

TOWN PLANNING BOARD

TPB Paper No. 10175
For Consideration by the
Town Planning Board on 27.9.2016

DRAFT ABERDEEN & AP LEI CHAU OUTLINE ZONING PLAN NO. S/H15/30
CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/H15/30-1 TO 607
AND COMMENTS NO. TPB/R/S/H15/30-C1 TO C16

**DRAFT ABERDEEN & AP LEI CHAU OUTLINE ZONING PLAN NO. S/H15/30
CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/H15/30-R1 TO R607
AND COMMENTS NO. TPB/R/S/H15/30-C1 TO C16**

Subject of Representation	Representers (No. TPB/R/S/H15/30-)	Commenters (No. TPB/R/S/H15/30-)
Amendment 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”)	<p><u>Total: 607</u></p> <p><u>Support (6)</u> R1 to R6: Individuals</p> <p><u>No objection (1)</u> R7: Individual</p> <p><u>Oppose (597)</u> R8: CHAN Judy Kapui (Southern District Councillor)</p> <p>R13: South Horizons Concern Group</p> <p>R15: People Power</p> <p>R16: Designing Hong Kong Limited</p> <p>R571: CHAN Kenneth Ka-lok (ex-Legislative Councillor)</p> <p>R9 to R12, R14, R17 to R570, R572 to R604: Individuals</p> <p><u>Comment (3)</u> R605: South Horizons Estate Owners’ Committee</p> <p>R606 and 607: Individuals</p>	<p><u>Total: 16</u></p> <p><u>Support R8 to R607, Object R1 to R7</u> C1: Designing Hong Kong Limited</p> <p><u>Related to R16</u> C2: Paul ZIMMERMAN (Southern District Councillor)</p> <p><u>Related to R1 to R600</u> C3: CHAI Man-hon, TSUI Yuen-wa, LO Kin-hei, AU Nok-hin (Southern District Councillors)</p> <p><u>Related to R1</u> C4: CHAN Judy Kapui (Southern District Councillor)</p> <p><u>Related to R8</u> C5: LAM Kai-fai (Chairman of District Development and Housing Committee, Southern District Council)</p> <p><u>Related to R605</u> C6: South Horizons Estate Owners’ Committee C7: South Horizons Concern Group C8: Individual</p> <p><u>Related to R336</u> C9: Individual</p> <p><u>Related to R421</u> C10: Individual</p>

		<p><u>Related to R518</u> C11: Individual</p> <p><u>Related Representations Not Specified</u> C12 to C15: Individuals</p> <p><u>Related to R586</u> C16: Individual</p>
<p>Amendment Item B - Rezoning of a strip of land fronting the Ap Lei Chau West Industrial Area from “OU(Cargo Handling Area)” to “Open Space”</p>	<p><u>Total: 36</u></p> <p><u>Support (10)</u> R8: CHAN Judy Kapui (Southern District Councillor)</p> <p>R1 to R3, R9, R10, R12, R598 to R600: Individuals</p> <p><u>Oppose (26)</u> R571: CHAN Kenneth Ka-lok (ex-Legislative Councillor)</p> <p>R572 to R583 and R585 to R597: Individuals</p>	
<p>Amendment 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”)</p> <p>Amendment 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”)</p>	<p><u>Total: 19</u></p> <p><u>Support (5)</u> R8: CHAN Judy Kapui (Southern District Councillor)</p> <p>R1, R2, R9 and R10: Individuals</p> <p><u>Oppose (14)</u> R591 to R604: Individuals</p>	

Note : A CD-ROM containing all representers’ and commenters’ submissions is enclosed at **Annex V** [for TPB Members only]. The names of all representers and commenters can be found at Attachments A and B of **Annex IV** or at the Board’s website at http://www.info.gov.hk/tpb/en/plan_making/S_H15_30.html. A full set of the representers’ and commenters’ submissions is also deposited at the Secretariat of the Board for Members’ inspection.

1. **Introduction**

- 1.1 On 24.12.2015, the draft Aberdeen & Ap Lei Chau Outline Zoning Plan (OZP) No. S/H15/30 (**Annex I**) was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The amendments are set out in the Schedule of Amendments at **Annex II**. The amendments involve the following:
- 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”) with a building height restriction of 110mPD.
 - 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”) with a building height restriction of 100mPD.
 - 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”) with a building height restriction of 115mPD.
- 1.2 During the two-month exhibition period, a total of 607 representations were received. On 15.4.2016, the Town Planning Board (the Board) published the representations for three weeks for public comments. 16 comments, all related to the representations for Amendment Item A, were received.
- 1.3 On 5.8.2016, the Town Planning Board (the Board) agreed to consider the representations (**R1** to **R607**) and comments (**C1** to **C16**) collectively in one group. This paper is to provide the Board with information for consideration of the representations and comments. The representers and commenters have been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

2. **Background**

- 2.1 It was stated in the 2013 Policy Address that the Government would adopt a multi-pronged approach to build up land reserve with a view to meeting housing and other development needs. In order to increase land supply, the Government has carried out land use reviews with a view to identifying land with the potential to be rezoned for residential use. In this regard, part of the site at Lee Nam Road currently occupied by the Hong Kong School of Motoring (HKSM) was identified as one of the potential housing sites.

- 2.2 Taking into account the relatively isolated location of the Ap Lei Chau West area and the changing circumstances of the Area, the remaining part of the site currently occupied by HKSM was proposed for open space use to serve the workers, visitors and residents of the nearby existing and future developments in the area.
- 2.3 The Ap Lei Chau West Industrial Area has been undergoing relatively active transformation to business use. On 14.8.2015, the Board considered the “2014 Area Assessments of Industrial Land in the Territory” (2014 Area Assessments) and agreed to the rezoning of the Ap Lei Chau West Industrial Area from “I” to “OU(B)” 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.
- 2.4 Various Government departments have reviewed and confirmed the technical feasibility of the above proposed amendments in terms of traffic, environmental, sewerage, drainage, water supply, risk, visual and air ventilation impacts.
- 2.5 The proposed amendments together with the views of the Southern District Council (SDC) were submitted to the Metro Planning Committee (MPC) of the Board for consideration on 4.12.2015. After considering the relevant factors, including housing policy, the imminent need for land supply, public views, objections from the SDC as well as the technical comments from Government departments concerned, MPC agreed to the proposed amendment items as well as some technical amendments to the Notes of the OZP.
- 2.6 The draft OZP was amended accordingly and exhibited on 24.12.2015 for public inspection. The relevant MPC paper No. 14/15 and the minutes of the MPC meeting are deposited at the Board’s Secretariat for Members’ inspection. The MPC Paper and minutes are also available at the Board’s website.

3. Consultation with Southern District Council

- 3.1 Prior to the submission of the proposed zoning amendments to MPC for consideration, Planning Department (PlanD) on 18.5.2015 consulted the District Development and Environment Committee (DDEC) of SDC on the proposed rezoning of Lee Nam Road housing site (i.e. Amendment Item A). PlanD and Transport Department (TD) attended a local forum co-organized by the Chairman of DDEC and SDC members on 20.5.2015. SDC’s and the local’s views were reported to the MPC when the proposed amendments to the OZP were submitted on 4.12.2015.
- 3.2 Upon request by SDC members, PlanD, TD and Electrical and Mechanical Services Department (EMSD) on 23.12.2015 attended the South Horizons Residents Forum. All participants of the Forum objected to the proposed rezoning of Lee Nam Road site for residential use (i.e. Amendment Item A) mainly on grounds of overloading the densely populated island and worsening the traffic situation at Ap Lei Chau.

- 3.3 Upon the publication of the draft OZP on 24.12.2015, the District Development and Housing Committee (DDHC) of SDC was consulted on 1.2.2016. DDHC objected to the proposed rezoning of the site at Lee Nam Road for private residential use and passed the motion that “*the DDHC strongly reprimanded 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 4.12.2015 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 site of the Hong Kong School of Motoring, Lee Nam Road, which would largely increase residential population in the densely populated Ap lei Chau.*” The minutes of the SDC consultation on 1.2.2016 is at **Annex III**.
- 3.4 During the two-month OZP exhibition period, some SDC Members have submitted representations which are incorporated in paragraph 4 below.

4. **The Representations**

Amendment Item A

4.1 **Subject of Representations**

- 4.1.1 For Amendment Item A, out of the 607 representations (**R1 to R607**), 6 support (**R1 to R6**), 1 has no objection (**R7**) and 597 object (**R8 to R604**) and 3 provide comments (**R605 to R607**) on the proposal. The representers include a Southern District Councilor (Judy Chan Kapui) (**R8**), South Horizons Concern Group (**R13**), People Power (**R15**), Designing Hong Kong Limited (**R16**), an ex-Legislative Councilor (Kenneth Chan Ka-lok) (**R571**), South Horizons Estate Owners’ Committee (**R605**), the local residents and members of the public. A summary of the representations and PlanD’s responses is at **Annex IV**.
- 4.1.2 The South Horizons Estate Owners’ Committee (**R605**) provides an analysis of an opinion survey carried out by them 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.

4.2 **Supportive Representations**

The major grounds of the representations (**R1 to R7**) are summarized below:

Housing Need and Provision of Facilities

- 4.2.1 The proposed residential development could better utilize the subject site. The demand and supply of residential units are currently not in a balanced situation. The proposed residential development could increase flat supply and stabilize property price.
- 4.2.2 There is no well-planned large-scale shopping mall meeting the needs of the residents in Ap Lei Chau. The new shopping facilities introduced 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.

Traffic and Infrastructural Related Aspects

- 4.2.3 The existing transport connectivity to Lee Nam Road is very inconvenient. The increased residential population would induce better transport services.
- 4.2.4 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.

Others

- 4.2.5 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.

4.3 Adverse Representations

The major grounds of the representations (**R8 to R607**) are summarized below:

Housing Need

- 4.3.1 The Government should first develop sites in Wong Chuk Hang area, such as the “Comprehensive Development Area” (“CDA”) 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 other areas with lower population density. The Government should find alternative sites for residential development in less densely populated areas or areas already with adequate facilities, e.g. near the Hong Kong Zoological and Botanical Gardens; or develop non-agricultural land in New Territories and vacant school sites in each district; or to review the Small House Policy. The Government stated

earlier that Marina South was the last piece of land for residential development in Ap Lei Chau.

- 4.3.2 The proposed luxurious private residential development would not meet the housing demand for the general public. Subsidized housing should be developed at the site in meeting the housing need of the general public and middle classes.

Population and Development Density

- 4.3.3 In terms of population density, Ap Lei Chau is the second most densely populated island in the world. 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, there should not be any further increase in population and thus plot ratio. The plot ratio of 6 proposed for the site would encourage high-rise development, which contradicts the intention for medium-rise development. The further increase in population would add on the demand for various facilities and affect the livelihood/living quality of local residents.

Provision of Facilities and Open Space

- 4.3.4 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. The open space/market/shopping mall/eating place/community/medical/educational facilities in Ap Lei Chau are inadequate. Building more housing would increase the demand for various facilities. The Government should make good use of land to provide public space and necessary community facilities, or reserve the site for long term development for public use such as library, cultural/recreation/tourism development. 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”.
- 4.3.5 In accordance with the Hong Kong Planning Standards and Guidelines (HKPSG), there is a lack of district open space in the area by 4.15ha currently and 2.83ha in the planned future; and hence the site should be used for open space use. The waterfront site is a public asset for the enjoyment of the public and there is no justification for its privatization. The waterfront site should be developed for open space or waterfront promenade.
- 4.3.6 The additional population arising from the proposed development 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.

Traffic and Infrastructural Related Aspects

- 4.3.7 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 cause adverse traffic impacts on South Horizons and Ap Lei Chau.
- 4.3.8 The Ap Lei Chau Bridge is the only external road link connecting the island with the other areas on Hong Kong Island. 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.
- 4.3.9 The traffic congestion in Wong Chuk Hang and Aberdeen Tunnel and even the Southern District would become worse. The Ocean Park has already caused severe 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.
- 4.3.10 It is doubtful whether the data selected (including inadequate annual traffic growth rate), assumptions and methodology adopted in the Traffic Review are sufficient to demonstrate there is no adverse traffic impact arising from the proposed development. The Traffic Review, which simply assesses at the various junctions in Ap Lei Chau, could not reflect the real situation, i.e. the discharge capacity of Ap Lei Chau Bridge. It is also doubtful whether the future MTR South Island Line (East) can cope with the traffic demand of the population increase.
- 4.3.11 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.
- 4.3.12 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 safety problems.
- 4.3.13 There is no information on the relocation site for the driving school. Relocating the driving school may cause inconvenience to the learners.

Environmental Aspect

- 4.3.14 The proposed residential development will increase population density and traffic flow and thus creating air pollution, noise nuisance, sewerage impact, health hazard problems and heat island effect. Construction works and vehicles would also cause nuisance, pollution and damages to roads.
- 4.3.15 The site, which is located near the existing sewage treatment plant, is not suitable for residential development.

Risk Aspect

- 4.3.16 The proposed residential development is located near the existing LPG/oil depots which would pose safety hazard to the future residents. No risk assessment has been conducted.
- 4.3.17 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.

Air Ventilation Aspect

- 4.3.18 The proposed residential development would cause 'wall effect' and affect the air ventilation.

Visual Aspect

- 4.3.19 The proposed residential development would intrude into the ridgeline of Yuk Kwai Shan and contravene the Urban Design Guidelines under the HKPSG. The proposed development would block the view of the residents of the South Horizons. The impacts on private viewpoints should also be considered.
- 4.3.20 The result of the visual appraisal is not objective as PlanD 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.

Amendment Item B

4.4 Subject of Representations

For the 36 representations related to Amendment Item B, 10 support (**R1 to R3, R8 to R10, R12, R598 to R600**) and 26 object (**R571 to R583 and R585 to 597**) to the proposal. The supporting representer includes a Southern District Councilor (Judy Chan Kapui) (**R8**) whilst the objecting representer includes an ex-Legislative Councilor (Kenneth Chan Ka-lok) (**R571**). A summary of the representations and PlanD's responses is at **Annex IV**.

4.5 Supportive Representations

The major grounds of the representations (**R1 to R3, R8 to R10, R12, R598 to R600**) are summarized below:

- 4.5.1 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. More public open space for recreation, relaxation and enjoyment is needed in the area.

4.6 Adverse Representations

The major grounds of the representations (**R571 to R583 and R585 to 597**) are summarized below:

- 4.6.1 The proposed open space is meant to serve the proposed residential development (i.e. Amendment Item A) and the nearby commercial development (i.e. Amendment Items C1 and C2), and would not be a real district open space.
- 4.6.2 There is already sufficient open space provision in the area. There are only a few visitors to the Ap Lei Chau West Industrial Area and thus not many people would use the open space. The proposed open space is a waste of public money.
- 4.6.3 The Hong Kong School of Motoring will continue to occupy the subject site and there will not be an open space in the foreseeable future.

Amendment Item C1 and C2

4.7 Subject of Representations

For the 19 representations related to Amendment Items C1 and C2, 5 support (**R1, R2, R8 to R10**) and 14 object to (**R591 to 604**) the proposal. The supporting representer includes a Southern District Councilor (Judy Chan Kapui) (**R8**). A summary of the representations and PlanD's responses is at **Annex IV**.

4.8 Supportive Representations

The major grounds of the representations (**R1, R2, R8 to R10**) are summarized below:

- 4.8.1 The rezoning of the land for business use would provide additional resources for commercial businesses and more non-industrial jobs. Revitalization of industrial land is supported. Industrial buildings can be given a new life.

4.9 Adverse Representations

The major grounds of the representations (**R591 to 604**) are summarized below:

4.9.1 The existing traffic in the Southern District is very congested and the capacity of Aberdeen Tunnel has already been overloaded. 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). More traffic will lead to more traffic accidents hence more congestion. In the worst case, the congested traffic will block the access of ambulances and fire engines to the South Horizons area putting the residents' lives at risk.

4.9.2 There are already enough opportunities to rezone the old industrial buildings in Wong Chuk Hang for business and commercial uses.

Other Grounds of Representations

4.10 Adverse Representations

The major grounds of the representations (**R533, R541, R543 to R546 and R585**) are summarized below:

Public Consultation

4.10.1 Local residents have not been consulted on the proposed rezoning and the traffic issues. The period selected for public consultation was inappropriate. 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.

Incomplete and Misleading Information

4.10.2 The Government has not provided detailed report for the planning proposal. There are mistakes and incomplete information in the MPC Paper No. 14/15 that may mislead the MPC to make a wrong decision.

Representers' Proposals

4.11 The representers' proposals are as follows:

Amendment Item A (R11 to R14, R16 to R58, R60 to R228, R230 to R249, R251 to R403, R409, R424, R427, R428, R435, R442, R444, R446, R449, R452, R458, R461, R469, R470, R481 to R484, R522, R523, R525, R527 to R531, R533, R535, R536, R538, R539, R548, R552, R553, R555, R561, R571, R573, R575, R576, R578 to R580, R583, R584, R586 to R590, R592 and R599)

- 4.11.1 Some representers propose to rezone the site to “Government, Institution or Community” for community, recreational, leisure or sports facilities or environmental education purposes 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, public clinic, solar panels powering park or urban community farming.
- 4.11.2 Some representers propose to rezone the site for different forms of open space such as waterfront park, waterfront lounge, pet garden, jogging trail, fishing ground, fishermen’s wharf, cycling track, cycle park, greening area or facilities. It is also proposed to develop a waterfront promenade or scenic corridor with commercial activities for the tourists and residents in Ap Lei Chau, which would help promote tourism and increase employment opportunities.
- 4.11.3 Some representers also propose to:
- develop the site for low-density housing/residential developments (**R3, R521 and R607**);
 - provide flats with larger size (**R3**); and
 - specify the number of flats in the Notes for the proposed “R(A)4” zone, as in “R(A)1” zone (**R541**).

Amendment Items A, C1 and C2 (R601, R603 and R604)

- 4.11.4 There are proposals to rezone the sites to “Government, Institution and Community” to provide more recreational facilities for the local residents; to develop the sites into a cycle park; and to revert back the sites to their original uses.

Proposals Not Related to the Proposed Amendments (R226, R229, R285, R412, R439, R449, R457, R464, R471 and R585)

- 4.11.5 There are other proposals from the representers, which are not related to the proposed amendments, including:
- rationalization of bus routes and construction of an additional vehicular bridge to connect to Wah Kwai Estate/Bel Air/ Lamma Island/Aberdeen/Pok Fu Lam, or additional marine transport;
 - relocation of the existing LPG/oil depots for public or community facilities; and
 - redevelopment of the Hong Kong Electric Ex-Operational Headquarters site at South Horizons, which has been vacant for years, for other uses to improve the environment.

5. Comments on Representations (C1 to C16)

Of the 16 comments received, all object to Amendment Item A on similar grounds raised by the representers as mentioned above. The commenters include Southern District Councillors, Designing Hong Kong Limited, South Horizons Estate Owners’

Committee, South Horizons Concern Group, the local residents and members of the public. Comment No. **C6** submitted by South Horizons Estate Owners' Committee (**C6**) also state that each questionnaire attached to their representation (**R605**) should be treated as one representation such that each questionnaire respondent can express their views to the Board in person. A summary of the comments and PlanD's responses is at **Annex IV**.

6. Planning Consideration and Assessment

6.1 The Representation Sites and its Surrounding Areas (Plans H-1 and H-2, aerial photo on Plan H-3, site photos on Plans H-4 to H-7)

Amendment Item A

- 6.1.1 The site (about 1.18ha) is located at the waterfront with Yuk Kwai Shan as the green backdrop. To the immediate east is the Ap Lei Chau West Industrial Area which is rezoned to "OU(B)" under Amendment Item C. It is mainly occupied by the HKSM with a small portion at the eastern end as Lee Nam Road Sitting-out Area No. 2.

Amendment Item B

- 6.1.2 The site (about 0.49ha) is narrow and elongated in shape fronting the Ap Lei Chau West Industrial Area. It is currently occupied by the HKSM. To its immediate east is a refuse collection chamber followed by a salt water pumping station.

Amendment Items C1 and C2

- 6.1.3 The Ap Lei Chau West Industrial Area (about 3.65ha) is under gradual transformation to business uses. Among the five existing buildings, the Horizon Plaza has already been converted into retail outlets since 2003 upon obtaining planning permission for 'Shop and Services' use. The Dah Chong Hong (Motor Service Centre), which is currently used for car repairing and servicing activities, obtained s.12A planning approval for a new office/commercial development. The Harbour Industrial Centre and the Oceanic Industrial Centre are used for industrial uses including warehouse and storage. The remaining one is the Electric Tower which is mainly for business and ancillary office uses.

The Surrounding Areas

- 6.1.4 The Area is located at the south-western coast of Ap Lei Chau at the foothill of Yuk Kwai Shan. It is accessible by Lee Nam Road connecting to Ap Lei Chau Bridge Road. Along the waterfront, there are pieces of Government land mainly occupied by HKSM. At the south-eastern corner of the Area is a refuse collection chamber under Food and Environmental Hygiene Department and a salt water pumping station under Water Supplies Department. The Area is

within about 700m walking distance from the MTR South Island Line (East) (SIL(E)) South Horizons Station to be completed in 2016.

- 6.1.5 The Area is mainly surrounded by the vegetated natural slope of Yuk Kwai Shan rising to a height of about 140mPD to the north. To the west of the Area is a temporary works area, the Ap Lei Chau Preliminary Treatment Works under the Drainage Services Department, the existing LPG/oil depots. The large scale residential development South Horizons with some retail facilities is located further west.

6.2 Planning Intention

- 6.2.1 The “R(A)” zone is intended primarily for high-density developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.
- 6.2.2 The “O” zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of the local residents as well as the general public.
- 6.2.3 The “OU(B)” zone is intended primarily for general business uses. A mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new “business” buildings. Less fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public is always permitted in existing industrial or industrial-office buildings.

6.3 Responses to Grounds of Representations

Amendment Item A

Supportive Representations

- 6.3.1 The supportive comments on Amendment Item A are noted.

Adverse Representations

Housing Need

- 6.3.2 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 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 effort 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.

- 6.3.3 For sites mentioned by the representers as potential housing sites, 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.
- 6.3.4 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 demand for 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.

Population and Development Density

- 6.3.5 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.

Provision of Facilities and Open Space

- 6.3.6 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 requirement 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.
- 6.3.7 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.

Traffic and Infrastructural Related Aspects

- 6.3.8 The site is accessible by Lee Nam Road connecting to Ap Lei Chau Bridge Road. The Commissioner for Transport (C for T) has carried out a Traffic Review study on the proposed residential development. 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.
- 6.3.9 In the event that any traffic accident occurs or the Ap Lei Chau Bridge is heavily congested, the Emergency Transport Coordination Centre (ETCC) of TD, in accordance with the established emergency arrangements, would liaise and coordinate among government departments, public transport operators and relevant organizations to handle the emergency.

- 6.3.10 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.
- 6.3.11 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.
- 6.3.12 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.
- 6.3.13 As regards a previous request for rezoning of the existing LPG/oil depots for residential development at a plot ratio of 5, the said rezoning request (Z/H15/5) 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.
- 6.3.14 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.

- 6.3.15 As regards the driving school, C for T is liaising closely with relevant departments to identify suitable 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.

Environmental Aspects

- 6.3.16 The Director of Environmental Protection 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 C for T, 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 MTR SIL(E) operation by the end of 2016 is also likely to reduce the vehicular traffic flow in the concerned area.
- 6.3.17 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.
- 6.3.18 Regarding the preliminary sewage treatment plant adjacent to the proposed residential development, 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) suggested in the Technical Memorandum of the Environmental Impact Assessment Ordinance.
- 6.3.19 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.

Risk Aspect

- 6.3.20 For the concerns on the risk aspect and safety issue of the existing LPG/oil depots, the proposed residential development falls within the 500m Consultation Zone of the existing LPG/oil depots. In support of the proposed OZP Amendment Item A, EMSD 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, 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.
- 6.3.21 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.
- 6.3.22 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 that 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.

Air Ventilation Aspect

- 6.3.23 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.

Visual Aspect

- 6.3.24 A visual appraisal was carried out in accordance with the Town Planning Board Guidelines on Submission of Visual Impact Assessment (VIA) for Planning Applications to the Town Planning Board (TPB PG-No. 41). It concludes that the proposed residential development, at a maximum building height of 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 development. 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 Sustainable Building Design Guidelines could promote permeability and break up the building mass.
- 6.3.25 PlanD has put forward reliable technical assessments in support of the proposed zoning amendments for the Board's consideration. The Visual Appraisal has been prepared in accordance with 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.
- 6.3.26 Some representers were concerned about the blockage of views of the existing residents, in particular those of South Horizons. 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).
- 6.3.27 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.

Amendment Item B

Supportive Representations

6.3.28 The supportive comments on Amendment Item B are noted.

Adverse Representations

6.3.29 A total of 37.4 ha open space (both local and district) has been provided or reserved for the planned population of the Aberdeen and Ap Lei Chau area, with an overall surplus of about 5.56 ha. Nevertheless, 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.

6.3.30 In considering the future development of the 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 SDC.

6.3.31 Regarding the relocation of HKSM, the responses in paragraph 6.3.15 is applicable.

Amendment Items C1 and C2

Supportive Representations

6.3.32 The supportive comments on Amendment Items C1 and C2 are noted.

Adverse Representations

6.3.33 C for T 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, 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.

6.3.34 For the Wong Chuk Hang industrial area, it 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 the land in the area.

Other Grounds of Representations

Public Consultation

6.3.35 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.

Incomplete and Misleading Information

6.3.36 The relevant Government departments, including TD, EMSD, EPD, WSD, DSD, CEDD, etc. have examined the proposed development at the sites and confirmed their 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.

Responses to Representations' Proposals

Amendment Item A (R11 to R14, R16 to R58, R60 to R228, R230 to R249, R251 to R403, R409, R424, R427, R428, R435, R442, R444, R446, R449, R452, R458, R461, R469, R470, R481 to R484, R522, R523, R525, R527 to R531, R533, R535, R536, R538, R539, R548, R552, R553, R555, R561, R571, R573, R575, R576, R578 to R580, R583, R584, R586 to R590, R592 and R599)

6.3.37 Most of the representers' proposals are to develop the site for community, leisure or recreational facilities or open space. 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 requirement 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 in the long run.

- 6.3.38 Regarding the proposed waterfront promenade, 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.

Amendment Item A (R3, R521, 541 and R607)

- 6.3.39 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. As to the suggestion for larger flat size, 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.
- 6.3.40 For the “R(A)1” zone, the specification of the maximum domestic GFA of 731,500m² and maximum number of flats of 10,450 is 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 be largely determined by the building height restriction. Moreover, the maximum GFA of about 70,800m² for the subject site would be set out clearly in the land sale condition.

Amendment Items A, C1 and C2 (R601, R603 and R604)

- 6.3.41 For the proposals to develop the sites for recreational facilities, paragraph 6.3.37 above are relevant.
- 6.3.42 For the proposal of reverting the sites under Amendment Items A and B to their original uses, it should be noted that the sites were originally reserved for cargo handling and related uses. The Director of Marine has confirmed that the sites 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)” 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.

Proposals Not Related to the Proposed Amendments (R226, R229, R285, R412, R439, R449, R457, R464, R471 and R585)

Rationalization of Bus Routes and Additional Transport Links

6.3.43 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. Besides, 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.

Relocation of LPG/Oil Depots

6.3.44 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.

Hong Kong Electric Ex-Operational Headquarters

6.3.45 The site at 2 Yi Nga Drive falls within an area zoned “Other Specified Uses” annotated “Electricity Supply Installation and Hotel” (“OU(ESI&H)”) 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 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.

6.4 Responses to Grounds of Comments

6.4.1 The grounds of comments are similar to those raised in the representations. The responses to the representations in paragraph 6.3 above are relevant.

- 6.4.2 For Comment No. **C6** submitted by South Horizons Owners Committee, the Board on 5.8.2016 noted that the representation (**R605**) submitted by them was to present the result of an opinion survey carried out before the OZP amendments, and agreed that the representation (**R605**) 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. Consultation

The following Government bureaux/departments have been consulted and their comments have been incorporated in the above paragraphs, where appropriate:

- (a) Secretary for Development;
- (b) District Lands Officer/Hong Kong West & South, LandsD;
- (c) Commissioner for Transport;
- (d) Commissioner of Police;
- (e) Director of Environmental Protection;
- (f) Director of Leisure and Cultural Services;
- (g) Director of Electrical and Mechanical Services;
- (h) Director of Fire Services;
- (i) Chief Town Planner/Urban Design and Landscape, Planning Department
- (j) Director of Marine;
- (k) Chief Highway Engineer/Hong Kong, Highways Department;
- (l) Chief Engineer/Railway Development, Railway Development Office, Highways Department;
- (m) Chief Engineer/Port Works, Civil Engineering and Development Department;
and
- (n) District Officer (Southern), Home Affairs Department.

8. Planning Department's Views

Based on the assessment in paragraph 6 above, Planning Department notes the Representations No. 1 to 6's support and Representation No. 7's no objection. Planning Department does not support Representations No. 8 to 607 and considers that the Plan should not be amended to meet the representations for the following reasons:

- (a) planning is an on-going process and there is a need to optimize the use of land available. The Government will continue to review land uses and rezone sites as appropriate to meet the pressing demand for various development needs, particularly housing need; (*for R8 to R607*)

Amendment Item A

- (b) rezoning of Government sites held under short-term tenancies is one of the measures of the Government to increase the housing land supply. As the subject site is located close to the existing developed area and adjacent to existing infrastructures, it is considered suitable for residential

development; (*for R8 to R607*)

- (c) the proposed residential development under the zoning amendment would not generate unacceptable adverse impacts on the surrounding areas on traffic, infrastructural, environmental, risk, air ventilation and visual aspects; (*for R8 to R9, R11 to R15, R17 to R345, R347 to R403, R405 to R426, R429, R431 to R433, R435 to R436, R438 to R444, R446 to R456, R458 to R489, R491 to R529, R531 to R553, R555 to R560, R562 to R571, R573, R575 to R599, R601 to R607*)
- (d) there is no shortfall of GIC and open space provisions as per HKPSG requirement in the area. Moreover, there is no request from the relevant Government bureaux/departments to use the subject site for GIC uses. There is no plan to develop a promenade at the site; (*for R11 to R404, R406 to R432, R435 to R450, R452 to R458, R460 to R473, R476 to R485, R487 to R497, R499 to R503, R506 to R507, R509, R513, R515 to R517, R519, R521 to R540, R543 to R553, R555 to R562, R564 to R590, R592, R594, R598 to R601, R603 to R607*)
- (e) the statutory and administrative procedures in consulting the public on the proposed zoning amendments have been duly followed. The exhibition of OZP for public inspection and the provisions for submission of representations/comments form part of the statutory consultation process under the Town Planning Ordinance; (*for R533 and R585*)

Amendment Item B

- (f) the zoning amendment of the site will help provide an open space for the relatively isolated Ap Lei Chau West area for the enjoyment of the workers, visitors and residents of the nearby existing and future developments; and (*for R571 to 573, R575 to R583, R585 to R591, R593 and R595*)

Amendment Items C1 and C2

- (g) the zoning amendments of the Ap Lei Chau West Industrial Area are 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. (*for R591 to R593, R595 to R599, R601 to R604*)

9. Decision Sought

The Board is invited to give consideration to the representations and comments and decide whether to propose/not to propose any amendment to the Plan to meet/partially meet the representations.

Attachments

Annex I	Draft Aberdeen & Ap Lei Chau Outline Zoning Plan No. S/H15/30 (reduced size)
Annex II	Schedule of Amendments to the Draft Aberdeen & Ap Lei Chau Outline Zoning Plan No. S/H15/30
Annex III	Extract of Minutes of DDHC of SDC Meeting held on 1.2.2016
Annex IV	Summary of Representations and Comments and PlanD's Responses Attachment A : List of Representers Attachment B : List of Commenters
Annex V	CD-ROM of all representations and comments [<i>TPB Members only</i>]
Plan H-1	Location Plan of the Representation Sites
Plan H-2	Site Plan of the Representation Sites
Plan H-3	Aerial Photo of Representation Sites
Plans H-4 to H-7	Site Photos of Representation Sites

PLANNING DEPARTMENT
SEPTEMBER 2016