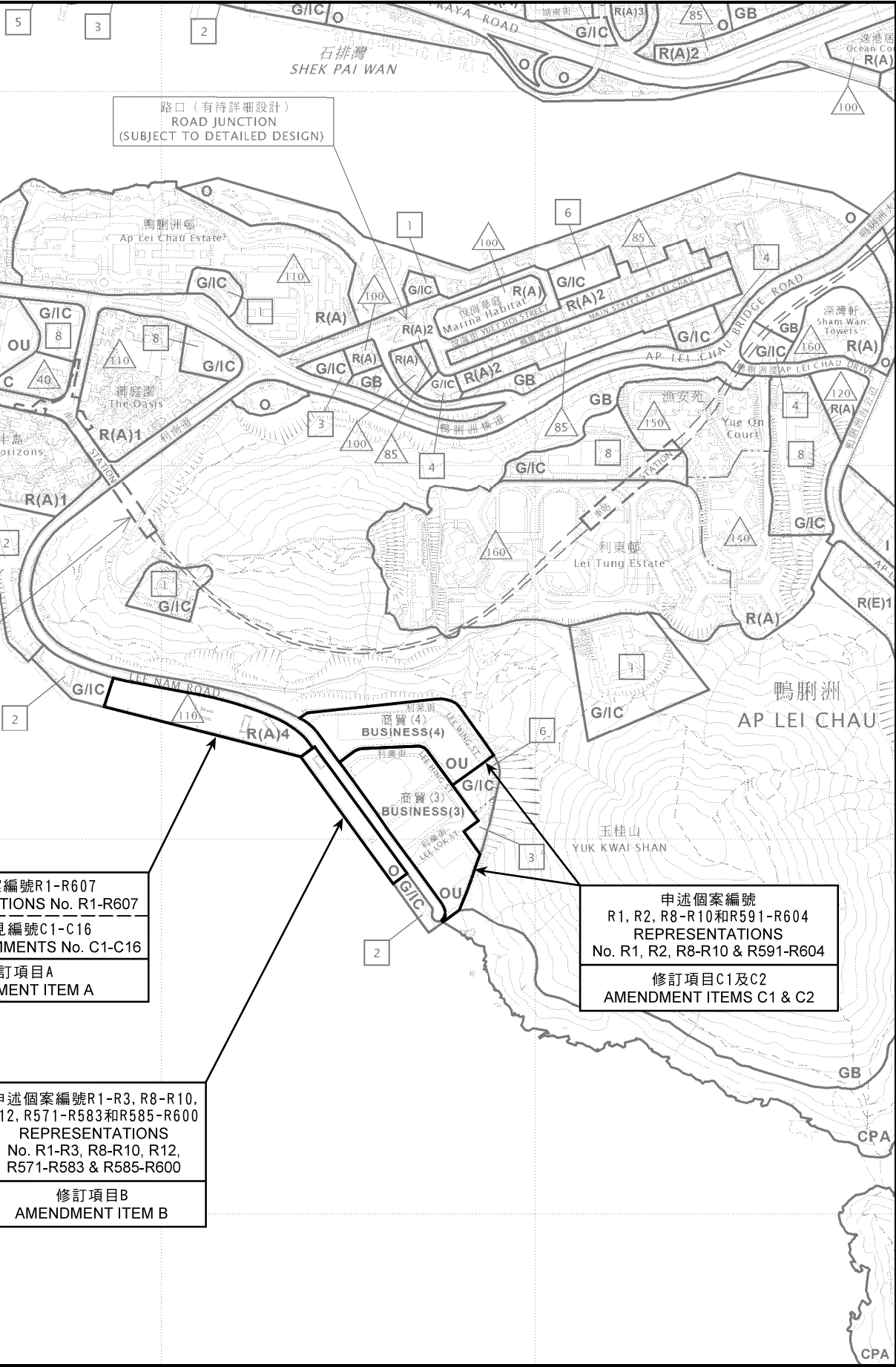
| Rep. No. (TPB/R/S/ H15/30-) | Name of 'Representer' | Rep. No. (TPB/R/S/ H15/30-) | Name of 'Representer' | Rep. No. (TPB/R/S/ H15/30-) | Name of 'Representer' |
|-----------------------------------|-----------------------|-----------------------------------|-----------------------|-----------------------------------|---|
| 544 | G. Fung | 566 | 羅王蘭 | 588 | 陳國輝 |
| 545 | J. Fung | 567 | Edith Lam | 589 | 姓名不詳 Name Illegible |
| 546 | A. Chow | 568 | 岑永棠、岑順庭、陸燕 | 590 | 姓名不詳 Name Illegible |
| 547 | S. Fung | 569 | Ritko Lo | 591 | Davy Liu |
| 548 | Warren Man | 570 | Hung Hin Cheung | 592 | Ko Po Ying Polly |
| 549 | Vikki Fung | 571 | 公民黨前立法會議員陳家洛 | 593 | Ringo Ng |
| 550 | Minah Leung | 572 | Chan Ching Yan | 594 | 盧婉雯 |
| 551 | Rohit Jain | 573 | Lee Hon Chung Alex | 595 | Winnie Suen |
| 552 | Sherrie Wong | 574 | Poon Sun Wah | 596 | Joyce Cheung |
| 553 | Wong Po Keung | 575 | Pin Lee | 597 | Chan Man Ching |
| 554 | Lee Wai Yeung Cowen | 576 | Chan Chung Fai | 598 | Carol Ho |
| 555 | 阮女士 | 577 | 黃予晴 | 599 | Law Pak Ho |
| 556 | Lee So Man | 578 | Cat Cheng | 600 | Li Frazer Tsz Yan |
| 557 | Maggie Kim | 579 | Ivy Lam | 601 | Dennis Hei Yin Lee |
| 558 | Denise Kwok | 580 | Li Shuk Fan | 602 | Hong Zhu |
| 559 | Chan Sze Mei | 581 | 劉慧懿 | 603 | Mr. Chan |
| 560 | Lee Kwai Fong | 582 | 余智健 | 604 | Joe Wong |
| 561 | Chan | 583 | 黃樂晴 | 605 | 海怡半島業主委員會 South Horizons Estate Owners' Committee |
| 562 | Tong Lai Fong | 584 | 何國富 | 606 | 盧鳳連 |
| 563 | Shroff Sammy Patrick | 585 | 姚卓芝 | 607 | 吳劍雄 |
| 564 | 梁志其 | 586 | 聶志強 | | |
| 565 | 蔡小姐 | 587 | 梁玲 | | |

List of Commenters in respect of
Draft Aberdeen & Ap Lei Chau Outline Zoning Plan No. S/H15/30

| Com. No. (TPB/R/S/ H15/30-C) | Name of 'Commenter' |
|------------------------------------|--|
| 1 | Designing Hong Kong Limited |
| 2 | 司馬文(南區區議員) Paul Zimmerman |
| 3 | 柴文瀚、徐遠華、羅健熙、區諾軒(南區區議員) |
| 4 | 陳家珮(南區區議員) Judy Chan (Southern District Councillor) |
| 5 | 林啟暉(南區區議會地區發展及房屋事務委員會主席) |
| 6 | 海怡半島業主委員會 South Horizons Estate Owners' Committee |
| 7 | 海怡關注組 South Horizons Concern Group |
| 8 | Allan Ng |
| 9 | Monica Ng |
| 10 | 陳熾發(Alex Chan) |
| 11 | W. H. Mok |
| 12 | Aileen Mak |
| 13 | Duncan P. K. Tang |
| 14 | 莊禮明 |
| 15 | Mr. Li |
| 16 | 聶志强 |



避風塘
'WEST
HELTER



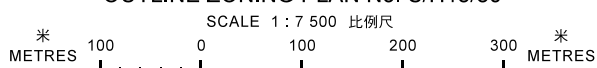
申述個案編號R1-R607
REPRESENTATIONS No. R1-R607
相關意見編號C1-C16
RELATED COMMENTS No. C1-C16
修訂項目A
AMENDMENT ITEM A

申述個案編號R1-R3, R8-R10,
R12, R571-R583和R585-R600
REPRESENTATIONS
No. R1-R3, R8-R10, R12,
R571-R583 & R585-R600
修訂項目B
AMENDMENT ITEM B

申述個案編號
R1, R2, R8-R10和R591-R604
REPRESENTATIONS
No. R1, R2, R8-R10 & R591-R604
修訂項目C1及C2
AMENDMENT ITEMS C1 & C2

位置圖 LOCATION PLAN

就香港仔及鴨脷洲分區計劃大綱草圖編號S/H15/30
提出的申述個案編號R1-R607，以及相關意見編號C1-C16作出考慮
CONSIDERATION OF REPRESENTATIONS No. R1-R607
AND RELATED COMMENTS No. C1-C16 TO
THE DRAFT ABERDEEN & AP LEI CHAU
OUTLINE ZONING PLAN No. S/H15/30



規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
R/S/H15/30

圖 PLAN
H - 1

本摘要圖於2016年8月23日擬備，
所根據的資料為於2015年12月24日
展示的分區計劃大綱圖編號S/H15/30
EXTRACT PLAN PREPARED ON 23.8.2016
BASED ON OUTLINE ZONING PLAN
No. S/H15/30 EXHIBITED ON 24.12.2015



液化天然氣及
石油產品轉運倉庫
LPG AND OIL
PRODUCTS
TRANSIT DEPOT

鴨脷洲基本污水處理廠
AP LEI CHAU
PRELIMINARY
TREATMENT WORKS

港鐵車站
機房/通風大樓
MTR STATION
PLANT/VENT BUILDING

利南道

香港駕駛學院

HONG KONG
SCHOOL OF MOTORING

新海怡廣場
HORIZON PLAZA

利榮街

LEE WING STREET
電燈大樓
ELECTRIC
TOWER

鴨脷洲工業邨車站
AP LEI CHAU
INDUSTRIAL ESTATE
STATION BUILDING

公廁
PUBLIC
TOILET

玉桂山
YUKI KWAI
SHAN

康文署熟食市場
(現作儲藏之用)
LSCD'S COOKED FOOD MARKET
(CURRENTLY USED
FOR STORAGE)

垃圾收集站
RCP
水務署海水抽水站
WSD'S SALT WATER
PUMPING STATION

申述個案編號R1-R607
REPRESENTATIONS No. R1-R607
相關意見編號C1-C16
RELATED COMMENTS No. C1-C16
修訂項目A
AMENDMENT ITEM A

申述個案編號R1-R3, R8-R10,
R12, R571-R583和R585-R600
REPRESENTATIONS
No. R1-R3, R8-R10, R12,
R571-R583 & R585-R600

修訂項目B
AMENDMENT ITEM B

地點界線只作識別用
SITE BOUNDARY FOR
IDENTIFICATION PURPOSE ONLY

航攝照片 AERIAL PHOTO

本摘要圖於2016年9月13日擬備，所根據的
資料為地政總署於2016年1月1日拍得的
航攝照片編號CS62758

EXTRACT PLAN PREPARED ON 13.9.2016
BASED ON AERIAL PHOTO No. CS62758
TAKEN ON 1.1.2016 BY LANDS DEPARTMENT

就香港仔及鴨脷洲分區計劃大綱草圖編號S/H15/30
提出的申述個案編號R1-R607，以及相關意見編號C1-C16作出考慮
CONSIDERATION OF REPRESENTATIONS No. R1-R607
AND RELATED COMMENTS No. C1-C16 TO
THE DRAFT ABERDEEN & AP LEI CHAU
OUTLINE ZONING PLAN No. S/H15/30

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

R/S/H15/30

圖 PLAN

H - 3

1

申述個案編號R1-R607
REPRESENTATIONS No. R1-R607

相關意見編號C1-C16
RELATED COMMENTS No. C1-C16

修訂項目A
AMENDMENT ITEM A



地點界線只作識別用

SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

實地照片 SITE PHOTO

本圖於2016年8月23日擬備，所根據的資料為攝於2016年8月22日的實地照片
EXTRACT PLAN PREPARED ON 23.8.2016
BASED ON SITE PHOTO TAKEN ON 22.8.2016

就香港仔及鴨脷洲分區計劃大綱草圖編號S/H15/30提出的申述個案編號R1-R607，以及相關意見編號C1-C16作出考慮
CONSIDERATION OF REPRESENTATIONS No. R1-R607
AND RELATED COMMENTS No. C1-C16 TO
THE DRAFT ABERDEEN & AP LEI CHAU
OUTLINE ZONING PLAN No. S/H15/30

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
R/S/H15/30

圖 PLAN
H - 4



申述個案編號R1-R607
REPRESENTATIONS No. R1-R607
相關意見編號C1-C16
RELATED COMMENTS No. C1-C16
修訂項目A
AMENDMENT ITEM A



申述個案編號R1-R607
REPRESENTATIONS No. R1-R607
相關意見編號C1-C16
RELATED COMMENTS No. C1-C16
修訂項目A
AMENDMENT ITEM A



地點界線只作識別用
SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

實地照片 SITE PHOTOS

本圖於2016年8月23日擬備，所根據的資料為攝於2016年8月22日的實地照片
EXTRACT PLAN PREPARED ON 23.8.2016
BASED ON SITE PHOTOS TAKEN ON 22.8.2016

就香港仔及鴨脷洲分區計劃大綱草圖編號S/H15/30
提出的申述個案編號R1-R607，以及相關意見編號C1-C16作出考慮
CONSIDERATION OF REPRESENTATIONS No. R1-R607
AND RELATED COMMENTS No. C1-C16 TO
THE DRAFT ABERDEEN & AP LEI CHAU
OUTLINE ZONING PLAN No. S/H15/30

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
R/S/H15/30

圖 PLAN
H - 5



地點界線只作識別用
SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

實地照片 SITE PHOTO

本圖於2016年8月23日擬備，所根據的資料為攝於2016年8月22日的實地照片
EXTRACT PLAN PREPARED ON 23.8.2016
BASED ON SITE PHOTO TAKEN ON 22.8.2016

就香港仔及鴨脷洲分區計劃大綱草圖編號S/H15/30
提出的申述個案編號R1-R607，以及相關意見編號C1-C16作出考慮
CONSIDERATION OF REPRESENTATIONS No. R1-R607
AND RELATED COMMENTS No. C1-C16 TO
THE DRAFT ABERDEEN & AP LEI CHAU
OUTLINE ZONING PLAN No. S/H15/30

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

R/S/H15/30

圖 PLAN

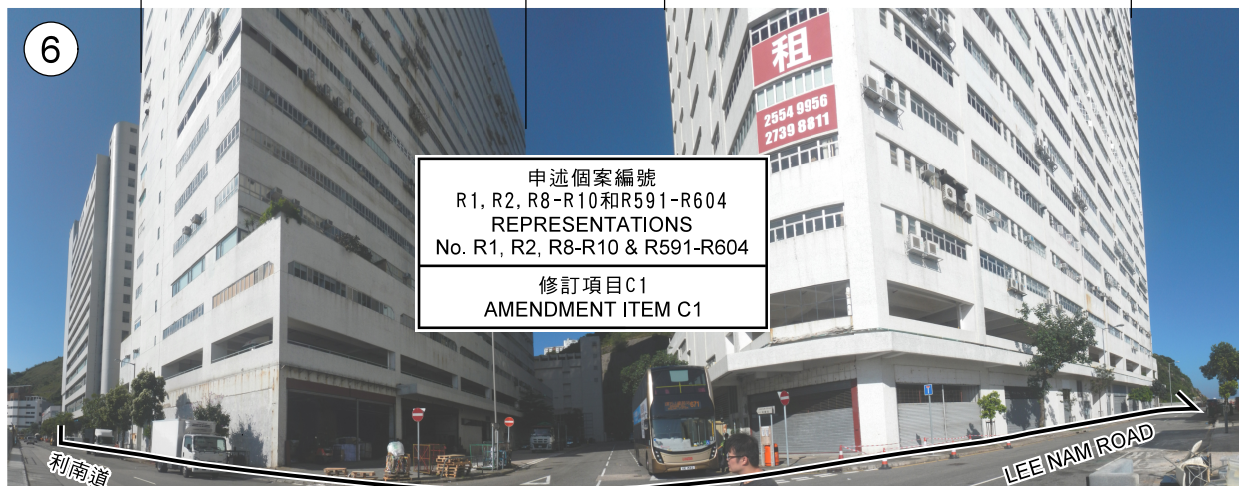
H - 6

大昌行汽車服務中心
DAH CHONG HONG
MOTOR SERVICE
CENTRE

港灣工貿中心
HARBOUR
INDUSTRIAL
CENTRE

利樂街
LEE LOK
STREET

海灣工貿中心
OCEANIC
INDUSTRIAL
CENTRE



6

申述個案編號
R1, R2, R8-R10和R591-R604
REPRESENTATIONS
No. R1, R2, R8-R10 & R591-R604

修訂項目C1
AMENDMENT ITEM C1

申述個案編號
R1, R2, R8-R10和R591-R604
REPRESENTATIONS
No. R1, R2, R8-R10 & R591-R604

修訂項目C2
AMENDMENT ITEM C2

申述個案編號
R1, R2, R8-R10和R591-R604
REPRESENTATIONS
No. R1, R2, R8-R10 & R591-R604

修訂項目C1
AMENDMENT ITEM C1

利樂街
LEE WING
STREET

新海怡廣場
HORIZON PLAZA

大昌行汽車服務中心
DAH CHONG HONG
MOTOR SERVICE
CENTRE

港灣工貿中心
HARBOUR
INDUSTRIAL
CENTRE



7

利南道

LEE NAM ROAD

地點界線只作識別用
SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

實地照片 SITE PHOTOS

本圖於2016年9月13日擬備，所根據的資料為攝於2016年8月22日的實地照片
EXTRACT PLAN PREPARED ON 13.9.2016
BASED ON SITE PHOTOS TAKEN ON 22.8.2016

就香港仔及鴨脷洲分區計劃大綱草圖編號S/H15/30
提出的申述個案編號R1-R607，以及相關意見編號C1-C16作出考慮
CONSIDERATION OF REPRESENTATIONS No. R1-R607
AND RELATED COMMENTS No. C1-C16 TO
THE DRAFT ABERDEEN & AP LEI CHAU
OUTLINE ZONING PLAN No. S/H15/30

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
R/S/H15/30

圖 PLAN
H - 7