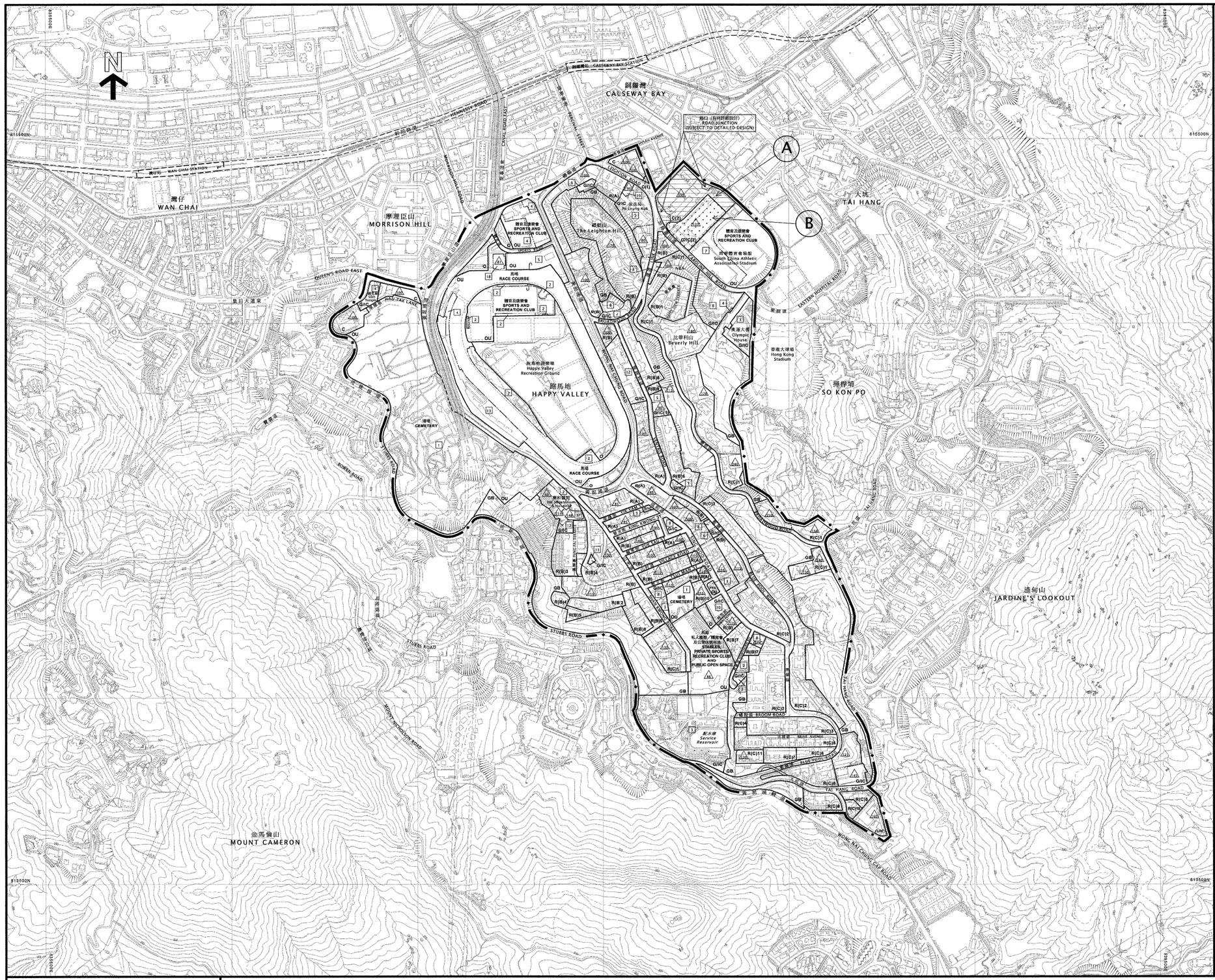

圖例
NOTATION

ZONES		地帶
COMMERCIAL	C	商業
RESIDENTIAL (GROUP A)	R(A)	住宅（甲類）
RESIDENTIAL (GROUP B)	R(B)	住宅（乙類）
RESIDENTIAL (GROUP C)	R(C)	住宅（丙類）
GOVERNMENT, INSTITUTION OR COMMUNITY	G/IC	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途
GREEN BELT	GB	綠化地帶

COMMUNICATIONS		交通
RAILWAY AND STATION (UNDERGROUND)	車站 STATION	鐵路及車站（地下）
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)	100	最高建築物高度（在主水平基準上若干米）
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	2	最高建築物高度（層數目）
PETROL FILLING STATION	P F S	加油站
NON-BUILDING AREA	NBA	非建築用地

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分率 APPROXIMATE AREA & % 公頃 HECTARES	% 百分率	用途
COMMERCIAL	2.84	2.06	商業
RESIDENTIAL (GROUP A)	5.65	4.10	住宅（甲類）
RESIDENTIAL (GROUP B)	15.40	11.19	住宅（乙類）
RESIDENTIAL (GROUP C)	17.83	12.95	住宅（丙類）
GOVERNMENT, INSTITUTION OR COMMUNITY	13.48	9.79	政府、機構或社區
OPEN SPACE	9.34	6.78	休憩用地
OTHER SPECIFIED USES	34.74	25.23	其他指定用途
GREEN BELT	20.60	14.96	綠化地帶
MAJOR ROAD ETC.	17.80	12.94	主要道路等
TOTAL PLANNING SCHEME AREA	137.68	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/H7/19 的修訂
AMENDMENTS TO APPROVED PLAN No. S/H7/19

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

（參看附表）
(SEE ATTACHED SCHEDULE)

２０１９年５月２４日 按照城市規劃條例第５條展示的核准圖編號 S/H7/19 的修訂
AMENDMENTS TO APPROVED PLAN No. S/H7/19 EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON 24 MAY 2019

Fiona LUNG 龍小玉
SECRETARY 城市規劃委員會秘書
TOWN PLANNING BOARD

香港城市規劃委員會依據城市規劃條例擬備的黃泥涌（港島規劃區第７區）分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
HONG KONG PLANNING AREA No. 7 - WONG NAI CHUNG - OUTLINE ZONING PLAN

SCALE 比例尺
米 METRES 100 0 200 400 600 800 METRES 米

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

圖則編號 PLAN No. **S/H7/20**

SCHEUDLE OF AMENDMENTS TO THE APPROVED WONG NAI CHUNG OUTLINE ZONING PLAN NO. S/H7/19 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 the northern and eastern part of the Caroline Hill Road (CHR) Site fronting Leighton Road from "Other Specified Uses" annotated "Sports and Recreation Club" ("OU (SRC)") and "Government, Institution or Community" ("G/IC") to "Commercial (2)" ("C (2)") with revision to the maximum building height from 2 storeys and 3 storeys to 135mPD.

Item B – Rezoning of the southern part of the CHR Site from "G/IC" to "G/IC (2)" with revision to the maximum building height from 3 storeys to 135mPD.

II. Amendments to the Notes of the Plan

(a) Revision to the Remarks of the Notes for the "C" zone to stipulate the restriction on gross floor area and the requirements regarding the provision of Government, institution or community facilities and a public open space for the "C(2)" sub-zone.

(b) Revision to the Remarks of the Notes for the "G/IC" zone to stipulation the restriction on gross floor area for the "G/IC(2)" sub-zone.

(c) Deletion of 'Market' from Column 1 of the Notes for the "Commercial" zone, and from Column 2 in the Notes for the "Residential (Group B)" zone, and revision of 'Shop and Services' to 'Shop and Services (not elsewhere specified)' in Column 2 in the Notes for the "Residential (Group A)" and "G/IC" zones.

Town Planning Board

24 May 2019

[The Vice-chairman thanked Ms Katy C.W. Fung, STP/TWK, for her attendance to answer Members' enquiries. She left the meeting at this point.]

[The Chairman returned to the meeting and resumed the chairmanship at this point.]

[Dr Lawrence W.C. Poon returned and Mr Franklin Yu arrived to join the meeting at this point.]

Hong Kong District

Agenda Item 5

[Open Meeting]
Proposed Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

(MPC Paper No.1/19)

16. The Secretary reported that the rezoning site was located in Wong Nai Chung. The following Members had declared interests on the item :

Mr Alex T.H. Lai	-	his parents co-owning a flat at The Leighton Hill in Causeway Bay;
Ms Lilian S.K. Law	-	co-owning with spouse a flat on Ventris Road in Happy Valley; and ;
Mr. Martin W.C. Kwan	-	close relative owning a flat in Causeway Bay.

17. The Committee noted that Mr. Martin W.C. Kwan had not yet returned to the meeting. As the properties co-owned by Mr Alex T.H. Lai's parents and Ms Lilian S.K. Law and her spouse had no direct view of the rezoning site, the Committee agreed that they could stay in the meeting.

Presentation and Question Sessions

18. The following government representatives and consultants were invited to the meeting at this point:

Mr Louis K.H. Kau	-	District Planning Officer/Hong Kong (DPO/HK), PlanD;
Mr Anthony K.O. Luk	-	Senior Town Planner/Hong Kong (STP/HK), PlanD;
Ms Fiona H.Y. Fong	-	Senior Engineer/Wan Chai, Transport Department (SE/Wan Chai, TD) (Atg.);
Mr Wai Hong Chan	-	Senior District Engineer/General(2), Highways Department (Sr Dist Engr/G(2), HyD);
Mr Chi Kin Wan	-	Dist Engr/G(2)B, HyD;
Mr Charles So	-	Executive Director/Traffic and Transport Planning, AECOM; and
Mr Charis Wong	-	Senior Engineer/Traffic and Transport Planning, AECOM.

19. The Chairman extended a welcome and invited Mr Anthony K.O. Luk, STP/HK, to brief Members on the Paper. With the aid of a PowerPoint presentation, Mr Anthony K.O. Luk presented the proposed amendments as detailed in the Paper and covered the following main points :

Background

(a) to make good use of government land in the core business district and to meet the long-term needs of District Court-level judicial facilities, a site at the junction of Caroline Hill Road (CHR) and Leighton Road (the CHR Site) was proposed for commercial development and a District Court comprising the District Courts, Family Courts and Lands Tribunal;

The Proposed Amendments to the OZP

(b) Amendment Item A- it was proposed to rezone a site (about 1.60ha) bounded by Leighton Road to the north, CHR on the east and west and the ex-EMSD Headquarters to the south from "Other Specified Uses" annotated "Sports and Recreation Club" ("OU(SRC)") and "Government, Institution or Community" ("G/IC") with a maximum building height (BH) of 2 and 3 storeys respectively to "Commercial (2)" ("C(2)") with a maximum BH of 135mPD and maximum gross floor area (GFA) of 100,000m^2;

(c) Amendment Item B- it was proposed to rezone a site (about 1.06ha) located to the north of the South China Athletic Association and abutting CHR (West) from "G/IC" with a maximum BH of 3 storeys to "G/IC(2)" with a maximum BH of 135mPD and maximum GFA of 70,000m^2;

Proposed Amendments to the Notes and Explanatory Statement (ES) of the OZP

(d) corresponding revisions to the Notes were made in respect of "C" and "G/IC" zones to incorporate the respective development restriction, and to follow the revised set of Master Schedule of Notes to Statutory Plans;

Technical Assessments

(e) various technical assessments had been conducted which demonstrated that the proposed developments would not induce unacceptable impact to the local area in terms of traffic, environmental, visual, air ventilation and landscape aspects;

(f) according to the Traffic Review, the proposed developments would not generate unacceptable traffic impact after implementation of the proposed road junction improvement works. Part of the CHR Site would be used for the proposed road junction improvement works and provision of a new access connecting CHR(East) and (West);

(g) relevant government departments had no adverse comments on the proposed amendments;

Provision of Government, Institution or Community (G/IC) facilities and Open Space

(h) based on a planned population of about 185,000 persons, there was no shortfall on major GIC facilities in the area. A public open space of not less than 6,000m^2 had been proposed within the "C(2)" site; and

Consultation with Wan Chai District Council (WCDC)

(i) WCDC had been consulted on 8.5.2018 and 8.1.2019. Majority of the WCDC members objected to the proposed amendments primarily on the traffic ground. Some members considered that commercial development should not be provided in the CHR Site and some members considered that more Government, Institution or Community (GIC) facilities, e.g. civic centre and Residential Care Home for the Elderly (RCHE), should be provided. In response to WCDC's suggestion and after consultation with relevant government departments, one District Health Centre (DHC) and one Child Care Centre (CCC) were proposed to be provided within the "C(2)" site .

[Dr Frankie Yeung arrived to join the meeting at this point.]

Commercial and District Court Use

20. Members in general agreed to the proposed uses of the CHR Site for commercial development and District Court noting that the Site was located at the fringe of the core commercial and business areas of Causeway Bay. A Member said that given some existing court facilities had been ageing over years, the District Court proposal comprising the District Courts, Family Courts and Lands Tribunal at the CHR Site should be supported.

Scale of Development

21. Regarding a Member's observation on the proposed plot ratio (PR) of 6.6 for the "G/IC(2)" site which was comparatively low in the district, Mr Louis K.H. Kau explained that based on the Judiciary's advice, a total GFA of 70,000m^2 and a site area of about

10,000m^2 would be required for the District Court, the resulting PR the proposed development was 6.6. Given the nature and operational requirement of the District Court, no other public facilities were proposed for co-location. Mr Kau further explained that the development intensity of the CHR Site as a whole was proposed with due regard to the carrying capacity of the local road network. Based on the findings of the Traffic Review, the maximum GFA of the whole CHR Site was capped at 170,000m^2. With 70,000m^2 GFA set aside for the District Court, a maximum GFA of 100,000m^2 would then be available for commercial development, which was equivalent to a PR of 11.17. In response to a Member's enquiry, Mr Kau clarified that the 100,000m^2 GFA also included the GFA of GIC and public transport facilities, while underground public car park could be exempted from GFA calculation under the relevant joint practice note of concerned government departments.

Traffic Impact

22. A Member raised concern on the possible traffic impact arising from the proposed CCC and asked if adequate lay-by spaces would be provided to avoid tailing back of traffic to Leighton Road or adjoining areas. Mr Louis K.H. Kau, DPO/HK, said that the Transport Department had required provision of a minimum of seven pick up/drop-off spaces in the commercial development. In response to a Member's question regarding the types of public transport facilities to be included in the project, Mr Kau said that public transport facilities, including 125 public car parking spaces and a potential minibus terminus, would be provided within the commercial development. Besides, improvement works for road junction, pedestrian footpath and crossing facilities were proposed to mitigate traffic impact induced by the proposed development as well as improving the existing traffic conditions.

23. Some Members asked if weaving movement had been taken into account in undertaking the Traffic Review. Mr Charles So, Executive Director/Traffic and Transport Planning of AECOM explained that congestions related to weaving movements had been observed at CHR westbound. In order to reduce lane-changing manoeuvres, provision of a dedicated left-turning traffic lane at the westbound of Leighton Road and Hoi Ping Road junction and modification of the existing priority junction at west of CHR Site into a roundabout-like circulation had been proposed. A Member queried if the proposed traffic improvement measures would be effective in alleviating traffic congestion on CHR westbound. Mr So further explained that in improving the existing traffic conditions on

CHR westbound, modification of the left-turn lane to "left-turn and right-turn" shared lane at the northbound of Leighton Road and Hoi Ping Road junction would reduce the need to change-lane for right-turn. In addition, by setting back into the CHR Site, an extra lane would be provided on CHR westbound. The traffic impact would be minimized after implementation of the proposed road junction improvement works.

Pedestrian Circulation

24. A Member pointed out that most of the proposed pedestrian improvement measures were concentrated on Leighton Road and questioned if the proposed commercial development would pose impacts on the pedestrian circulation on Hoi Ping Road which had a very high pedestrian flow currently. He asked if there would be other mitigation measures to facilitate pedestrian circulation. In response, Mr Louis K.H. Kau said that the feasibility of an underground pedestrian network extended from MTR Station to various sites in Causeway Bay, including CHR Site, was explored under a study conducted by the Civil Engineering and Development Department (CEDD). In this regard, the future developer of the commercial site would be required to reserve an underground opening for the possible pedestrian connection to MTR Station and this requirement would be incorporated into the land sale conditions. In response to a Member's further enquiry about the estimated time of completing the study for the subject pedestrian connection, Mr Kau said that a feasibility study had commenced this year and was targeted to be completed by 2020.

Provision of GIC Facilities

25. In response to a Member's enquiry on the services provided by a DHC, Mr Louis K.H. Kau said that as announced in the Chief Executive's Policy Address 2017, DHC would be set up in each district with a view to enhancing public awareness of disease prevention and their capability in self-management of health, to promote awareness of the importance of primary healthcare services, to improve service accessibility, to provide support for the chronically ill as well as relieve the pressure on specialist and hospital services. Key services of DHC included primary, secondary and tertiary prevention services which focused on provision of counselling services, health promotion and educational programmes as well as health assessment and screening and chronic diseases screening and management service. In this connection, reference could be drawn from the pilot DHC in Kwai Tsing.

26. A Member asked if future developer would have to meet any design and locational requirements in the provision of GIC facilities at the commercial site. Mr Louis K.H. Kau responded that the developer would have to fulfil the specifications in providing the DHC and CCC to the satisfaction of the concerned government departments and this requirement would be incorporated in the land sale conditions.

27. A Member further queried if leisure facilities for the elderly could be incorporated in association with the DHC to provide a more comprehensive service for the elderly. Mr Louis K.H. Kau said that DHC was under the policy purview of the Food and Health Bureau and the provision of facilities within the DHC was still under study. Detailed scope of services would be submitted to WCDC for consultation and Member's suggestion would be conveyed to concerned department accordingly. The same Member said that the provision of DHC and CCC within the commercial development in the CHR Site was supported but there should be more information on how to set priority in providing the various types of GIC facilities.

28. In response to a Member's enquiry on whether the existing sports facilities at the CHR site would be reprovided, Mr Kau said that the existing facilities at the ex-Post Office Recreation Club and the PCCW Recreation Club were not public facilities and their reprovisioning would not be required.

29. A Member observed that WCDC had expressed the need for a civic centre and would like to know if the CHR Site could accommodate a civic centre instead. Mr Louis K.H. Kau said that WCDC's proposal for Moreton Terrace Activities Centre would provide an additional performance and activity venue to serve local community. It had recently secured funding from the Legislative Council. Besides, according to the Leisure and Cultural Services Department (LCSD), civic centre was planned on a district-wide basis and the current provision of civic centres on the Hong Kong Island was considered sufficient.

Visual impacts and Air Ventilation

30. With reference to the photomontages from the view of Sharp Street East and Victoria Park (Plans F and H in Attachment VI of the Paper), a Member pointed out that the existing visual gaps would be blocked by the developments at the CHR Site. This Member

asked if it was possible to adjust the disposition of the buildings to minimize its impact on visual permeability, and the justifications for positioning the District Court building at the southern portion. In response, Mr Louis K.H. Kau said that the conceptual layout shown in Plan 5 of the paper had been drawn up to illustrate the feasibility of accommodating the planned uses and served as the basis for carrying out various technical assessments. The exact building disposition and the detailed layout would be subject to future design at the implementation stage. The proposed building gaps of 25m and 20m shown in the conceptual scheme, and the new access road together with the open space fronting Leighton Road were to retain visual permeability through the CHR Site, break up the building mass of the proposed developments and improve air ventilation. According to the visual impact assessment and the photomontages prepared for the conceptual scheme, the proposed development would not have any significant adverse visual effects in overall terms. Given the site constraints, impairment to visual permeability at some particular viewpoints was inevitable.

Landscape

31. Some Members appreciated the conservation of the two Old and Valuable Trees (OVTs) but found the OVT within the "G/IC(2)" site detached and isolated. They pointed out that the proposed arrangement would downgrade the value of the OVT and leaving it as a pure exhibit. Some Members asked if it was possible to make adjustment to the layout to integrate the proposed open space with this OVT. In response, Mr Louis K.H. Kau said that the building footprint, need for a new access road and security requirements of the District Court had imposed constraints on the use of space around the OVT.

32. Apart from the two OVTs being conserved in-situ, a Member considered the fruit trees within/along the north-western periphery of the CHR Site were worth preserving for education and sentimental values. Mr Louis K.H. Kau said that due to the proposed traffic improvement works on CHR, a number of existing trees would be unavoidably affected. In this connection, the project proponent and the developer were required to follow the corresponding Design Guidelines of the Development Bureau and the Practice Notes of the Lands Administration Office respectively to minimise the impact of the proposed developments on the existing trees as far as possible and provide appropriate landscape measures as well as feasible tree protection and compensatory planting proposals. The

future developer would be required to submit a Landscape Proposal and the requirement of which would be incorporated into the future land sale conditions.

33. A Member asked if flexibility would be allowed for future developer to adopt innovative ways to revitalize the stone retaining walls. By referring to Plan 5 in the Paper, Mr Louis K.H. Kau said that while some sections of the stone retaining wall would be affected by proposed traffic improvement works, three sections of the stone retaining walls would be preserved. The future developer would be required to meet the technical requirements as advised by the Antiquities and Monuments Office (AMO) during the course of conservation. Regarding a Member's enquiry on the historical value of the stone retaining walls, Mr Kau said the stone retaining walls were estimated to be constructed during the 1930s while their historical value was still subject to assessment by AMO in accordance with its priorities of work. The decision to conserve the selected sections of the stone retaining walls was a result from public consultation on the CHR site over the years, including WCDC in 2018 and 2019. Although the OVT located on Leighton Road did not grow on the stone retaining walls, it was in close proximity and as such, the associated section of stone retaining walls would be preserved to maintain its integrity. AMO had been engaged and consulted in the course of preparing the conceptual layout for the CHR Site.

Conceptual Layout

34. In response to a Member's question, Mr Louis K.H. Kau said that the open space, as indicated under the conceptual layout plan, would be designed, implemented and managed by the future developer of the commercial site. In this connection, the future developer was required to follow the design and management requirements under the guidelines on "Public Open Space in Private Developments Design and Management Guidelines" promulgated by the Development Bureau. Generally speaking, the public open space had to be opened to the general public at reasonable hours with easy access. If the future developer wished to carry out commercial activities on the public open space, they had to apply for a waiver and/or permission, as appropriate, from the Lands Department and/or the Buildings Department. A Member questioned whether the location of the public open space at the southeast corner of the CHR site was appropriate having regard to the location of the OVTs and the local open spaces in the vicinity. Another Member also suggested relocating the open space from southeast to southwest corner to enhance public accessibility. Mr Louis

K.H. Kau explained that the disposition of the District Court at the westbound of CHR was to meet the District Court's design requirement where a minimum site area of 10,000m^2 and two ingress/egress points were necessary for the operational needs of the Judiciary. The design requirement of the Judiciary might not be fulfilled if part of the District Court site had to be set aside for public open space. Moreover, land uses along eastbound of CHR were mainly residential and designating the open space at southeast corner of the site could benefit the local residents. Notwithstanding the above, Mr Kau pointed out that the building disposition and layout would be subject to detailed design at the implementation stage.

35. Some Members further suggested that consideration could be given to swap the proposed locations of the commercial development and the District Court. Mr Louis K.H. Kau explained that disposition of the District Court at the southeast portion was to meet the requirements of the Judiciary for two ingress/egress points were necessary for its operational needs. The current location of the District Court could allow for ingress/egress on the interval road directly connecting to the lower ground level, loading/unloading and parking area. In response to a Member's question, Mr Kau said the Correctional Services Department had been consulted and its requirement had been incorporated into the conceptual layout. The Chairman explained that Members were invited to agree on the proposed rezoning of the "C(2)" and "G/IC(2)" sites on the OZP. The conceptual development scheme was drawn up to illustrate the possible layout and served as the basis for carrying out various technical assessments only. The detailed layout on the individual sites would be subject to future design and users' requirements at the implementation stage.

36. Some members had reservation on the proposed boundary of the "C(2)" and "G/IC(2)" zones demarcated on the OZP, in particular, with regard to the location of the public open spaces within the commercial development. A member reiterated that consideration should be given to enhance the connection to the open space network within the district to facilitate pedestrian circulation and accessibility.

Conclusion

37. To sum up, the Chairman concluded that Members agreed to the proposed uses and development intensity of the CHR Site for commercial development and the District Court. However, Members required more information on justifications for the conceptual

layout and disposition of the building blocks, open space network and pedestrian connectivity within and outside the site before making a decision on the proposed rezoning of the "C(2)" and "G/IC(2)" sites on the OZP. Members also requested for additional information on the choice and government's priority of GIC facilities to be provided in the proposed "C(2)" site.

38. After further deliberation, the Committee decided to defer the consideration of the proposed amendments to the approved Wong Nai Chung OZP pending submission of further information set out in paragraph 37 above.

39. The Chairman thanked the government representatives and consultants for their attendance to answer Members' enquiries. They left the meeting at this point.

[Mr Martin W.C. Kwan returned to the meeting at this point.]

Hong Kong District

Agenda Item 7

[Open Meeting (Presentation and Question Sessions Only)]

Further Consideration of Proposed Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

(MPC Paper No.5/19)

25. The Secretary reported that the rezoning site was located in Wong Nai Chung and AECOM Asia Company Ltd. (AECOM) was the consultant for the proposed amendments. The following Members had declared interests on the item :

Mr Alex T.H. Lai	-	his firm having current business dealings with AECOM and his parents co-owning a flat at The Leighton Hill in Causeway Bay;
Mr Thomas O.S. Ho	-	having current business dealings with AECOM;
Mr Franklin Yu	-	having past business dealings with AECOM;
Ms Lilian S.K. Law	-	co-owning with spouse a flat on Ventris Road in Happy Valley; and
Mr Martin W.C. Kwan	-	his close relative owning a flat in Causeway Bay.

26. The Committee noted that Messrs Alex T.H. Lai and Thomas O.S. Ho had tendered apologies for being unable to attend the meeting, Mr Franklin Yu had not yet arrived to join the meeting and Mr Martin W.C. Kwan had not yet returned to join the meeting. As the properties co-owned by Ms Lilian S.K. Law and her spouse had no direct view of the rezoning site, the Committee agreed that she could stay in the meeting.

Presentation and Question Sessions

27. With the aid of a PowerPoint presentation, Mr Louis K.H. Kau, DPO/HK, presented the proposed amendments as detailed in the Paper and covered the following main

points :

Background

(a) on 8.3.2019, the Committee considered the proposed amendments to the approved Wong Nai Chung Outline Zoning Plan (OZP) No. S/H/19, which were to facilitate the proposed District Court and commercial development at the site at the junction of Caroline Hill Road and Leighton Road (the CHR site);

(b) at the meeting, the Committee generally agreed with land use zonings, development density, public facilities and provision of local open space, but decided to defer the consideration of the proposed amendments to the OZP and requested more information be provided regarding the justifications for the locations of District Court and commercial development, block disposition in connection with the locations of the public open space, pedestrian connectivity within and outside the CHR site and Government's priority of providing various social welfare facilities at the commercial site;

Further Information in Response to Members' Concerns

Justifications for the Locations of District Court and Commercial Development

(c) locating the commercial development at the southern portion fronting Leighton Road was a natural extension of the "Commercial" zone from the commercial core of Causeway Bay; and as public facilities were proposed to be provided at the commercial site, a more central location was preferred. Moreover, swapping the District Court site with the commercial site would not fully meet the functional and operational requirements of the Judiciary and might hamper pedestrian connection between Causeway Bay commercial core area and the proposed commercial development;

Block Disposition

(d) the disposition, layout and detailed design of the site would be worked out at the detailed design stage. A possible design option of swapping the

building blocks of the District Court had been explored to address Members' concern on providing a larger set back from CHR (West);

Pedestrian Connectivity

(e) the pedestrians in the Caroline Hill area mainly relied on at-grade footpaths and pedestrian crossings to/from the core area of Causeway Bay, MTR Station and public transport facilities. The future developer of the commercial site would be required to reserve an underground opening within the development for possible pedestrian connection to MTR Station which was subject to further feasibility study;

Provision of Government, Institution or Community (GIC) Facilities

(f) based on a planned population of about 185,000 persons, there was no shortfall on major GIC facilities in the area. A District Health Centre (DHC) and Child Care Centre (CCC), together with other public facilities, would be provided within the commercial site. For the Residential Care Home for the Elderly as suggested by the Wan Chai District Council (WCDC), there was a deficit in the district and multi-pronged approaches would be adopted to increase its provision. Given the location of the CHR site and the demand for health and child care service in the district, priority had been given to the development of DHC and CCC; and

<u>Public Consultation</u>

(g) on 9.4.2019, the Development, Planning and Transport Committee (DPTC) of WCDC passed a motion demanding abandonment of the subject proposed amendment item until further consultation with WCDC and the public. WCDC was consulted twice in 2018 and 2019, and would be further consulted during the exhibition period of the draft Wong Nai Chung OZP No. S/H7/20 for public inspection under section 5 of the Town Planning Ordinance (the Ordinance).

[Dr Lawrence W.C. Poon and Mr Franklin Yu arrived to join the meeting at this point.]

Pedestrian Connectivity

28. In response to a Member's enquiry on the pedestrian connection between Yun Ping Road and the CHR site, Mr Louis K.H. Kau, DPO/HK, said that although widening of pedestrian waiting zone at the junction of Leighton Road/Yun Ping Road/Pennington Street/CHR (East) was not feasible due to space constraints, improvement work for increasing the green traffic signal time for pedestrians crossing Leighton Road at that junction was proposed.

29. A Member asked whether the possible underground pedestrian connection would provide a direct connection between the CHR site and MTR Station. Mr Louis K.H. Kau, DPO/HK, said that the feasibility of an underground pedestrian subway connecting the MTR Station to CHR Site would be explored under a study conducted by the Highways Department. The two possible alignment options of the underground pedestrian subway, subject to further feasibility study, would run from the MTR Station, via Pennington Street or Sunning Road, to the CHR site. In this regard, the future developer of the commercial site would be required to reserve an underground opening within the proposed development for the possible pedestrian connection to MTR Station and such requirement would be incorporated into the land sale conditions.

30. Noting the pedestrian crossing outside Po Leung Kuk would be removed, a Member pointed out that residents from Happy Valley had been using the said pedestrian crossing to Causeway Bay for a long time. The Member was of a view that more considerations should be given to the pattern of pedestrian movement when contemplating any new measures for pedestrian crossing.

31. A Member further added that the pedestrian crossings at the junction of Leighton Road/Yun Ping Road/Pennington Street/CHR (East) and outside Po Leung Kuk were essential for linking the CHR site and the surrounding developments. The Member considered that upon implementation of the underground pedestrian subway from MTR Station, the pedestrian connectivity would be largely improved and the reliance on at-grade pedestrian facilities would also be reduced.

32. A Member suggested that an elevated pedestrian connection at the northern part

of the commercial site could be provided between the proposed open space in south-eastern part of the site and the commercial tower as there was a significant level difference between the proposed open space and the new access road. The Member also suggested that a requirement for submission of a Master Layout Plan could be incorporated in the lease so as to ensure the accessibility and connectivity for pedestrians.

Landscape

33. A Member sought clarification on whether the Old and Valuable Tree (OVT) would be isolated by the proposed buildings and a retaining structure at the District Court site as shown on Plans 8 and 9 of the Paper. Mr Louis K.H. Kau, DPO/HK, said that the Judiciary was further consulted and an alternative design option was explored to allow more open area around the OVT. Due to security reason and operational needs, the landscape area together with the OVT would not serve as public open space. Regarding the retaining structure, Mr Kau explained that as the existing OVT was at a higher level (about 15mPD) while the proposed new access road would be at a lower level, a retaining structure was therefore required. In response to the Member's further enquiry on the location of the OVT, Mr Kau explained that the tree shown on Plan 9 of the Paper was not the OVT. The plan was simply a conceptual illustration to show the visual impacts of the proposed development.

34. Noting that the fruit tree at the western periphery of the CHR site might be affected by the proposed road improvement works, a Member pointed out that the fruit tree was worth preserving for educational and sentimental value. The Chairman supplemented that the relevant government departments would consider the appropriate measures such as tree preservation or transplanting of the affected trees at the detailed design stage of the road improvement works.

Block Disposition

35. A Member asked whether the design of the proposed development would take into account the comments raised by Members or to be received from the public during the exhibition period of the draft OZP. Mr Louis K.H. Kau, DPO/HK, said that design flexibility should be allowed for the layout of the proposed development, but if Members considered it appropriate, some requirements could further be incorporated in the Explanatory

Statement (ES) of the OZP or the conditions of lease.

36. Referring to the previous conceptual layout plan as shown on Plan FC-3 of the Paper, a Member suggested that District Court Block 1 could be rotated, say by 90 degrees, and set back from the new access road so as to allow more open areas between the proposed open space and the OVT. The Member also considered that more innovative building design should be adopted for the building blocks of the District Court. While appreciating the revised block disposition as shown in the conceptual layout, another Member shared the view that the disposition of the building blocks could be further enhanced to provide more open areas near the OVT, as well as improving air ventilation at the District Court site.

Visual Impacts and Air Ventilation

37. Noting the Visual Appraisal and Air Ventilation Assessment (AVA) were prepared based on the conceptual scheme, a Member sought clarification on whether technical assessments would be prepared in the detailed design stage. Mr Louis K.H. Kau, DPO/HK, said that some design elements incorporated in the conceptual scheme were recommended in the findings of the AVA. If the future developer of the commercial site and the project proponent of the District Court decided not to follow the recommended design elements, they would need to demonstrate with a quantitative AVA that the impacts of their latest schemes would not be worse-off than the conceptual scheme. Such requirement had been included in the ES of the OZP and would be incorporated in the relevant land documents.

Public Consultation

38. In response to a Member's enquiry about the motion passed by DPTC of WCDC demanding abandonment of the subject proposed amendment item, Mr Louis K.H. Kau, DPO/HK, said that the Development Bureau issued a letter to WCDC on 29.4.2019, to explain that comments from WCDC members were considered by the Planning Department and relevant government departments. On 8.1.2019, WCDC was further consulted on the revised development proposal. Majority of the WCDC members supported the provision of DHC and CCC but had a general concern on the traffic impacts of the proposed development at the CHR site. In addition, the findings of the relevant technical assessments were made

available to the WCDC members during the consultation and for public inspection after the last submission to the Committee on 8.3.2019. The Government had endeavoured to address local concern through the two DC consultations. Upon the Committee's agreement on the proposed amendments, WCDC would be further consulted during the exhibition period of the draft Wong Nai Chung OZP No. S/H7/20 (draft OZP) for public inspection under section 5 of the Ordinance.

39. In response to a Member's enquiry, Mr Louis K.H. Kau, DPO/HK, explained that DPTC of WCDC held a scheduled meeting on 9.4.2019. It was not a meeting held for consultation on the proposed amendments to the Wong Nai Chung OZP.

Others

40. In response to a Member's question on how to ensure a better coordination of the proposed developments at the CHR site, Mr Louis K.H. Kau, DPO/HK, said that the future developer would be required to design and construct a new access road within the CHR site connecting eastern and western sections of CHR to serve both the District Court and the commercial development. A close liaison between the relevant parties and government departments would be maintained with a view to devising and taking forward the proposed developments in this regard. Moreover, the design of the later phase of the developments at the CHR site should take into account the findings of the AVA in respect of early phase of the developments at the site. The Chairman supplemented that land uses and major development parameters were set out in the OZP while some detailed design requirements were included in the ES of the OZP to guide the future developments at the CHR site.

41. A Member expressed concern regarding the use of public open space in private development and queried whether there was any measure to improve the accessibility. Mr Louis K.H. Kau, DPO/HK, said that the future developer was required to follow the requirements under the guidelines on "Public Open Space in Private Developments Design and Management Guidelines" promulgated by the Development Bureau.

42. In response to a Member's enquiry, Mr Louis K.H. Kau, DPO/HK, said that the Environment Bureau was mapping out the long-term strategy for waste recycling in urban area. There was no information on the waste recycling strategy for the CHR site at hand.

The Chairman suggested that Dr. Sunny C.W. Cheung, Principal Environmental Protection Officer (Metro Assessment), Environmental Protection Department, might provide supplementary information in respect of the territorial waste recycling strategy for Members' information after the meeting.

Conclusion

43. To sum up, the Chairman concluded that Members generally agreed to the proposed uses and development intensity of the CHR site for commercial development and the District Court and noted that some good design concepts had been stipulated in the ES of the OZP to guide the future developments while allow flexibility at the detailed design stage. Some Members expressed concerns on the two pedestrian crossings at the junction of Leighton Road/Yun Ping Road/Pennington Street/CHR (East) and on Link Road and suggested the concerned government department should further explore other possible improvement works to enhance the pedestrian connectivity to the CHR site, while not adversely affecting the traffic condition in the area. Alternative design concepts should also be explored to provide more open areas surrounding the OVT at the proposed District Court site.

44. After deliberation, the Committee decided to :

" (a) agree to the proposed amendments to the approved Wong Nai Chung OZP and that the draft Wong Nai Chung OZP No. S/H7/19A at Attachment II in F-Appendix I (to be renumbered to S/H7/20 upon exhibition) and its Notes at Attachment III in F-Appendix I were suitable for exhibition under section 5 of the Ordinance; and

(b) adopt the revised ES at Attachment IV in F-Appendix I for the draft Wong Nai Chung OZP No. S/H7/19A as an expression of the planning intentions and objectives of the Board for the various land use zonings of the OZP and the revised ES would be published together with the OZP. "

45. Members noted that, as a general practice, the Secretariat of the Board would undertake detailed checking and refinement of the draft OZP including the Notes and ES, if

appropriate, before their publication under the Ordinance. Any major revision would be submitted for the Board's consideration.

[The Chairman thanked Mr Brian C.L. Chau, TP/HK, for his attendance to answer Members' enquiries. He left the meeting at this point.]

[Mr Martin W.C. Kwan returned to the meeting at this point.]

Agenda Item 8

[Open Meeting (Presentation and Question Sessions Only)]
Further Consideration of Proposed Amendments to the Approved Aberdeen & Ap Lei Chau Outline Zoning Plan No. S/H15/33
(MPC Paper No.6/19)

46. The Secretary reported that the rezoning site was located in Aberdeen and Ap Lei Chau and one of the consultants for the proposed amendments was AECOM Asia Company Limited (AECOM). The following Members had declared interests on this item:

Mr Alex T.H. Lai	-	his firm having current business dealings with AECOM;
Mr Thomas O.S. Ho	-	having current business dealings with AECOM;
Mr Franklin Yu	-	having past business dealings with AECOM; and
Ms. Daisy Wong	-	her spouse owning a flat and car parking space in Wong Chuk Hang.

47. The Committee noted that Messrs Alex T.H. Lai and Thomas O.S. Ho had tendered apologies for being unable to attend the meeting. As Mr. Franklin Yu had no involvement in the amendment items and the properties owned by Ms. Daisy Wong's spouse had no direct view of the rezoning site, the Committee agreed that they could stay in the meeting.

(Translation)

Minutes of the 16th Meeting of the 5th Wan Chai District Council
Hong Kong Special Administrative Region

Date: 8 May 2018 (Tuesday)
Time: 2:30 p.m.
Venue: District Council Conference Room, Wan Chai District Office, 21/F Southorn Centre, 130 Hennessy Road, Wan Chai, Hong Kong

Present

Chairperson

Mr NG Kam-chun, Stephen, BBS, MH, JP

Vice-chairperson

Dr CHOW Kit-bing, Jennifer, BBS, MH

Members

Ms NG Yuen-ting, Yolanda, MH
Mr LEE Man-lung, Joey
Ms LEE Kwun-yee, Kenny, MH
Ms LEE Pik-yee, Peggy
Mr LAM Wai-man, Wind, Anson
Mr WONG Wang-tai, Ivan, MH
Miss YEUNG Suet-ying, Clarisse
Mr CHENG Ki-kin
Dr TANG King-yung, Anna, BBS, MH
The Hon Paul TSE Wai-chun, JP
Ms CHUNG Ka-man, Jacqueline

Representatives of Core Government Departments

Mr CHAN Tin-chu, Rick, JP	District Officer (Wan Chai), Home Affairs Department
Miss LAU Hei-yue, Hayley	Assistant District Officer (Wan Chai), Home Affairs Department
Ms CHAN Siu-ping, Daphne	Senior Liaison Officer (Community Affairs), Home Affairs Department
Mr TSE Kwok-wai	District Commander (Wan Chai District), Hong Kong Police Force
Mr CHAN Kit-fung	Police Community Relations Officer (Wan Chai

	District), Hong Kong Police Force
Ms CHAN Sin-nga	Assistant Division Commander (Operations) (North Point), Hong Kong Police Force
Miss YIP Hau-yu, Hannah	District Social Welfare Officer (Eastern & Wan Chai), Social Welfare Department
Ms YUNG Chi-wai, Esther	Chief Engineer/South 4, Civil Engineering and Development Department
Ms WONG Wai-ching, Daisy	District Lands Officer/HKE (District Lands Office, Hong Kong East), Lands Department
Mr LUK Chi-kwong	Chief Leisure Manager (Hong Kong East), Leisure and Cultural Services Department
Ms LEE Pui-ling, Becky	District Leisure Manager (Wan Chai), Leisure and Cultural Services Department
Mr LAU Chi-keung	District Environmental Hygiene Superintendent (Wan Chai), Food and Environmental Hygiene Department
Mr CHAN Chi-pong, Steven	Senior Transport Officer/Wan Chai, Transport Department

<u>Representatives of Other Government Departments and Organisations</u>

Dr CHEUNG Tin-cheung, JP	Director of Buildings	for agenda item 1
Mr KWAN Sun-kau, Victor	Senior Building Surveyor, Buildings Department	
Ms WONG Fung-sang, Mandy	Administrative Assistant/Director of Buildings, Buildings Department	
Mr KAU Kin-hong, Louis	District Planning Officer/Hong Kong, Planning Department	for agenda item 3
Mr LUK Kwok-on, Anthony	Senior Town Planner/Hong Kong 3, Planning Department	
Ms FONG Hau-yin, Fiona	Engineer/Wan Chai 1, Transport Department	
Mr CHAN Chak-wing	Acting District Engineer/Peak, Highways Department	
Mr CHAN Wai-hong	Senior District Engineer/General(2), Highways Department	
Mr WAN Chi-kin	District Engineer/General(2)B, Highways Department	
Mr WU Kin-kwok, Eddy	Senior Engineer/Wan Chai, Transport Department	for agenda items 3 and 4
Mr LAU Ka-hei	Associate, AECOM Asia Company Limited	

Mr MA Hon-wing, Wilson	Chief Engineer/South 3, Civil Engineering and Development Department	for agenda item 4
Mr WONG Chi-leung	Senior Engineer/7 (South), Civil Engineering and Development Department	
Mr LEE Hon	Engineer/11 (South), Civil Engineering and Development Department	
Mr CHAN Tai-chi	Senior Engineer 1/Central Wanchai Bypass, Highways Department	
Ms LI Oi-yin, Yanny	Senior Engineer/Shatin to Central Link (6), Highways Department	
Mr Francis LEONG	Executive Director, AECOM Asia Company Limited	
Mr Jacob TSUI	Senior Resident Engineer, AECOM Asia Company Limited	
Mr William CHAN	Liaison Engineer I, MTR Corporation Limited	
Ms LEUNG Chung-yan, Juan	Member, Women's Commission	for agenda item 5
Mr CHAU Kwan-yat, Edwin	Assistant Secretary for Labour & Welfare (Welfare)	

Secretary

Ms WU Lai-shan, Alexandra	Senior Executive Officer (District Council)/ Wan Chai, Home Affairs Department

Action

Opening Remarks

1. The Chairperson welcomed Dr CHEUNG Tin-cheung, Director of Buildings (DB); Mr Victor KWAN, Senior Building Surveyor; and Ms Mandy WONG, Administrative Assistant to the DB of the Buildings Department (BD), to the 16th meeting of the Wan Chai District Council (WCDC) for exchanging views with its Members. The Chairperson also extended his welcome to Ms Esther YUNG, Chief Engineer/South 4 of the Civil Engineering and Development Department (CEDD), who joined the meeting for the first time, and Mr Steven CHAN, Senior Transport Officer/Wan Chai of the Transport Department (TD) vice Mr LAU Kin-kwok.

2. The Chairperson asked Members to note the papers and agenda with suggested discussion time on the conference table. He reminded them that each Member would be allotted three minutes to speak in respect of each agenda item.

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confirmed by means of a motion moved by a Member and seconded by another Member.

26. Members present did not propose any amendments, and the minutes of the 15th meeting of WCDC were confirmed by means of a motion moved by Ms Kenny LEE and seconded by Mr Anson LAM.

Discussion Items

Item 3: Rezoning of the Caroline Hill Road Site (WCDC Paper No. 35/2018)

27. The Chairperson welcomed the following representatives to the meeting:

Planning Department:	Mr KAU Kin-hong, Louis, District Planning Officer/HK
	Mr LUK Kwok-on, Anthony, Senior Town Planner/HK3
Transport Department:	Mr WU Kin-kwok, Eddy, Senior Engineer/Wan Chai
	Ms FONG Hau-yin, Fiona, Engineer/ Wan Chai 1
Highways Department:	Mr CHAN Chak-wing, Acting District Engineer/Peak
	Mr CHAN Wai-hong, Senior District Engineer/General(2)
	Mr WAN Chi-kin, District Engineer/General(2)B
AECOM Asia Co. Ltd.:	Mr LAU Ka-hei, Associate

28. The Chairperson invited the representatives of the Planning Department (PlanD) to brief Members on the paper.

29. Mr Louis KAU briefed Members on the following key points:

(i) Noting the grave concern expressed by the Council over the impact of the entire development project on the traffic of Causeway Bay, PlanD had made tremendous efforts during the planning process;

(ii) The proposed gross floor area (GFA) was 170 000 square metres, the total area of the entire site was about 2.6 hectares and the overall plot ratio was about seven. For a site on Hong Kong Island, a plot ratio of seven was relatively low;

(iii) Of the GFA of 170 000 square metres, 70 000 square metres would be used to build a Judicial Complex for District Court (JCDC). Since the operating hours of courts were different from the peak hours of ordinary offices, with the former opening at 9:30 a.m. and adjourning at 4:30 p.m., it was believed that lesser traffic impact would be caused;

(iv) Improvement works were proposed for roads in the vicinity in order to alleviate the traffic at Caroline Hill Road;

(v) According to the Hong Kong Planning Standards and Guidelines, the overall open space in Wan Chai District was considered sufficient, yet the local open space was insufficient. In view of this, PlanD required the provision of open space of at least 6 000 square metres within the future commercial site for public enjoyment;

(vi) The Transport Department (TD) required the provision of 100 public parking spaces for private cars and 25 public parking spaces for commercial vehicles within the site to ease the serious illegal parking problem in Causeway Bay; and

(vii) It was proposed that some space would be reserved in the proposed development project for the reprovisioning of the existing green minibus stops at Lan Fong Road. TD would consult users, stakeholders and the district council when the development project was about to complete. After the consultation, a decision would be made on the number of minibus routes to be reprovisioned at the Caroline Hill Road site.

30. Mr Anthony LUK briefed Members on the paper with a PowerPoint

Action

presentation, including the background and details of the proposed developments, the open space and transport facilities to be provided, tree conservation and landscape design, conservation of stone walls, the traffic impact assessment (TIA), the air ventilation assessment, community facilities and the proposed amendments to the Wong Nai Chung Outline Zoning Plan (OZP) No. S/H7/19.

31. The Chairperson said that it was a well-known fact that the Caroline Hill Road site was the only large prime site left in the district. While he understood that the development of the Caroline Hill Road site should be in line with the future development direction, such as meeting the needs for judicial facilities and commercial sites, it was a matter of public concern that if the Administration had taken into account local needs during the planning process. For example, many Members had raised concern over the lack of a civic centre in Wan Chai District. More often than not organisers had to hire venues in Sai Wan Ho Civil Centre or Sheung Wan Civic Centre for holding activities.

32. The Chairperson continued that Miss Clarisse YEUNG had informed the Secretary on 4 May 2018 of her wish to make an oral statement on this agenda item at this meeting. Under Section 29 of the Standing Orders of WCDC, "a member who wishes to make an oral statement shall notify the Secretary before the meeting, and the oral statement shall not last more than five minutes".

33. Miss Clarisse YEUNG made the following oral statement:

> "I hereby make an oral statement. Regarding the planning of the site on Caroline Hill Road where the ex-Electrical and Mechanical Services Department is located, the Development Bureau (DEVB) and PlanD have been dodging the issue and concealing the fact from WCDC and LegCo. At the meetings of WCDC and the Public Works Subcommittee of LegCo held over the past few months, the government representatives repeatedly dodged the questions on the future land use raised by Members by saying that the demolition of the buildings on Caroline Hill Road was nothing to do with the future land use. Yet the murder will out. After Members of WCDC and LegCo have repeatedly asked about and pursued the issue, the Government admits honestly today that the

demolition of the buildings is related to the future land use. In other words, the Government is preparing to put the land on sale for commercial development and to build a judicial complex. I am deeply disappointed. I know no matter WCDC endorses today's paper or not, the Administration will submit the demolition proposal to the Finance Committee (FC) of LegCo. In my opinion, the Administration should re-launch the consultation on the Caroline Hill Road site, which should be conducted with no preconditions or stance, before demolishing the existing buildings and applying for making amendments to the OZP. The Government should not push ahead with the issue without considering the views of the Council and the local residents."

34. The Chairperson invited Members to raise comments or enquiries.

35. Ms Peggy LEE raised the following comments and enquiries:

(i) She had asked PlanD at a meeting of the Development, Planning and Transport Committee (DPTC) whether there were any preconditions behind the funding application to LegCo for the demolition of the buildings at the Caroline Hill Road site. In response, Mr Anthony LUK said that the Government did not impose any preconditions. Yet, in less than two months' time, PlanD consulted the Council on a planning proposal with preconditions. She was astonished to note such a proposal.

(ii) In view of the heavily congested traffic in the vicinity of Causeway Bay, the Council had expressed at its last meeting that no more additional sites in the district should be used for commercial purpose. Though the Administration claimed that road improvement works would be carried out, she queried who should be held accountable if traffic congestion was resulted.

(iii) PlanD had mentioned very long ago that the site in question was planned to be used for building government and recreation facilities. In fact, the local residents had a strong demand for open space, performance venues and a civic

centre. The Caroline Hill Road site was an ideal site for meeting local needs.

(iv) While she acknowledged that the Government had to ensure an adequate supply of commercial sites to maintain Hong Kong's status as a financial centre, she queried why Wan Chai was targeted and why another commercial area could not be developed in other districts.

(v) Upon receipt of the planning proposal by the Town Planning Board (TPB), a two-month consultation would commence. However, it was a known fact that it was unlikely for a planning proposal to be turned down. She queried how the Administration would address the opposition from the local residents, and asked if the views of the Council would be taken into account.

(vi) She asked the Administration to clearly explain why the document submitted to this meeting was completely different from what the Government had said one and a half months ago. At that time, the Government said there were no preconditions. This was an act to deceive the Council. Not only did the Administration turn a deaf ear to the public opinion, but it also paid no heed to the views of the Council.

36. Ms Yolanda NG raised the following comments and enquiries:

(i) PlanD had firmly told the Council not long ago that the demolition of the old buildings was for safety sake and there were no preconditions. But shortly afterward, a planning proposal with preconditions was submitted to the Council.

(ii) If there were reasonable justifications, she would not be opposed to the construction of a judicial complex at a site for sports and recreation use. But the Administration should seek consent from the court first. She enquired when the Administration started communicating with the court and when it firmly told the Council that there were no preconditions. She was sure that there were contradictions

in terms of time of the above actions. She requested the Administration to give an honest account of the matter.

(iii) Causeway Bay had been overloaded with commercial activities and traffic. She asked the Administration to clearly explain why the Caroline Hill Road site should be rezoned for commercial use.

(iv) While the Administration claimed that the additional parking spaces would alleviate the illegal parking problem in Causeway Bay, she queried if such measure could produce results. She doubted if the additional pick-up/drop-off facilities for green minibuses could accommodate the minibus bus routes at Lan Fong Road. In fact, the minibus stops at Jardine's Bazaar, King Lung Street, Lockhart Road and Jaffe Road were all overloaded with traffic. She queried if the relocation of the minibus stops to Caroline Hill Road would resolve the existing traffic problem or cause an even bigger traffic problem. Moreover, she asked the Administration if it had considered the willingness of the public to use the proposed minibus interchange at Caroline Hill Road and if it had taken into account the provision of pleasant walking experience. She was of the view that the Administration had deceived the Council about the proposed planning.

37. Miss Clarisse YEUNG raised the following comments and enquiries:

(i) At the meeting of WCDC on 6 March 2018, PlanD had said that an assessment of the buildings in Causeway Bay which were likely to be redeveloped had been made. PlanD had also promised that it would provide the Council with the information about the floor area and uses of those buildings. However, she had only received a location plan so far. Without the floor area and related information, it was almost impossible to discuss the over-commercialisation of Causeway Bay.

Action

(ii) She asked if the Administration could assess the buildings in Wong Nai Chung OZP which were aged over 30 years and below seven storeys high since these buildings were likely to be redeveloped. She also asked if the Administration could provide the Council with a list of the buildings, a location plan and the site area.

(iii) PlanD had requested the Judiciary to consider the sites at Tung Chung, Tin Shui Wai and Sai Ying Pun. She asked PlanD to explain why the Judiciary considered those three sites unsuitable.

(iv) The height restriction for Silverwood which was close to the Caroline Hill Road site was 100 metres, while South China Athletic Association (SCAA) was seven storeys high. She enquired why the height restriction for the Caroline Hill Road site was set at 135 metres. Moreover, she hoped that the landscape plan could show the visual effect from more angles.

(v) She enquired about the number of parking spaces to be provided by JCDC and the two commercial buildings, and asked if the Administration had assessed whether the 125 public parking spaces could meet the local needs.

(vi) She asked the Administration to provide details of the pick-up/drop-off facilities for green minibuses, including the number of minibuses allowed to be parked at the pick-up/drop-off point and whether a minibus terminus could be provided. Besides, she asked whether PlanD had confirmed with TD to ensure minibus operators were willing to use the proposed minibus stop.

(vii) Paragraph 5(g) of the paper stated that "to reserve an underground connection point at the proposed commercial development for connecting a possible underground pedestrian connection that may be constructed in the future". She asked the Administration to provide a map showing the route of the connecting point to the underground pedestrian

connection to be built.

(viii) As regards the technical assessments as mentioned in paragraph 6 of the paper, she requested the Administration to provide the full technical assessment reports for the Council's perusal. Besides, according to the technical assessments undertaken, the proposed developments would not induce unacceptable impact to the local area. She asked the Administration to explain what unacceptable impact meant.

(ix) She enquired if the TIA had covered the main roads such as Gloucester Road, Hennessy Road, Yee Wo Street, Causeway Road and Canal Road. She also enquired about the crossing arrangements between Link Road and Caroline Hill Road. Besides, she asked if the Administration had assessed the impact of road closures on the developments when an event was being held in the Hong Kong Stadium.

38. Dr Jennifer CHOW raised the following comments and enquiries:

(i) She concurred with the views just raised by Members, and commented that the entire proposal lacked vision. The planning proposal focused only on the development of a very limited and small area. However, any development could either stimulate or hinder the development of the entire community, and in particular would have impact on the development of the local economy. She called for the Administration to take into account the overall development of Wan Chai District in the planning process.

(ii) The planning proposal did not include local views. She enquired if there were any alternative options. She opined that the Administration should consider how to fulfil the local needs. The Caroline Hill Road site was the only site left in the busy area which was suitable for the construction of a civic centre. The provision of such facility could add value to the district.

Action

(iii) She was worried about the traffic impact of the proposed developments. The proposed developments would induce extra pressure on the traffic of Wan Chai District, thus aggravating the traffic congestion problem.

(iv) Cohesiveness was an important function of a community. Yet, the proposed developments could neither enhance the cohesiveness of the community nor add value to Wan Chai District in terms of the provision of transport and community facilities. She called for the Administration to enhance its visionary planning efforts and listen more to the views of the Council.

39. Ms Jacqueline CHUNG raised the following comments and enquiries:

(i) At the meeting of DPTC on 10 April 2018, Mr Louis KAU clearly stated that the Government did not set any preconditions. However, in less than a month, PlanD submitted such a paper, and even held a pre-meeting to clearly state that what information had been provided to the Council. This was no different from setting a trap for the Council. It was despicable of the Administration to fool the Council in such a way.

(ii) As mentioned in the paper, if the Council agreed with the proposal, the Administration would relay the views of the Council to the Metro Planning Committee (MPC) for consideration. Subject to the consent of MPC, the Administration would proceed to amend the draft OZP. The Administration was trying to achieve its aim by seeking consent from the Council when the Council was not informed of all the facts. This showed that the Government had grown increasingly cunning.

(iii) The presentation given by the Administration today did not reveal the whole truth. The Administration only repeatedly emphasised that an additional 100 and 25 parking spaces for private cars and commercial vehicles respectively would be

provided, but it was tight-lipped about the fact that a total of 600 parking spaces would be provided by the commercial buildings and the judicial complex.

(iv) After painstaking effort by different parties, the seven traffic relief measures could eventually be implemented in the vicinity of Causeway Bay. When the traffic condition in the vicinity of Leighton Road and Percival Street began to show signs of improvement, another project was proposed. Upon completion, the developments would bring in at least 600 vehicles. The commercial development in the retail sector and restaurants would certainly result in extra vehicular and pedestrian flows. The Administration claimed that the courts would only operate between 9:30 a.m. and 4:30 p.m. This was a specious argument used to cover up the truth.

(v) The proposed development of Po Leung Kuk in Causeway Bay had obtained the approval from the Council and would commence in 2019. Given its old age, SCAA was likely to be redeveloped. The building height restriction for buildings at Haven Street would be increased from 110mPD to 135 mPD, which would stimulate private developments in the area. Moreover, whenever an event was held in the Hong Kong Stadium, the traffic in the vicinity of Causeway Bay would be brought to a standstill, and Leighton Road would be the only road left which could relieve the traffic at those major trunk roads such as Gloucester Road, Lockhart Road and Hennessy Road. Even Road P2 at Wan Chai North to be commissioned could only relieve the traffic in the coming five years. The planning proposed by PlanD today would bring in at least 600 vehicles, which would certainly add an extra burden to the local traffic.

(vi) The reason behind the proposed relocation of the judicial building to Caroline Hill Road was that the Government intended to sell the sites where the three government buildings in Wan Chai were located at high prices. She accused the Government of repeatedly deceiving the

Council, and expressed her opposition to the rezoning proposal.

40. Ms Kenny LEE raised the following comments and enquiries:

(i) It was stated in the paper that the "TIA assumes that the maximum floor area for retail purpose is 10 000 square metres. The Government will consider imposing a ceiling on the floor area of the shopping malls for retail purpose". This showed that the Government would only consider imposing a floor area ceiling. Without any promises, all these assumptions were subject to change.

(ii) She enquired if the Administration had considered the traffic condition after the commissioning of the Central-Wan Chai Bypass (CWB) and the future growth in the vehicle population in estimating the reserve capacity (RC) in 2031. She queried why the Administration could make a long-term projection covering the future 13 years from 2018 to 2031 within such a short time. She was of the view that a projection covering the coming five or ten years should be provided.

(iii) Members of the public were seen having their driving training on Leighton Road and Cotton Tree Path during different periods of time every day. Besides, Irving Street and the area outside Regal Hong Kong Hotel were packed with vehicles before and after school hours. She enquired if the Administration had considered these conditions in making the projection.

(iv) Regarding the level of service of pedestrian crossings, it was stated that the green time for road sections B1, B3 and B5 would be extended in order to raise the level of service to Grade D. If the green time for pedestrians was to be extended, the waiting time for vehicles would increase. She enquired how the traffic light time would be adjusted to relieve the traffic congestion at Causeway Road.

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(v) SCAA would soon be redeveloped. Moreover, serious traffic congestion would arise whenever an event was held in the Hong Kong Stadium. The proposed planning would bring in a few hundred additional vehicles. She could not imagine how the future road design could absorb such massive vehicular flow.

(vi) As regards the proposed road juncture improvement works, the lane outside Po Leung Kuk would be modified to a "left-turn and right-turn" shared lane. At present, there was one lane for eastbound Leighton Road and another lane for westbound Leighton Road. This junction could accommodate a few more vehicles, but not an additional lane could be created. Therefore, no significant improvement was expected.

41. Mr Ivan WONG raised the following comments and enquiries:

(i) Members were most concerned about the studies undertaken by the Administration, based on which the Caroline Hill Road site was considered the most suitable site for the construction of JCDC. He enquired if the Administration had considered using this site for other development purposes to meet the local needs.

(ii) PlanD had not consulted the Council on the preliminary planning, and the relevant decision was made before collecting public views. In fact, the concrete planning had already been worked out long before consulting the Council. This showed that the Administration disrespected the Council. Such practice had been in place for years and no improvement had ever been made.

(iii) PlanD should not work out the concrete design before considering other relevant factors. In view of the serious traffic congestion in Causeway Bay, the local residents had high hopes that the Caroline Hill Road site could be used to alleviate the traffic congestion and open space could be provided within the site.

(iv) A large number of people would go in and out of the courts before and after the operating hours. Thus he did not agree with the argument that the courts would only operate from nine to four.

42. Mr Anson LAM raised the following comments and enquiries:

(i) Instead of having no preconditions as claimed by the Administration, a prior decision had been made. He was surprised that the Administration dared to claim that the proposed developments would not generate unacceptable traffic impact. Such lies were downright insults to Members' intelligence.

(ii) The vicinity of Caroline Hill Road had already been highly congested. He asked what actions would be taken by the Administration if the traffic congestion there did deteriorate after the implementation of the proposed planning. Since TD was not a law enforcement department, he queried if the Police had to be asked to deploy its manpower to monitor the traffic round the clock.

43. Mr CHENG Ki-kin raised the following comments and enquiries:

(i) Wan Chai was an old district and many long-standing problems could not be resolved since the district had been fully developed. He opined that the long-standing problems in the district, such as the relocation of the methadone clinic at Southorn, should be resolved through the redevelopment of the Caroline Hill Road site and the relocation of the three government buildings.

(ii) If the court had to be relocated, it should be relocated to an easily accessible area in the urban district for the convenience of the public.

(iii) The illegal parking problem was resulted from insufficient parking spaces. Since the prices of Grade A offices had

continued to rise to a record level, he asked without the redevelopment of an old area, how job opportunities could be created and how opportunities for upward social mobility could be provided for the next generation.

44. The Chairperson asked the representatives of PlanD to respond to Members' first-round enquiries.

45. Mr Louis KAU responded as follows:

(i) He said that PlanD had all along respected the Council. He stressed that the Government had proposed in the 2017 Policy Address to rezone the Caroline Hill Road site for the construction of JCDC and commercial development. PlanD had never had any intention to conceal the development direction of the Caroline Hill Road site. He also clarified that he had not attended the meeting of DPTC held on 10 April 2018.

(ii) The Judiciary considered that the locations of the sites at Tung Chung and Tin Shui Wai could not meet the needs of the courts, while the area of the site at Sai Ying Pun could not meet the required area of 70 000 square metres estimated based on the existing needs. Having considered all the relevant factors, the Judiciary agreed in principle to construct JCDC at the Caroline Hill Road site. The Administration Wing sent a written reply to the Council on 10 April 2018, explaining the considerations for the site selection.

(iii) As regards the number of parking spaces to be provided, there would be 135 parking spaces for private cars, 5 parking spaces for motorcycles and 14 loading/unloading facilities for use by the vehicles of the Correctional Services Department in JCDC. As required by the Hong Kong Planning Standards and Guidelines, there would be 300 parking spaces for private cars, 30 parking spaces for motorcycles, 46 loading/unloading facilities for goods vehicles and 7 pick-up/drop-off facilities for taxis and

private cars within the commercial site.

(iv) According to the Hong Kong 2030+ Planning Vision and Strategy, commercial sites were still in short supply up to 2031. Having considered the fact that the Caroline Hill Road site was located in a core business district in Causeway Bay and the compatibility of the site with the nearby developments, PlanD considered the Caroline Hill Road site suitable to be used for commercial purpose. The Administration would closely monitor the impact of the developments on the nearby traffic.

(v) In response to the public aspiration for the use of the Caroline Hill Road site to meet local needs as relayed to PlanD by the Council, the provision of the relevant facilities was planned. As regards the provision of a civic centre, PlanD could relay this suggestion to the relevant policy bureau and departments for consideration. However, attention should be drawn to the fact that it was necessary to consider the traffic impact even if the site was to be used for building a civic centre.

(vi) The proposed amendments to the Wong Nai Chung OZP mainly concerned the rezoning of the Caroline Hill Road site, while the Causeway Bay OZP introduced to the Council at its last meeting was to revise the building height restrictions for a number of zones in the OZP. To show the visual impact after the relaxation of the building height restrictions, PlanD assumed that buildings aged above 30 years and with less than seven storeys would be redeveloped, and based on this assumption, an analysis showing the simulated visual impact was made. Since the amendments to the Wong Nai Chung OZP did not concern the building height restrictions for the entire OZP, no such similar analysis would be made. Thus, PlanD could not provide the information as requested by Miss YEUNG.

(vii) As required by the Sustainable Building Design Guidelines, if any commercial sites on Hong Kong Island were to be

developed, the building height restriction should generally be set at 135 mPD in order to enable the sites to be developed to the permissible development intensity on one hand, and to meet the requirements of the Sustainable Building Design Guidelines on the other. Moreover, although the plot ratio for the Caroline Hill Road site was lower than that for general commercial sites, the provision of a new carriageway and open space of not less than 6 000 square metres was required. Therefore, adequate flexibility should be allowed in the building height in order to enable the building design could meet the necessary requirements.

(viii) The developer would design and provide open space of no less than 6 000 square metres in accordance with Public Open Space in Private Developments Design and Management Guidelines issued by DEVB.

(ix) As regards reserving an underground connection point to connect a possible underground pedestrian connection that might be constructed in the future, as far as he knew, there were two possible routes for the underground connection, namely, along Sunning Road or along Pennington Street. Therefore, flexibility would be stipulated in the land lease of the Caroline Hill Road to require the developer to reserve underground connection points in those locations for connecting to the possible underground pedestrian connection that might be constructed in the future.

(x) PlanD would advise TPB to set the retail floor area at 10 000 square metres, and would advise LandsD to incorporate such restriction into the future conditions of sale to prevent the retail land use from bringing in too many vehicles, which might generate the impact similar to that of Times Square on the nearby road network. Since the retail floor area of Times Square accounted for about 40% of the total floor area, a greater traffic impact was produced. In the planning proposal under discussion, only 10% floor area would be used for retail purpose. Therefore it was believed that the traffic impact could be minimised.

46. Mr LAU Ka-hei responded as follows:

(i) The TIA of the Caroline Hill Road site covered the traffic condition in the next five years following the completion of the buildings. It was therefore a long-term projection covering up to 2031.

(ii) The TIA had taken into account the traffic impact after the commissioning of CWB. Since CWB was mainly to divert the traffic of Gloucester Road, it was believed that no significant traffic impact would be caused to the local traffic (e.g. Leighton Road).

(iii) While Leighton Road, Cotton Tree Path, Eastern Hospital Road were packed with school buses and private cars before and after school hours, such traffic congestion would not coincide with the rush-hour congestion in the morning since the former occurred earlier than the latter. Besides, since court hearings would start at 9:30 a.m., the staff and legal practitioners would arrive at around 9 a.m.

(iv) Regarding the proposed road junction improvement works in the western section of Caroline Hill Road, during peak hours, vehicles would queue up on the fast lane of northbound Caroline Hill Road, waiting for turning right to eastbound Leighton Road. The traffic queue would extend to the junction of Link Road. Since northbound Link Road had only one lane, the above-mentioned traffic queue also blocked the right-turn traffic for westbound Leighton Road. In view of this, it was proposed to modify the slow lane of northbound Caroline Hill Road to a "left-turn and right-turn" shared lane in order to increase the right-turn traffic capacity and avoid traffic congestion on the fast lane.

(v) The TIA showed that the RC of major signalised crossings was positive. A positive RC figure indicated that the road junction was operating with spare capacity. Besides, the design flow/capacity ratio was below 0.85, indicating that

the performance of the junctions was satisfactory.

47. Mr Louis KAU supplemented as follows:

(i) PlanD had obtained the information from the Police about road closures due to special events in the Hong Kong Stadium in 2017. In 2017, 36 major events were held in the Hong Kong Stadium, resulting in 36 road closures. More than half of those events were held on Sundays or public holidays, indicating that at least half of the events had no significant impact on the developments on Caroline Hill Road. Most of the remaining events were held on Friday, only two of which were held during rush hours in the morning.

(ii) The Police would inform the shop tenants and residential buildings close to Caroline Hill Road of the time of road closures before any major events in the Hong Kong Stadium to enable them to make preparation. The Police would do the same following the completion of the judicial complex and the commercial buildings. Therefore, the events in the Hong Kong Stadium would not cause any unacceptable impact on the developments on Caroline Hill Road in the foreseeable future.

48. The Chairperson thanked the representatives of PlanD for their detailed responses. He then asked Members if they had other comments.

49. Miss Clarisse YEUNG raised the following comments and enquiries:

(i) She was shocked to note the comments by PlanD that Members had raised too many questions. It was the duty of Members to obtain a clear understanding of the issue under discussion by raising enquiries. Noting the numerous flaws contained in the paper submitted by PlanD, Members raised enquiries about various issues. However, she was very sorry to learn that PlanD was unable to answer their enquiries.

(ii) RC and traffic congestion were two separate concepts. Since she was worried that the traffic in the vicinity of Caroline Hill Road would be brought to a standstill after the rezoning, she enquired of PlanD about what unacceptable impact meant. However, the representative of PlanD only cited the design flow/capacity ratio without answering her question at all.

(iii) In its reply in April 2018 to an enquiry raised by DPTC, the Department of Justice (DoJ) said that the relocation of courts was not under its purview and they would only provide legal advice. She asked if DoJ had any knowledge at that time of the plan to relocate the courts to Caroline Hill Road.

(iv) It was proposed that 70 000 square metres of the site would be used to construct a judicial complex. She had no intention to hinder employment, yet a judicial complex would lead to the provision of the relevant services in a centralised manner, which ran against the planning direction of decentralisation.

(v) The population of the New Territories (NT), Kowloon and Hong Kong Island stood at 3.6 million, 2.1 million and 1.29 million respectively. Besides, the numbers of single-parent families in NT, Kowloon and Hong Kong Island were 45 000, 26 000 and 9 000 respectively. If the judicial complex was to be located on Hong Kong Island, more people would have to access the complex through cross-district travelling.

(vi) It was a usual practice of the Government to deceive the Council by using some tricks. The passage of projects and papers did not mean that the public interest had been served. The Government neither conducted a public consultation in a sincere manner nor answered Members' enquiries. It only submitted a consultation paper with preconditions.

(vii) Co-opted Member Dr CHEUNG Chalton of DPTC had once said that Causeway Bay needed a home for the elderly run

by the Government. The representative of PlanD said at the last meeting that the Social Welfare Department was consulted, which did not make any request for the provision of a home for the elderly within the Caroline Hill Road site. She found such reply unbelievable.

(viii) Professor TANG Wing-shing of the Department of Geography of the Hong Kong Baptist University had been promoting the idea of urban logic, i.e. the application of logic in urban planning. She queried if the Government chose to blindly pursue the goal for the supply of Grade A offices at the expense of local needs.

(ix) The greatest evil was that the Government had deceived the Council and put forward a demolition proposal with preconditions, which would soon be submitted to FC.

50. Ms Yolanda NG raised the following comments and enquiries:

(i) Since PlanD had not yet answered her question, she had to raise the question once again. She enquired when the Judiciary was asked to consider the sites at Tung Chung, Tin Shui Wai, Sai Ying Pun and Caroline Hill Road, and when the Judiciary gave a reply. She opined that they could confirm from the answers of these fundamental questions if PlanD had deceived the Council.

(ii) She did want to render her support for the development of the Caroline Hill Road, provided that the Administration respected the Council and listened to Members' views.

(iii) She did not think that the Caroline Hill Road site was suitable for commercial use. A site at Jardine's Bazaar had been changed from residential to commercial use; Lee Garden Three had opened; and some major residential buildings at King Lung Street and Jaffe Street had been converted to shopping centres and commercial buildings. In fact, Causeway Bay was over-commercialised, with the whole district being overloaded with commercial

developments. The original small, liveable district had become a commercial and tourist region, and the local residents were subjected to the pressure brought about by the commercial developments every day.

(iv) She agreed that all the people of Hong Kong were entitled to the service provided by the Judiciary. Yet she queried if the Caroline Hill Road site was the only site suitable for the construction of JCDC. She recalled that Hong Kong Tramways had deceived the Council by saying that they were required to move out and the circular planting area in Causeway was the only suitable site for relocation of the tram power substation. However, the true story was uncovered by the Council after Members kept asking questions. If PlanD did not speak the truth today, it was impossible to obtain the support from the Council.

51. Mr Joey LEE concurred with other Members' views. He queried if PlanD had committed a procedural error by pursuing the issue in such a way. He found the arguments raised before and today by PlanD unacceptable. PlanD should conduct a review and devote its effort to longer term planning, so as to enable the public to have a better living. He was very disappointed and dissatisfied with the handling of the matter by PlanD.

52. The Chairperson invited representatives of PlanD to respond to Members' enquiries.

53. Mr Louis KAU responded that the Judiciary replied to the Government in mid-2017 that they agreed to reprovision JCDC at the Caroline Hill Road site and to build the judicial court complex for High Court at the site at 5 New Harbourfront in Central. Having reviewed its needs, the Judiciary proposed to the Government the construction of the judicial complexes at the above-mentioned sites to meet its long-term needs for judicial facilities.

(Post-meeting note: PlanD corrected the previous answer, saying that the Judiciary replied to the Government in mid-2016 that they agreed to reprovision JCDC at the Caroline Hill Road site.)

54. Ms Yolanda NG said that she had to ask the same question three times. PlanD only told the meeting when the Judiciary replied, but did not answer when the Judiciary was informed of the proposed sites for consideration. PlanD had told the meeting about a month ago that there were no preconditions, but now answered that the Judiciary had replied to the Government in mid-2017. She requested PlanD to give a thorough account of the whole matter.

55. Mr Louis KAU responded that the Judiciary had requested the Government in 2012 to provide a site for meeting its need for judicial facilities. In response to the Judiciary's request, PlanD later informed the Judiciary of the proposed sites for consideration.

56. Miss Clarisse YEUNG raised the following comments and enquiries:

(i) She asked PlanD if the Judiciary had been asked whether they would accept the Caroline Hill Road site before PlanD visited the Council for the first time to discuss the demolition of the buildings at Caroline Hill Road.

(ii) She enquired why the proposed open space of 6 000 square metres would be developed by a private developer. She asked if PlanD considered the Leisure and Cultural Services Department not capable of developing the open space.

(iii) Since Members raised many enquiries and opposing views regarding the project, she suggested voting on the project by a show of hands in order to raise objection to the submission of the paper to TPB.

57. The Chairperson concluded that while community development was no cause for complaint, it was worthy of support only if the development could cater for the local needs. Members had grave concern over the development of the Caroline Hill Road site since they feared that the Administration would repeat the same mistake, leading to irreversible traffic impact as that caused by Times Square. The justifications given by the Administration were not convincing enough, and the majority of

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Members were against the proposed developments. The Chairperson then invited views from Members on whether it was necessary to put the proposal on a vote.

58. Dr Anna TANG agreed with the Chairperson that community development was no cause for complaint. Yet the lack of communication between PlanD and Members had led to lots of worries raised by Members. Wan Chai was a busy district with a large population. At present, a large number of territory-wide facilities were located in Wan Chai. Therefore, it was imperative for the Government to ensure the land in the district was put to good use. She hoped that the Administration could enhance communication with Members, and expressed that she would abstain from voting at the moment if the proposal was put to a vote.

59. Mr Ivan WONG said that Members had clearly expressed their concerns. They were not against the construction of a judicial complex. Yet, the matter should be pursued in accordance with better procedures. He was of the view that the Administration should consolidate Members' views and relayed the consolidated views to TPB to enable Members' voices to be heard loud and clear.

60. Ms Yolanda NG raised the following comments and enquiries:

(i) She stressed that she was not against any planning development, but against the paper. She could not agree with PlanD's handling of the matter including bypassing the Council and submitting a paper with preconditions.

(ii) She did not agree with the suggestion about submitting the consolidated views of the Council to TPB for consideration. If the paper was submitted to TPB, TPB would proceed to consider the suitability of the proposed site. She was of the view that the Council should vote on the matter in order to show whether the paper was supported by the majority.

(iii) The representative of PlanD claimed that even if the site was used to build recreation facilities, traffic impact would be caused. However, PlanD did not provide TIA in respect of

the provision of recreation facilities, making it impossible for the Council to assess which option would result in greater impact. PlanD only proposed in the paper to construct a judicial complex and commercial buildings. There were no other alternative options at all. This was very unfair.

61. Mr Anson LAM commented that it was necessary to conduct a vote in order to firmly express the Council's opposition to the submission of the paper to TPB.

62. Ms Jacqueline CHUNG said that the Council was not against the construction of a judicial complex, but could not agree with the content of the paper. She opined that it was necessary to conduct a vote in order to tell TPB loud and clear about the Council's stance. The Council should ensure no repeat of the same problems as those caused by Times Square; otherwise, the Council would owe the public an answer.

63. Mr Joey LEE stressed that he was not against community development, but against the paper. The Government should communicate with the Council before developing the district. The proposal should only be submitted to TPB after obtaining the support from the majority of Members.

64. Ms Kenny LEE said that being the Chairperson of DPTC, she was most concerned with the traffic impact of the proposal. Such information was not provided at the pre-meeting held two weeks ago. Instead, the information was hastily submitted to the Council today. In fact, all the traffic figures obtained before the commissioning of CWB were estimated figures. In addition, the consultant was unable to answer the enquiries about the growth in the number of vehicles and road management. For the above reasons, she expressed her opposition to the paper.

65. Miss Clarisse YEUNG agreed that the paper should not be endorsed. She opined that if the paper was submitted to TPB, TPB could keep bringing up issues with the residents by making use of the planning procedures, even if much controversy had been aroused in the community. The case of Hopewell Centre II could serve as a good

example of such practice. Therefore, the Council should state loud and clear its stance.

66. Dr Anna TANG said that Members had clarified that they were not opposed to the content of the paper, but the submission of the paper to TPB. The future handling of the matter should be left to TPB as Members had clearly expressed their stance.

67. The Chairperson concluded that Members were not against district development. Yet the consultation work which was conducted in a hasty manner could not promptly remove all the worries raised by Members. Therefore, Members expressed their opposition to the paper.

68. Dr Anna TANG supplemented that the departments concerned did not maintain sufficient communication with Members, and the consultation work was not up to standard.

69. Ms Yolanda NG raised the following comments and enquiries:

(i) Most of the Members who had spoken on the agenda item were not only opposed to the content of the planning paper about the construction of a judicial complex and the commercial developments, but also did not support the submission of the paper to TPB. If Members only expressed their views without passing any resolution, PlanD would proceed to submit the paper to TPB, and TPB would process the paper upon receipt of it. Therefore, she opined that the Council should vote on whether it agreed with the submission of the paper to TPB.

(ii) PlanD had not answered the core questions at all. It contradicted itself by saying that it did not receive the reply from the Judiciary until mid-2017, that it only started considering the land use in 2012 and that there were no preconditions. All these claims were made to deceive the Council.

(iii) The representative of PlanD claimed that even if the site was used to build recreation facilities, traffic impact would be

caused. However, PlanD did not provide TIA in respect of the provision of recreation facilities. In other words, no alternative options were available. In the past decade, the Government had not engaged the public in the planning process of the site concerned. The Council found it hard to support such a paper which was submitted to the Council in haste.

70. Ms Peggy LEE said that if the proposal was submitted to TPB, PlanD would convince it by presenting some estimated figures, and there would be no turning back once TPB was convinced. Therefore, she opposed the submission of the proposal to TPB and called for PlanD to thoroughly consult the Council.

71. Dr Anna TANG commented that the consultation work conducted by PlanD was not good enough, and queried why the paper had to be submitted to TPB within such a short notice. She stressed that she was absolutely not against the submission of the paper to TPB.

(Dr Anna TANG left the meeting at 5:55 p.m.)

72. Mr Ivan WONG said that even all Members raised objection, PlanD might still submit the paper to TPB. He asked if PlanD was willing to make a pledge at the meeting that the relevant paper would not be submitted to TPB before removing all the worries.

73. Ms Jacqueline CHUNG reckoned that since the paper was to "brief the Wan Chai District Council on the proposed developments at the Caroline Hill Road Site and the related proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, and solicit views of members of WCDC", the Council should vote on whether the proposed amendments should be endorsed, with a view to enabling the Administration to note the stance of the Council. This could prevent TPB from making its own interpretation of Members' views.

74. The Chairperson asked Members to vote on the proposed amendments by a show of hands. The voting result was as follows:

Yes: 1 vote (Mr CHENG Ki-kin)

Action

No:	9 votes (Dr Jennifer CHOW Ms Yolanda NG Mr Joey LEE Ms Kenny LEE Ms Peggy LEE Mr Anson LAM Mr Ivan WONG Miss Clarisse YEUNG Ms Jacqueline CHUNG)
Abstain:	1 vote (Mr Stephen NG)

75. The Chairperson said the Council voted against the proposed amendments by a clear majority. He asked PlanD to launch a more in-depth consultation with the Council.

Item 4: Wan Chai Development Phase II – Commissioning of Road P2 at Wan Chai North (WCDC Paper No. 36/2018)

76. The Vice-chairperson welcomed the following representatives to the meeting:

Civil Engineering and Development Department:	Mr Wilson MA, Chief Engineer/South 3 Mr WONG Chi-leung, Senior Engineer/7 (South) Mr LEE Hon, Engineer/11 (South)
Highways Department:	Mr CHAN Tai-chi, Senior Engineer 1/Central Wanchai Bypass Ms Yanny LI, Senior Engineer/Shatin to Central Link (6)
AECOM Asia Company Limited:	Mr Francis LEONG, Executive Director Mr LAU Ka-hei, Associate Mr Jacob TSUI, Senior Resident Engineer
MTR Corporation Limited:	Mr William CHAN, Liaison Engineer I

77. The Vice-person asked the representatives of CEDD to brief Members on the paper.

78. Mr Wilson MA said that one of the major items of Wan Chai Development Phase II was to construct a section of Road P2 in Wan Chai North to connect Lung Wo Road in Central with the existing roads in Wan Chai North. The section of Road P2 underneath the Hong Kong

2. The Chairperson asked Members to note the papers and agenda with suggested discussion time on the conference table. He reminded them that each Member would be allotted three minutes to speak in respect of each agenda item.

Confirmation of Minutes of Meeting

Item 1: Confirmation of Minutes of the 19th Meeting of WCDC

3. The Chairperson said that the Secretariat had received proposed amendments raised by Dr Jennifer CHOW, Miss Clarisse YEUNG and Ms Yolanda NG respectively to the minutes of the 19th meeting of WCDC. He asked Members to note the paper on the conference table

4. Since no other amendments were proposed by Members present, the amended minutes of the 19th meeting were confirmed by means of a motion moved by Mr Anson LAM and seconded by Dr Anna TANG.

Discussion Items

Item 2: Rezoning of the Caroline Hill Road Site (WCDC Paper No. 1/2019)

Item 3: Proposed Road Improvement Works at Caroline Hill Road, Link Road and Leighton Road, Causeway Bay (WCDC Paper No. 2/2019)

5. The Chairperson stated that since agenda item 3 was about the road improvement works associated with the proposed developments under the rezoning of Caroline Hill Road site (the CHR site); he suggested discussing agenda items 2 and 3 together. Representatives of the relevant government departments could first be invited to brief Members on the two papers to enable Members to have a good grasp of the whole matter, before giving time for Members to raise comments and enquiries. The Chairperson asked Members whether they agreed with the above arrangement.

6. Members present raised no objection, and the Chairperson announced that agenda items 2 and 3 would be discussed together.

7. The Chairperson welcomed the following representatives of government departments and organisations to the meeting:

Planning Department (PlanD):	Mr Louis KAU, District Planning Officer Mr Anthony LUK, Senior Town Planner/ HK3

Highways Department (HyD):	Mr CHAN Wai-hong, Senior District Engineer/ General (2) Mr WAN Chi-kin, District Engineer/ General (2)B Mr LEE Wai-lik, District Engineer/ Peak
Lands Department:	Ms Michelle WONG, Estate Surveyor/ Causeway Bay
Transport Department:	Mr Eddy WU, Senior Engineer/ Wan Chai Ms Fiona FONG, Engineer/Wan Chai 1
Food and Health Bureau (FHB):	Ms Wendy AU, Principal Assistant Secretary for Food and Health (Health) 5 Mr Jimmy WU, Director (District Health Centre Team)
Social Welfare Department (SWD):	Ms POON Hau-yuk, Assistant Social Welfare Officer (Eastern/Wan Chai) 1
AECOM Asia Co. Ltd. (AECOM):	Mr Charles SO, Executive Director (Transportation Planning) Ms WONG Wan-ting, Project Engineer (Transportation Planning)

8. The Chairperson asked representatives of PlanD to brief Members on the paper.

9. Mr Anthony LUK of PlanD briefed Members on the rezoning of the CHR site with the aid of a PowerPoint presentation, including background information of the proposed developments, the originally proposed development parameters, the new community facilities, the transport facilities, the traffic impact assessment (TIA) and the proposed amendments to the Approved Wong Nai Chung Outline Zoning Plan (OZP) No. S/H7/19, etc.

10. Mr Louis KAU of PlanD supplemented as follows:

(i) The demolition works at the CHR site were not necessarily related to the long-term development of the site. Regardless of the future land use of the CHR site, the existing superstructures were no longer suitable for use; therefore they should be demolished to release the development potential of the site as soon as possible.

(ii) At the meeting of the Public Works Subcommittee under the Finance Committee of the Legislative Council (LegCo) held on 21 March 2018, the Permanent Secretary for Development had already expressed the above-mentioned Government's intention.

(iii) It was also recorded in the minutes of meeting of the Development, Planning and Transport Committee (DPTC) of WCDC held on 12 April 2018 that the Council understood that supporting the demolition works did not mean that the Council would support the long-term uses of the CHR site. PlanD also promised at the meeting that the Council would be consulted on the future development proposal.

(iv) It was mentioned in the 2014-15 Budget that the Government hoped to complete the land use study of the CHR site as soon as possible for the provision of additional commercial floor area. The Government also mentioned in the 2016 Policy Address that the CHR site would be developed for commercial use in the long term.

(v) In mid-2016, the Judiciary agreed with the Government's direction of reprovisioning a district court complex at the CHR site. A series of studies were carried out afterwards in accordance with the intention of the Judiciary, such as considering the auxiliary facilities required for the reprovisioning of a district court complex.

(vi) Furthermore, it was mentioned in the 2017 Policy Address that the CHR site would be used for commercial purpose and for the development of a district court complex. Following the completion of the preliminary technical study, PlanD consulted the Council on the development proposal of the CHR site in May 2018. Minor amendments had been made to the proposal having regard to Members' views. PlanD then returned to WCDC today to seek Members' views on the revised proposal.

11. Ms Michelle WONG of LandsD stated that the discussion paper of agenda item 3 aimed to brief Members on the road improvement works associated with the rezoning of the CHR site proposed by PlansD, and seek advice from Members on the matter. She invited the representatives of HyD to introduce the works.

12. Mr CHAN Wai-hong of HyD explained that the major role of HyD

in this project was to conduct a TIA and carry out road improvement works. There were two purposes for conducting the road improvement works, first, to improve road junctions and ensure smooth traffic flow; second, to accommodate the additional pedestrian flow brought by the commercial developments by enhancing pedestrian facilities. He then invited representatives of the consultant to introduce the road improvement works.

13. Mr Charles SO of AECOM briefly introduced the proposed road improvement works at Caroline Hill Road and Leighton Road in Causeway Bay with the aid of a PowerPoint presentation, including the proposed junction improvement works and proposed pedestrian crossing facilities, etc.

14. The Chairperson thanked the representatives for their presentations, and he asked Members to express their views.

15. Mr CHENG Ki-kin enquired about the justifications for providing aided child care service at the CHR site. He pointed out that most children in the area were taken care by babysitters or domestic helpers; therefore he reckoned that the provision of aided child care service in the area might lead to a mismatch of public resources.

16. Dr Anna TANG raised the following comments and enquiries:

(i) She was glad to note that community services were included in the planning, and she hoped that relevant departments would attend meetings of a number of dedicated committees under the Council to collect views from Members and other departments. She was of the view that the Administration should understand the demand for community services in the district by conducting extensive consultation.

(ii) She pointed out that Wan Chai was a bustling district with heavy traffic and pedestrian flows. If a public car park was established in the heart of Causeway Bay, the additional parking spaces provided would only be a drop in the ocean. She was worried that this might attract even more vehicles to circulate the area to wait for parking spaces, causing traffic obstruction. Therefore, she had reservations about the proposed construction of a public car park at the CHR site, and she asked if the departments concerned had concrete figures to support the proposal.

(Mr Ivan WONG and the Hon Paul TSE joined the meeting at 2:55 p.m.)

17. Miss Clarisse YEUNG raised the following comments and enquiries:

(i) She pointed out that PlanD consulted the Council on the demolition works at the CHR site on 12 April last year. Then in a span of only one month, Members' views were sought on a complete rezoning proposal, showing that the Government had already planned to rezone the CHR site for commercial development when lobbying for the implementation of the demolition works. She criticised that it was most ridiculous for the Government to claim that the demolition works were not necessarily related to the long-term development of the CHR site.

(ii) When the draft OZPs of Wan Chai and Causeway Bay were being discussed, the Council had made it clear that no additional commercial zones should be established in the core area of Causeway Bay, yet such view was not mentioned in the presentation of PlanD. Obviously, the rezoning proposal was made without paying regard to the advice of the Council, and the direction proposed did go against the Council's views.

(iii) The Council had requested the Development Bureau (DEVB) in writing to provide the full report of the TIA, including all detailed information. She commented that the assessment should not cover the impact of the developments on inner streets only. The vehicular flows at major junctions, such as Causeway Road, Hennessy Road and Canal Road, should be assessed as well.

(iv) She asked why PlanD insisted on rezoning part of the CHR site for commercial use, instead of preserving the entire site for "Government, Institution or Community" (GIC) uses. She demanded an explanation from the Government. She reckoned that PlanD should not push ahead the proposal simply because it was mentioned in the Policy Address, but ignored its feasibility in the district.

(v) She considered that relevant terms should be included in the land lease stipulating that the premises housing the district health centre (DHC) and child care centre (CCC) were owned by the Government, in order to avoid those premises being converted into a shopping mall or offices in the future.

(vi) PlanD stated during previous consultations with the Council that certain minibus routes at the minibus stands in Causeway Bay would be relocated to the minibus terminus at Caroline Hill Road in the future. She enquired about the future use of the original minibus stands in Causeway Bay.

(vii) She asked whether the open space would be managed by the Government or a private developer. Besides, she asked the departments concerned if a footbridge or subway would be constructed after the vicinity of Haven Street was redeveloped, so that pedestrians could access the MTR station by crossing Leighton Road.

18. Ms Peggy LEE raised the following comments and enquiries:

(i) She enquired about the justifications and considerations based on which PlanD or LandsD proposed the establishment of a DHC and a CCC at the CHR site. She pointed out that the Council had been in the hope that a civic centre could be established at that location. She did not understand why the Government considered out of the blue that primary health care and child care services were needed in Wan Chai.

(ii) According to the TIA, the DHC and CCC would bring in 22 and 8 vehicles respectively during rush hours. She asked the departments concerned how such precise estimated figures were obtained, and whether corresponding figures in other districts were applied in Causeway Bay.

(iii) She called on the Government to study the changes and needs of Wan Chai District in considering the provision of community facilities. If the Government insisted on providing primary health care facilities at the CHR site, she suggested relocating the methadone clinic to those facilities to solve the practical district issue.

19. Mr Ivan WONG raised the following comments and enquiries:

(i) He opined that the current design had not fully utilised the CHR site to achieve the objective of alleviating traffic congestion in Causeway Bay. He suggested that the Government make reference to the design of Grand Promenade or Island Resort and arrange the district court complex to be built above the ground level with a transport

interchange underneath.

(ii) He agreed that community facilities in Wan Chai were insufficient, yet he doubted whether a CCC was needed. He said that Hong Kong had the lowest birth rate in the world, and families in Wan Chai were generally well-off with sufficient financial means to take care of their children. Therefore, he was of the view that it would be more appropriate to establish a civic centre at the CHR site.

20. Dr Jennifer CHOW raised the following comments:

(i) She pointed out that the basement of the ex-Electrical and Mechanical Services Department Headquarters could provide a large area for development purpose. However, the Government only proposed converting two basements to a minibus terminus, while the other two basements would be filled up. She opined that the proposal failed to fully utilise the land resources, resulting in significant wastage.

(ii) The Council had been asking for the provision of a civic centre at the CHR site. Nevertheless, the Government not only ignored such community need, but also recovered the sites occupied by two recreation clubs to make way for commercial development. She urged the Government to consider how to compensate for the loss of the recreational and sports facilities due to commercial development.

(iii) She reckoned that the overall planning of the CHR site should include the redevelopment plans of Hong Kong Stadium (HKS) and Po Leung Kuk (PLK), but such factors were not taken into account in preparing the figures.

(iv) She commented that providing child care service was the social responsibility of commercial institutions. Therefore, she believed that it might not be necessary to provide a CCC at the CHR site. Instead, the Government should consider providing a civic centre, medical services, and women health services, etc., with a view to satisfying community needs.

21. Ms Yolanda NG raised the following comments and enquiries:

(i) She could not agree with PlanD's claim that there was no proposal with preconditions when they consulted the Council on the demolition works in April. She said that she would

strongly doubt the sincerity of PlanD in communicating with the Council if PlanD still insisted that there was no proposal with preconditions despite the heated debate with the Council in May.

(ii) She welcomed the proposed provision of a DHC and a CCC, but she wondered why such facilities with the public being the service target would be located within the commercial developments. She enquired about the role of FHB in such facilities in the future, and whether these centres would be operated as commercial entities after completion.

(iii) She agreed that child care service was in short supply in Wan Chai. However, she did not think that health care and child care services should be provided at the expense of recreational facilities.

22. Ms Jacqueline CHUNG raised the following comments and enquiries:

(i) Today's proposal which included the provision of a green minibus stand, a DHC and a CCC seemed to paint a rosy picture. However, traffic concerns raised by the Council earlier, including the severe traffic congestion at Caroline Hill Road and Leighton Road, had not been resolved at all. She wondered how the estimated figures in the TIA were derived, and criticised that TD did not hold itself accountable for the TIA.

(ii) She asked why the number of parking spaces was reduced from 600 to 125, and whether the 125 parking spaces were reserved for the use by commercial institutions. Besides, according to the paper, after the inclusion of a DHC and a CCC, the commercial floor area would be reduced correspondingly. She enquired about the exact reduction in the commercial floor area and the respective floor areas for commercial and retail purposes.

23. Ms Kenny LEE raised the following comments and enquiries:

(i) She pointed out that Wan Chai District had a larger elderly population among the 18 districts in Hong Kong. Therefore, she supported the establishment of a DHC as soon as possible to help the public detect chronic diseases at an

early stage, as well as meeting the public needs for rehabilitation services after being discharged from hospitals.

(ii) She asked the departments concerned whether it had estimated the future vehicular flow based on the floor area of the car parks in the buildings in the surrounding area, such as Hysan Place, Lee Garden Four and Lee Garden Five, in assessing the traffic impact.

(iii) She pointed out that with the increase in road surface, more people would go to the area concerned by driving their own cars, resulting in an increase in vehicular flow. She asked whether the departments concerned had considered establishing a minibus stand and a bus station in the underground space, with a view to encouraging the public to use public transportation and hence avoiding road saturation within a short period of time.

(iv) Since the redevelopment of HKS was still under planning, she believed that TD did not have any traffic figures on the redevelopment for the moment. Therefore, she considered that the current TIA could not reflect the actual situation, and the relevant figures were subject to adjustment.

24. The Chairperson invited representatives of the government departments to respond.

25. Mr Louis KAU of PlanD responded as follows:

(i) Regarding the opinion raised by Mr CHENG Ki-kin on child care service, representatives of SWD would introduce the demand for child care service in Wan Chai later.

(ii) If a DHC or a CCC was to be established in the future, the departments concerned would consult the Council in due course. As for the comments raised by Dr Anna TANG concerning the public car park, representatives of TD and the consultant would give a response later.

(iii) When PlanD submitted the rezoning proposal to the Town Planning Board (TPB), relevant technical reports would be submitted altogether. Those reports would then become open documents available for inspection by Members and the public at any time.

(iv) Take Hopewell Centre and Wu Chung House as an example, some of their floor areas were for the use of government agencies, and such areas were owned by the Government. Therefore, under the existing mechanism, although the DHC and CCC would be located within the commercial site, the premises would be owned by the Government.

(v) According to the latest design, the proposed open space would be located within the commercial site, and the developer would be responsible for its development. In designing, developing and managing the open space, the developer must make reference to the Public Open Space in Private Developments Design and Management Guidelines issued by DEVB.

(vi) With regard to the concern raised by Miss Clarisse YEUNG about the impact on pedestrian connectivity caused by the redevelopment of Haven Street, he asked representatives of TD to give a reply.

(vii) Since a number of Members had expressed concerns about the demand for child care service in Wan Chai, he invited representatives of SWD to give a response.

(viii) Following the last consultation with the Council, PlanD had consulted relevant bureaux and departments on the establishment of a civic centre at the CHR site as proposed by the Council. The bureau concerned replied that since a civic centre was a territory-wide facility, it had reviewed whether such facilities were sufficient on Hong Kong Island. In light of the usage of such facilities on Hong Kong Island, the bureau concerned had no plan to establish an additional civic centre on Hong Kong Island for the time being.

(ix) With regard to the enquiries about the estimation of vehicular flow, he asked representatives of the consultant to respond.

(x) While the detailed design of the judiciary complex was yet to be available, the overriding principle was to ensure the safe operation of the judiciary complex. Therefore, there was no plan to allocate part of the site for the judiciary complex for the use of other government agencies for the moment. Nevertheless, some space in the basement of the commercial site would be reserved for the establishment of minibus pick-up and drop-off facilities, and TD could use such space

for the reprovisioning of the existing minibus stands at Lan Fong Road in the future. It was hoped that the prevailing traffic problem in the district could be alleviated through the development of the CHR site.

(xi) Although the Architectural Services Department (ArchSD) had filled up some spaces temporarily when demolishing the superstructures, those spaces would be utilised when the site was redeveloped in the future to avoid any wastage of land resources.

(xii) The consultant had followed the established practice by including in the TIA all the redevelopment projects near the CHR site which were already known. Since the redevelopment of HKS was under preliminary planning, it was not included in the TIA. However, once the redevelopment of HKS was confirmed, its impact on the surrounding traffic would be assessed, and by then developments at the CHR site would be included in the assessment and the impact of all the relevant developments on the overall traffic conditions would be assessed.

(xiii) He thanked Ms Yolanda NG for supporting the provision of a DHC and a CCC in the district. He stressed that although the DHC would be located within the commercial site, and the premises would be provided by the developer, its operation would be overseen by FHB. Therefore, the DHC would never become part of the commercial development.

(xiv) He clarified that the 125 parking spaces mentioned earlier were public parking spaces, which had no direct relevance with the commercial and judiciary developments in the future. It was estimated by TD that 125 public parking spaces should be provided at the site having regard to the current demand in Causeway Bay. He further explained that the commercial and judiciary developments would have their own parking spaces, and together with the public parking spaces, about 600 parking spaces would be provided in total.

(xv) According to the current estimation, the total floor area of the two social welfare facilities was about 3 700 square metres, but the exact total floor area would be subject to the actual detailed design.

26. Mr Charles SO of AECOM responded as follows:

(i) In projecting the traffic flow generated by the DHC and CCC, the consultant had make reference to the trip rates of similar facilities, namely Central Kowloon Health Centre and SIA Shaukiwan Day Creche of Hong Kong Society for the Protection of Children.

(ii) It was the general practice for the consultant to conduct a traffic survey and project the future traffic flow based on the area of the developments at the CHR site. At the early stage of the TIA, the consultant had enquired of relevant departments about other development projects in the surrounding area. Therefore, development projects with concrete schedules, such as the development of PLK, Lee Garden Three and Jardine's Crescent, were already included in the TIA.

(iii) To alleviate the traffic burden, junction widening works would be carried out by reducing some of the area of the CHR site. Besides, in view of the frequent right-turning traffic congestion at the western section of Caroline Hill Road, it was proposed that the left-turn lane be modified to a left-turn and right-turn shared lane. Moreover, when the eastern and western sections of Caroline Hill Road were linked up, it was expected that the illegal parking problem at the eastern section would be improved due to additional vehicular flow.

27. The Chairperson invited representatives of TD and SWD to respond to Members' enquiries.

28. Ms Fiona FONG of TD responded as follows:

(i) With regard to the enquiries about the public car park, as explained by PlanD earlier, TD suggested that 125 public parking spaces should be provided at the commercial site after considering the traffic condition in the district, including the daytime and night-time illegal parking figures.

(ii) Regarding the enquiries about the TIA, as mentioned by the consultant of HyD earlier, they had submitted the TIA report to TD. TD had examined the assumptions in the report and noted that other development projects in the district which were already known had been included in the TIA. TD considered that such practice was reasonable.

29. Miss Hannah YIP of SWD stated that there was a keen demand in Wan Chai for places of CCCs, especially the places of aided standalone CCCs for children aged under two. In 2017/2018, the average utilisation rate of aided standalone CCCs reached 100%. Non-governmental organisations which operated aided CCCs in Wan Chai also said that their services fell short of the demand. Apart from local residents, people who worked in Wan Chai could also be the service users. Therefore, SWD suggested that an aided standalone CCC should be established at the CHR site.

30. The Chairperson asked Members to begin their second round of speeches.

31. The Hon Paul TSE raised the following comments:

(i) The rezoning of the CHR site and redevelopment of HKS were both mega projects. If two projects were carried out simultaneously, the traffic problems arising from the projects would double, making the implementation of the projects even more challenging. Local residents had complained repeatedly about the frequent congestion from Broadwood Road to Caroline Hill Road, and areas which were relatively quieter at present, such as the vicinity of HKS would become busy as well after the rezoning of the CHR site. He opined that the proposal which included so many concepts in such a small area was idealistic but impracticable.

(ii) He was disappointed with the replies given by the departments concerned regarding the TIA. He pointed out that the current figures showed that there were many saturation points, and this was a worrying situation. Take Junction J6 as an example, in 2031, the design flow/capacity ratios during morning and evening rush hours were 0.44 and 0.46 respectively. He requested the Administration to explain why such ratios were so low.

(iii) HKS only held large-scale events occasionally at present, but more events would be held there after redevelopment. According to past experiences, when an event was being held at HKS, the entire Caroline Hill Road had to be closed. He queried whether frequent road closures had to be implemented in the future. He reckoned that since these problems would happen very soon, the Administration should not keep making an excuse that the proposal had yet to be

finalised or it would be subject to further revision. He urged the Administration to disclose the whole plan to the Council as soon as possible.

(iv) He pointed out that not only 125 public parking spaces would be provided under the rezoning proposal. Together with the 600 parking spaces in the commercial buildings and judiciary complex, the vehicular flow of the entire area would be bound to increase significantly.

(v) He supported the establishment of a DHC and a CCC in the district, but their locations must be selected after thorough consideration. He commented that it would be very challenging to place so many facilities within a single site. He opined that the idea was ambitious, but it might make things worse.

(vi) He urged the Administration to provide additional traffic figures, so that the Council could better understand whether the rezoning was feasible. As the Member of Broadwood constituency, he believed that local residents would strongly oppose the proposal.

32. Miss Clarisse YEUNG raised the following comments:

(i) She considered that the TIA report was closely related to the development proposal being discussed at the meeting. Therefore, it was unreasonable for the departments concerned to provide the TIA report to the Council only after it was submitted to TPB.

(ii) With regard to the performance of the major junctions, the vehicular flow at Junction J17 (Cotton Path) would decrease. If an additional carriageway was constructed at Junction J18, the vehicular flow from Junction J6 to Junction J2 should reduce significantly. Nevertheless, the reduction was only 1% according to the assessment. She queried how the Council could judge whether the relevant figures were correct or not if the full report of the TIA was unavailable.

(iii) The existing minibus stands included minibus routes for Lai Tak Tsuen, Jardine's Lookout, Tai Hang Drive and Happy Valley. She reckoned that it was no difference from asking the residents to walk uphill if they had to walk from Causeway Bay station to Caroline Hill Road to take minibus

in the future. She opined that the Administration should carefully consider the feasibility of Ms Kenny LEE's suggestion of establishing an underground bus terminus.

(iv) She pointed out that the TIA did not include the traffic impacts to be generated by the redevelopment of HKS and PLK, as well as the potential redevelopment of Haven Street.

(v) She criticised that the Government often went after the GIC sites in Wan Chai, trying to rezone them for commercial purpose. Such examples abounded, such as the relocation of the water pumping station at Harcourt Road to Lockhart Road Playground, the redevelopment of HKS which included demolishing Wan Chai Sports Ground (WCSG) for the construction of the Hong Kong Convention and Exhibition Centre Phase Three, etc. She commented that the Government's plans for the public space in Wan Chai could not meet the needs of the public.

(vi) Apart from a CCC, the Council had also expressed that facilities for the provision of elderly services were needed in the district. She opined that the current proposal did not respond to the public aspiration in this respect. Worse still, the property developer would be entrusted with the management of the park, which was a common hangout for elders. She wondered why the Leisure and Cultural Services Department (LCSD) was not appointed to manage the GIC site which was originally owned by the Government.

33. Mr Joey LEE raised the following comments:

(i) Junctions J1 and J3 were often heavily congested. There were four days in December on which traffic in entire Wan Chai was paralysed due to severe congestion at the above locations. Traffic congestion would no doubt aggravate if more vehicles were brought in before the existing problems were resolved.

(ii) It was not elaborated in the paper that which minibus routes would be relocated to the minibus terminus at Caroline Hill Road. He said that since Caroline Hill Road was far away from the MTR station, it would be very inconvenient to the residents if minibus routes 21A and 21M were moved to Caroline Hill Road. He urged the authorities concerned to provide additional information, so that the Council could

know which minibus routes would be relocated to the minibus terminus at Caroline Hill Road.

34. Ms Kenny LEE raised the following comments and enquiries:

(i) The traffic figures provided in the paper were based on various assumptions, yet the departments concerned withheld the details of such assumptions from the Council. She said that some assumptions could result in better traffic figures. For instance, if today's traffic condition was used as a reference scenario, she was highly sceptical about whether the reserve capacities of Pennington Street and Caroline Hill Road could be as good as 27% and 12% respectively.

(ii) She asked whether the assumption of illegal parking was included in estimating the saturation flow of roads.

(iii) She asked the departments concerned whether they had considered the vehicular flow to be generated by other developments in the vicinity in the future, such as the shopping mall of Lee Garden Five.

(iv) She pointed out that the development of a transportation hub could enhance the effectiveness of the junction improvement works. The public could choose to use public transport, and they would realise that they could reach different shopping malls more quickly by using public transport.

(v) She pointed out that the TIA did not include the traffic impact of the redevelopment of HKS. When sports events were held by schools in HKS in the future, it was very likely that more than 10 coaches would access the area.

(vi) She said that illegal parking could obstruct the vehicular flow of a traffic lane, therefore when assessing the traffic impact, the factor of illegal parking must be incorporated in the formula for assessment.

(vii) She asked that if the Government would consider using public transportation as an alternative proposal, with a view to alleviating traffic congestion.

(viii) Given that the increase in roads in Hong Kong was far below the growth in vehicle population, she reckoned that railway should be used as the backbone of the passenger transport

system, which should be connected with underground walkways. Besides, she hoped that members of the public could access different locations in Causeway Bay more quickly by taking buses and minibuses.

35. Ms Yolanda NG raised the following comments:

(i) She agreed that commercial sites were in short supply, but it did not mean that more commercial sites should be provided in Causeway Bay and Wan Chai. In fact, Causeway Bay had already been over-commercialised. She was against the use of the CHR site for commercial development, unless the Government planned to convert Causeway Bay to another Central in the long run, where only commercial buildings were left without any residences.

(ii) She hoped that more gender factors could be incorporated in the design of the DHC and CCC, and relevant facilities should be enhanced to cater for the needs of different user groups.

(iii) It appeared that the TIA only covered a number of roads in the vicinity of Caroline Hill Road, while public concerns about other inner streets and the surrounding area of Hennessey Road were not taken into account. Besides, she reckoned that if any additional public transport facilities would be provided, they should be included in the TIA as well.

(iv) She pointed out that Caroline Hill Road was far away from the downtown of Causeway Bay. She commented that it was not a bad idea to encourage the public to walk. However, a pleasant walking experience should be provided to the public by ensuring easy accessibility and cleanliness of streets. In fact, making walking a pleasant experience was a key factor in today's city management. Since the CHR site was a newly developed area, she hoped that the authorities concerned would inject more innovative elements into the project.

36. Ms Jacqueline CHUNG raised the following comments and enquiries:

(i) She agreed that the local residents were in need of community facilities such as DHC and CCC. She asked

SWD and LCSD whether the two centres together occupied 3 700 square metres in the commercial site of 100 000 square metres. If so, there would be 6 300 square metres left for commercial and retail purposes. The 600 parking spaces would be used by those who went there for work, school or shopping. Moreover, people visiting other commercial, retail and recreational facilities in the vicinity would also use the 600 parking spaces. Thus the pedestrian and vehicular flows would increase significantly. From the business point of view, such changes would be welcomed, but to local residents, it would cause great inconvenience.

(ii) While Wan Chai had a resident population of only 180 000, its transient population was as large as 600 000. She criticised HyD for making reference to Shau Kei Wan and Sham Shui Po, which were largely different from Wan Chai. She also wondered why TD considered such assessment reasonable.

(iii) Traffic in Wan Chai was heavily congested at present. Even after the commissioning of the Central-Wan Chai Bypass, she believed that Hennessey Road and Leighton Road would still be used by many motorists. Since the existing traffic problems had not been resolved yet, and the TIA did not include the impacts of the redevelopment of HKS, she raised opposition to the rezoning proposal and the proposed amendments to Wong Nai Chung OZP No. S/H7/19.

37. Dr Jennifer CHOW raised the following comments:

(i) She opined that without any concrete figures from the departments concerned, the Council was not convinced that the proposed development would not bring any unacceptable impact to the district. She said that with the existing rampant illegal parking and traffic congestion problems in Wan Chai, coupling with the geographical constraints of Caroline Hill Road, traffic congestion problem would definitely continue unchecked if a large number of vehicles were brought in, but the roads were not widened to ease the traffic.

(ii) She pointed out that the 600 parking spaces were owned by the property developer, and the Government had no control over their leasing or sale in the future. Moreover, vehicles might not access the location only during non-peak hours,

and the TIA did not provide any estimated figures in this respect.

(iii) At present, the major traffic bottlenecks were found in the vicinity of Regal Hongkong Hotel at Yee Wo Street and St. Paul's Convent School. However, the TIA did not provide any figures which showed that such bottlenecks could be resolved. She added that if the Government planned to encourage the public to use public transportation, subways connecting with the MTR station must be constructed.

(iv) If a DHC was established at the site in the future, a lot of wheelchairs and rehabilitation buses would access the area; and if a CCC was set up, many baby strollers would be expected. Since such changes were not taken into account in the assessment, she urged the departments concerned to provide more comprehensive and realistic figures to the Council for reference.

(v) At the commercial site with an area of 100 000 square metres, there were originally two recreation clubs which occupied a total area of 50 000 square metres. She called on PlanD to utilise the land resources flexibly, and reconsider establishing a civic centre on the GIC site.

(The Hon Paul TSE left the meeting at 4:05 p.m.)

38. Mr Ivan WONG stated that the Council was gravely concerned about the traffic issue not only for the sake of local residents, but also users of the court complex. Since persons attending hearings must arrive at the court on time, the court complex should be located at a place accessible by public transportation. He opined that if the district court complex was situated at the CHR site, subways must be built to connect the MTR station with the court complex, so as to offset the disadvantages brought about by the site selection. He agreed that special security needs should be taken into account in designing the court complex, but this should not be used as an excuse for being unable to make good transportation planning.

39. Ms Yolanda NG stated that the consultant had mentioned earlier that future developments, including the development at Jardine's Crescent, had been considered in producing the estimated figures. She enquired about the future developments at Jardine's Crescent.

40. Dr Anna TANG reiterated that she had reservations about TD's

reply regarding the public car park. She commented that the supply of those parking spaces was only a drop in the ocean, and it would not help much in alleviating the traffic congestion. Worse still, with the establishment of the public car park, more vehicles would circulate the area to wait for parking spaces, thus further aggravating the traffic obstruction.

41. The Chairperson invited representatives of the government departments to respond.

42. Mr Louis KAU of PlanD responded as follows:

(i) Space would be reserved at the CHR site, and after TD consulted the industry and relevant stakeholders, the reserved space would be used for the reprovisioning of the minibus stands. As for which minibus routes would be relocated to the CHR site, the proposal was yet to be finalised for the moment. To make it convenient for residents to take MTR, consideration could be given to setting up a pick-up and drop-off point at Lan Fong Road, while the minibus terminus could be established at Caroline Hill Road. The proposal would be finalised after TD consulted relevant stakeholders, including the Council.

(ii) Since no concrete redevelopment proposal of HKS was available for the moment, such factor was not included in the TIA. After the concrete redevelopment proposal was available, relevant departments would assess the impacts of the redevelopment of HKS on the traffic in the vicinity of Caroline Hill Road, Link Road and Leighton Road in Causeway Bay, and the proposed developments at the CHR site would be considered altogether.

(iii) The current idea was to provide public open space at the commercial site, therefore the developer would design and manage the open space in accordance with the guidelines issued by DEVB. Regarding the suggestion of appointing LCSD to manage the open space, he stated that he would discuss the suggestion with relevant departments.

(iv) PlanD and the Civil Engineering and Development Department were studying the development of underground space in Causeway Bay, with a view to improving connectivity in the district. The study included exploring the feasibility of constructing a subway connecting the CHR

site with the MTR station. Therefore, the developer was required to reserve a connection point at an appropriate location for connecting the subway that might be constructed in the future.

43. Mr Charles SO of AECOM responded as follows:

(i) The traffic condition of signalised junctions was indicated in Reserve Capacity (RC). The higher the RC, the better the performance of the junction. The traffic condition of priority junctions was indicated in Design Flow/Capacity Ratio. The closer the ratio to 1, the poorer the performance of the junction.

(ii) After the CHR site was rezoned, the performance of Junction J2 would be slightly improved because of the road widening works and the provision of an additional southbound lane. The impact on other junctions would also be minimal, while the priority junctions would still have high RC.

(iii) He stated that in compiling the relevant estimated figures, the trip rates of different kinds of developments in the surrounding area were taken into account, including Tai Ping Mansion, Pacific Place and hotels in Wan Chai and Causeway Bay.

(iv) The existing TIA did not include the impacts of the redevelopment of HKS. If HKS was to be redeveloped in the future, another TIA would be carried out which would be overseen by TD. Besides, impacts of the redevelopment of PLK had been included in the current TIA.

(v) If illegal parking near a junction had affected its operation, such factor would be considered when the capacity of the junction was assessed.

(vi) They had communicated with TD beforehand regarding the scope of the TIA, and the assessment mainly covered areas to be affected by the trip rates of the developments at the CHR site.

44. The Chairperson asked if there was any development plan for Jardine's Crescent.

45. Mr Charles SO of AECOM clarified that minor private

redevelopment projects there were included in the TIA.

46. Ms Fiona FONG of TD acknowledged Members' concerns about the traffic impact. She said that there were junction improvement measures under the current proposal to minimise the traffic impact of the rezoning of the CHR site.

47. Mr Gary LAI of TD supplemented that if there were any changes in the minibus routes in the future, TD would gauge views from Members and the Council.

48. Miss Hannah YIP of SWD stated that when planning the social welfare facilities at the CHR site, SWD had considered various factors, including developments in the surrounding area, community needs, demand and supply of relevant services and floor area available for social welfare purpose at the selected location, etc. At present, there were four subvented and self-financing elderly homes in Wan Chai, providing a total of 770 places. If private elderly homes participated in the Enhanced Bought Place Scheme were included as well, the total number of places provided was 923. SWD would continue to adopt a multi-pronged approach to increase the number of residential care places in the district, with a view to meeting the needs of frail elders for residential care services.

49. The Chairperson asked whether the 923 places mentioned above were all places for the elderly.

50. Miss Hannah YIP of SWD answered that all of them were residential care places for the elderly.

51. The Chairperson asked Members if they had other comments.

52. Ms Yolanda NG raised the following comments and enquiries:

(i) The consultant mentioned earlier that they had made reference to the information of Tai Ping Mansion. However, Tai Ping Mansion was located at Hollywood Road, she asked the consultant whether they meant China Taiping Tower at Sun Wui Road.

(ii) If the consultant had referred to the figures of the development project at Jardine's Crescent, she requested the consultant to provide relevant information to the Council. According to her information, there was no development project planned for Jardine's Crescent at present, yet there

were redevelopment works of private buildings at Jardine's Bazaar.

53. Mr Anson LAM raised the following comments:

(i) At present, there were four green minibus routes at Lan Fong Road, namely 21M, 14M, 21A and 30. All of these routes needed to pass through Leighton Road, therefore relocating the minibus stands to Caroline Hill Road would cause great inconvenience to the residents and passengers.

(ii) He opined that the Government should not consider building the proposed structures at Caroline Hill Road before the feasibility of constructing the subway connecting Caroline Hill Road was confirmed, otherwise vehicle-pedestrian conflicts might occur in the future.

54. Miss Clarisse YEUNG raised the following comments and enquiries:

(i) She said that the views of the Council and the Government were greatly diverse, yet the departments concerned were completely unable to address the worries and concerns raised by Members regarding the traffic and planning issues.

(ii) She emphasised that she had told the departments concerned before about her hope that the park could be managed by the Government instead of the property developer since there were too many examples of failures in the past. If the open space was managed by the property developer, the public would have no say in the opening and operation of the park, hence the interactivity would weaken significantly.

(iii) The CHR site was originally a GIC site which was reserved for the community. A large portion of the floor area would be rezoned for commercial development under the rezoning proposal, bringing disadvantages and disasters to the community. She queried whether the Government had considered the well-being of the residents in Wan Chai at all.

(iv) She stressed that she did not hope that part of the commercial floor area would be used for retail purpose. She opined that the reserved commercial floor area should be used as Grade A offices instead of any shopping mall, since the latter would bring in even more vehicular flow.

(v) She commented that the presentation on the DHC was rather unclear. As far as she knew, a pilot project had been implemented in Kwai Tsing District. She enquired of the PlanD about their idea of providing a DHC in Wan Chai. In addition, she asked whether residents in the district were in need of this kind of facilities, and whether the development of these facilities were mature enough to ensure that it was feasible to provide such facilities in Wan Chai.

(vi) She pointed out that the relocation plan of the minibus stand had yet to be confirmed, but PlanD had already reserved space at the CHR site for the reprovisioning of a minibus stand. If it was expected that the traffic from Leighton Road to Caroline Hill Road would become even more congested, she queried why additional vehicular flow should be diverted to the area. She commented that it was the greatest hope of the public that direct and efficient minibus service could be provided, therefore altering the minibus routes was not a sensible idea.

(vii) She enquired of SWD about the number of elderly waiting for residential care services and the required waiting time in Wan Chai, and whether the existing services could satisfy local demands. Besides, she stated that Haven Street might be redeveloped. A large number of residents living in that area were elders, and they hoped that they would be accorded local rehousing, such as being admitted into residential care homes nearby. She asked if there were sufficient residential care homes in the vicinity to meet their demand.

55. Mr Joey LEE raised the following comments:

(i) According to the consultant, the scope of the TIA was determined in accordance with the requirements of TD. He asked whether TD still stuck to the established procedures in determining the scope of the TIA. He opined that the rezoning of the CHR site was a mega development project, yet TD did not expand the scope of the assessment or request the consultant to conduct a more comprehensive TIA. He queried if TD was incompetent in doing its job.

(ii) He believed that PlanD reserved space at the CHR site for the reprovisioning of a minibus stand in response to the request of TD. He urged TD to further disclose the details of the

relocation of the minibus stand.

56. Ms Peggy LEE raised the following comments and enquiries:

(i) She reckoned that many fundamental issues were still left unresolved under the proposal submitted by the Government this time, particularly matters related to traffic.

(ii) She criticised that PlanD raised a new proposal every time when it consulted the Council. For instance, it was proposed out of the blue to reserve space for the construction of a subway this time. She enquired of the Government about its next step. She also doubted whether the Government would never be able to formulate a proposal which could serve the needs of the market.

(iii) She opined that the rezoning of the CHR site was a large-scale development project, therefore she wonder why the relevant TIA did not cover other development projects and potential redevelopments in the surrounding area.

57. The Chairperson asked the representatives of TD, PlanD and the consultant to respond.

58. Mr Louis KAU of PlanD thanked Members for their views on the development proposal. He stated that the next step was to consolidate the comments of the Council for discussion with the bureau concerned. If the proposal did not require further revisions, PlanD would submit the proposal together with the comments of the Council to TPB as mentioned in the paper.

59. Mr Gary LAI of TD responded that the relocation of the minibus stand had yet to be finalised for the moment. He explained that TD had not yet decided whether all minibus routes at Lan Fong Road would be relocated to Caroline Hill Road, or whether a midway stop would be provided to accommodate the transport needs of the public. He emphasised that no matter which option was adopted, TD would first consult the Council and conduct in-depth discussions with Members, as well as considering the transport characteristics of passengers and public views.

60. Ms Wendy AU of FHB responded as follows:

(i) The Chief Executive had mentioned the establishment of DMCs in both the 2017 and 2018 Policy Addresses.

Non-public organisations would be invited via tender to establish a private healthcare personnel network in the community under a non-profit-making mode, and the Government would provide subsidies to the public for using the services covered by the private healthcare personnel network.

(ii) She clarified that primary care was the first level of care in the whole healthcare system, including the prevention of diseases and health promotion. Therefore, primary care did not refer to medical services for the grassroots.

(iii) The major objective of the DHC in Kwai Tsing District was to facilitate the early detection of chronic diseases by the public, such as high blood pressure and diabetes. According to the statistics compiled by the Census and Statistics Department, there were over 700 000 chronic disease patients in Hong Kong at present. Furthermore, there were studies indicating that some members of the public were not aware of having chronic illnesses. Therefore, the Government implemented the district healthcare system to help the public detect health problems early, and hence receive prompt medical treatment through the DHC system.

(iv) FHB was of the view that addressing chronic diseases was a territory-wide issue, therefore a DHC would also be established in Wan Chai. FHB would propose detailed services in accordance with the demographic statistics of Wan Chai, and would consult the Council on the proposal.

(v) The tender exercise for the Kwai Tsing DHC commenced last September and was closed last November. Tenders received were being evaluated currently. The DHC was expected to commence operation in the third quarter of 2019, and its operation mode could serve as reference for Wan Chai.

61. Miss Hannah YIP of SWD responded as follows:

(i) The waiting time for aided residential care services was subject to various factors, such as whether the applicant had only selected a certain district or residential care home, and the turnover rate of individual residential care homes.

(ii) SWD did not keep statistics on the waiting time for residential care homes by district. However, according to a

survey dated 30 November 2018, the average waiting time for care and attention places and nursing home places was 22 months and 21 months respectively.

(iii) SWD would continue to implement multi-pronged measures to increase the residential care places, including making better use of the existing aided residential care homes, and converting the non-subsidised residential care places of contract homes to subsidised places, with a view to increasing the overall supply of subsidised residential care places for the elderly.

(iv) From 2017 to 2019, SWD would issue 3 000 Residential Care Service Vouchers in phases to provide an additional choice for elderly persons in need of residential care services.

(v) If elders had any needs for social welfare services, district offices of SWD would be more than happy to provide assistance, and Members were welcomed to refer relevant cases to them.

62. Mr Charles SO of AECOM clarified that it should be China Taiping Tower at Yun Ping Road instead of Tai Ping Mansion as mentioned earlier. Besides, he clarified that private redevelopment projects at Jardine's Bazaar were included in the TIA.

63. Ms Jacqueline CHUNG reiterated that she was opposed to the revised proposal of the CHR site and the proposed amendments to Wong Nai Chung OZP. She urged the departments concerned to improve the proposal and seek comments from the Council again before submitting the revised proposal to TPB.

64. Ms Kenny LEE raised the following comments:

(i) She considered that there was a pressing need to establish a DHC, since the existing healthcare system was heavily dependent on hospital service, while the work relating to preventive medicine only accounted for 10%. She pointed out that prevention was better than cure in long term, thus a DHC should be set up as soon as possible.

(ii) She criticised that the scope of the TIA was so small that it only extended to Jardine's Bazaar, without including other developments. Moreover, only several junctions in the vicinity of Caroline Hill Road were included in the TIA,

therefore she opined that the assessment was not comprehensive enough to reflect the actual traffic condition.

(iii) She pointed out that the reserve capacity was too low. To solve the traffic congestion problem in long term, additional time and energy must be spent by TD on planning a public transportation hub. She called on TD to promise residents in Wan Chai that better planning on the public transportation network would be conducted.

65. Mr Joey LEE stated that the representatives of TD had not responded to his questions. He asked whether the scope of the TIA was determined according to the general practice or whether the scope was expanded having regard to the scale of the development project. Besides, he hoped that the DHC would be established as early as possible.

66. Ms Fiona FONG of TD stated that the PowerPoint presentation only showed some of the junctions covered by the TIA. In fact, junctions at Yee Wo Street and Percival Street were also included in the assessment. According to the figures provided by the consultant, the development of the CHR site would have greater impacts on the vehicular flow at the junctions in the surrounding area, while the impact on the junctions in further areas, such as those at Pennington Street, Hennessey Road and Gloucester Road, would be insignificant.

67. The Chairperson stated that Members had expressed their views thoroughly, and he asked the government departments to note their views.

68. Miss Clarisse YEUNG expressed dissatisfaction with TD's reply. She said that it was necessary for TD to submit the full report of the TIA in the next consultation with the Council on the revised proposal. Otherwise, she considered that TD was trying to make a fool of the Council.

69. The Chairperson asked the government departments to note the opinions raised by Members, and he thanked the representatives for attending the meeting.

Item 2: Proposed Coverage of the Redevelopment of Hong Kong Stadium
(WCDC Paper No. 3/2019)

70. The Chairperson welcomed Mr YUEN Hing-keung, Chief Leisure Manager (Recreation & Sport)2 of the Home Affairs Bureau (HAB); Ms Rosa AU, Senior Executive Officer (Planning)4 and Ms Wandy LEE,

二〇一九年七月四日

規劃署、建築署、路政署及運輸署的合併書面回覆

書　面　動　議

灣仔區議會文件第 43/2019 號

1. 為何建議興建的新區域法院將會是 135 米高？是否預留日後再作其他用途？
根據《黃泥涌分區計劃大綱圖》的擬議修訂，加路連山道的「政府、機構或社區(2)」用地將預留作興建區域法院及其附屬設施之用。有關發展項目的最大總樓面面積限為 70,000 平方米。高度限制與鄰近商業地帶的相關限制一致。
2. 現時政府的交通評估報告是否已包括賽馬日、假日及大球場活動日，以及出人醫院的車流量？
加路連山道一帶的交通高峰時段主要集中在工作日的上下午繁忙時間。所以現時的交通評估報告選擇以工作日進行交通評估。出入醫院的駕駛者為現有道路使用者的一部分，已包括於交通評估之中。 另外，當香港大球場或賽馬會舉辦大型項目時，警方會因應實際的交通及人潮情況實施特別交通及運輸安排，所以上述的情況未有納入交通評估。
3. 現時繁忙時段的時代廣場及渣甸坊的地鐵人流量已近飽和，銅鑼灣的的行人路根本無法負荷，請問有否就加路連山道發展後的人流量作評估？有否有考慮到人車爭路的問題？
交通評估內容同時包括車輛及行人流量的評估。 行人流量的主要評估包括加路連山道、禮頓道、開平道、新寧道、邊寧頓街及恩平道的行人路及過路處。 行人流量評估結果顯示，在實施行人過路設施的改善措施後， 附近行人路及過路處整體仍能達致可接受的水平。 因應上述結果，交通評估建議作出以下行人過路設施的改善措施，包

括（i）擴闊加路連山道（西段）的東面行人路至 3.5 米；（ii）擴闊加路連山道（西段）以東，橫過禮頓道的交通燈控制過路處至 4 米；（iii）移除位於加路連山道（西段）保良局外的行人過路處，以配合未來的道路設計；（iv）於加路連山道（東段），有關用地的東面出入口外增設一個新的行人過路處，以便禮頓道與有關用地之間的行人能使用加路連山道（東段）以東的較寬闊行人路；及（v）於禮頓道／恩平道／邊寧頓街／加路連山道（東段）路口延長橫過禮頓道的行人綠燈時間，以改善行人路服務水平。

4. 根據規劃署的建議，新建的商業大樓完全遮擋了加路連山道一帶民居的景觀、通風及採光，嚴重影響居民現有的生活環境，請問部門如何確保發展不會影響居民原有的生活素質？

政府已經就用地改劃作商業及新區域法院的建議進行相關技術評估，包括空氣流通評估及視覺影響評估。我們建議擬議發展的建築物高度該與毗鄰的商業發展相若。此外，我們亦根據空氣流通評估結果，建議在擬議發展內提供通風廊，並於商業發展內提供休憩空間，以促進空氣流通及視覺通透度。

5. 現時禮頓道、樂活道、連路、加路連山道及附近主要幹道的交通情況及執法數字為何？據我們了解，現時上述道路已十分擠塞，一旦將此用地發展成 135 米高的商業樓宇，勢必對附近一帶交通造成嚴重的負荷，請問部門有何解決方案？

政府已經就加路連山用地改劃作商業及新區域法院的建議進行交通評估。而各項技術評估報告的詳細內容已經上載於城規會網站(https://www.info.gov.hk/tpb/tc/meetings/mpc_meeting.html)供公眾參考。

在此，相關交通評估已包括評估範圍內已規劃的重建計劃及發展（包括商業、住宅及政府、機構或社區設施），以估計日後交通情況並建議相應的改善工程。根據交通評估，用地的發展項目落成後雖然會增加禮頓道和加路連山道的車流量，但相應的路口改善工程有助減少車輛穿插情況，使行車更暢順。此外，在路口改善工程實施後，禮頓道及加路連山道(西段)路口會增加一段左轉入加路連山道(西段)的行車，加路連山道(西段)亦會增加一條南行的行車線。交通評估結果顯示，在實施路口改善工程後，加路連山道用地附近主要路口的剩餘容車量仍然在可接受水平。其他建議的路口改善工程包括（i）將加路連山道（西段）/連道的優先通行路口改為類似迴旋處的交通運行模

式；（ii）在有關用地的東面出入口外（即加路連山道（東段）的東行線）增設一條右轉車道；；及（ iii）在禮頓道/加路連山道（西段）/開平道路口北行的左轉行車道將改為「左轉和右轉共用」行車道。
6. 規劃署表示香港未來對於商業用地有很大的需求。但據了解，一些甲級商業大厦如利園三期及置地廣場均有不少空置單位，請問有關說法是根據甚麼數據作推算？
灣仔/銅鑼灣區甲級寫字樓空置率一向偏低，而現時區內並無新增商業用地供應。根據差餉物業估價署所製訂《香港物業報告 2019》，灣仔/銅鑼灣區的甲級寫字樓空置率在 2018 年年底約為 4.8%，較全港(8.7%)為低；平均月租由 2008 年的 526 元/平方米上升至 2018 年的 799 元/平方米，明確反映該區甲級寫字樓供應短缺及市場對核心商業區寫字樓有殷切需求。 在《香港 2030+：跨越 2030 年的規劃遠景與策略》的研究過程中，規劃署在 2017 年完成了一項名為《檢討甲級寫字樓、商貿及工業用地的需求》的顧問研究，該研究推算全港的商業核心區甲級寫字樓（包括位處灣仔/銅鑼灣區的甲級寫字樓）在短中長期均會出現供不應求的短缺情況。以總樓面面積計算，至 2023 年的短期短缺約有 48 萬平方米；至 2033 年中期短缺約有 31 萬平方米；至 2041 年長期短缺約有 106 萬平方米。

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amendments to the minutes of the 22nd meeting of WCDC from Miss Clarisse YEUNG, and referred Members to the paper tabled.

54. As Members present had not raised further amendments, the amended minutes of the 22nd meeting were duly confirmed by means of a motion moved by Mr Joey LEE and seconded by Mr Ivan Wong.

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Discussion Items

Item 3: **Amendment Items Incorporated into the Draft Wong Nai Chung Outline Zoning Plan No. S/H7/20**
(WCDC Paper No. 41/2019)

Item 4: **Written Motion on the Proposed Planning of ex-Electrical and Mechanical Services Department Headquarters Site at Caroline Hill Road**
(WCDC Paper No. 43/2019)

55. The Chairperson said that since both agenda items 3 and 4 were subject matters relating to the proposed developments at the Caroline Hill Road Site (the CHR Site), he suggested discussing these two agenda items together. The Chairperson asked Members whether they agreed with the above arrangement.

56. There being no objection from Members present, the Chairperson announced that agenda items 3 and 4 would be discussed together.

57. The Chairperson welcomed representatives of the following government departments and institution to the meeting:

Planning Department (PlanD):	Mr Louis KAU, District Planning Officer/ Hong Kong Mr Anthony LUK, Senior Town Planner/ Hong Kong 3
Transport Department (TD):	Ms Fiona FONG, Engineer/Wan Chai 1
Highways	Mr CHAN Wai-hong, Senior District

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Department (HyD):	Engineer/General (2) Mr WAN Chi-kin, District Engineer/General (2)B Mr LEE Wai-lik, District Engineer/Peak
AECOM Asia Co. Ltd. (AECOM):	Ms WONG Wang-ting, Senior Engineer (Transportation Planning)

58. The Chairperson invited the representatives of PlanD to brief Members on WCDC Paper No. 41/2019.

59. With the aid of PowerPoint presentation, Mr Anthony LUK of PlanD briefed Members on WCDC Paper No. 41/2019, including background of the amendments to the draft Wong Nai Chung Outline Zoning Plan (OZP) No. S/H7/20, a summary of the proposed amendments, the conceptual development with key development parameters, the conservation of old trees and masonry walls, the proposed junction improvement works and the proposed pedestrian crossing facilities, etc.

60. Dr Jennifer CHOW asked Members to raise comments and enquiries.

61. The Hon Paul TSE said that now that the Council would discuss both agenda items together. He suggested explaining the background of his written motion to Members before Members had the floor.

62. Dr Jennifer CHOW said that Members should be allowed to speak first.

63. Mr Anson LAM said that PlanD and a number of departments had previously consulted the Council on the rezoning of the CHR site but still he had serious doubts on the suitability of rezoning the subject site to commercial uses.

64. Mr Joey LEE questioned, considering the rules of procedure, how this could be considered a combined discussion if Members simply proceeded to give views on the paper for agenda item 3 right now.

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65. In response to Members' views, Dr Jennifer CHOW asked the Hon Paul TSE to brief Members on the paper for agenda item 4 first.

66. The Hon Paul TSE briefly introduced WCDC Paper No. 43/2019 as follows:

(i) The paper had focused on traffic issues, with questions 2, 3 and 5 pertaining to traffic assessment, pedestrian flow and road congestion respectively while questions 1, 4 and 6 pertaining to the planned building height of the new District Court, the impacts of the new commercial developments on landscape, ventilation and daylight provision as well as the territory's future demand for commercial sites respectively. He invited the relevant departments to respond to the above questions accordingly.

(ii) Given the huge controversies over transport support facilities, environmental and landscape impacts as well as the maximum permissible gross floor area (GFA) under the current planning proposal, his motion had proposed that this Council strongly objected to the current proposal, as well as request the Government to review the matter and submit a new proposal befitting the needs of residents to the Council for further deliberation and endorsement before submission to the Town Planning Board (TPB).

(iii) He expressed doubts over the traffic impact assessment (TIA) conducted by the Government. According to some architects and professionals who belonged to his constituency, the reserve capacity (RC) of Leighton Road was still below 15%, the minimum acceptable level stipulated by TD, whereas the level of service (LOS) of the footpaths along Leighton Road was also below LOS C, the prevailing minimum acceptable level by TD. Besides, the TIA did not cover the vehicular flows during peak hours and special occasions such as race days and events to be taken place at the Hong Kong Stadium (HKS), nor did it carry out data analysis on pedestrian flows

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or tailbacks on Leighton Road and Broadwood Road. In his opinion, given that the TIA had been riddled with flaws, the Council and the majority of Members would find the formulation of a planning proposal based on this TIA report hardly acceptable.

67. Dr Jennifer CHOW asked the seconders of the motion whether they had anything to add.

68. Ms Peggy LEE asked whether Members could raise enquiries on the consolidated reply from the government departments now.

69. Dr Jennifer CHOW said that Members had the floor now.

70. Ms Peggy LEE made the following comments and enquiries:

(i) She pointed out that the development of individual constituencies would certainly impact on the overall traffic conditions in Wan Chai. All along, residents who belonged to her constituency were not only very worried about the traffic impact of Hopewell Centre Phase II development on Kennedy Road and Queen's Road East, but also had grave concern over new development projects in the district, in particular the development of the CHR Site, because such developments would have a significant impact on the overall traffic conditions in Wan Chai.

(ii) She enquired about the building height and site area of the existing Wanchai Law Courts as well as how they compared with the new court premises. Noticing that the proposed court premises would occupy a sizeable site, she asked if it was due to emerging uses or an anticipated increase in the number of court cases in the future.

(iii) She pointed out that the TIA conducted by the Government had omitted vehicular flows during race days, holidays and HKS events. In her opinion, precisely these high-frequency

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occasions would lead to an increase in vehicular flow. Therefore, given omission of vehicular flows on these occasions, she questioned how this could be hailed as a comprehensive TIA. Besides, she enquired about the planning horizon of the TIA concerned.

(iv) The departments concerned had indicated in the consolidated reply that the overall LOS of existing footpaths and pedestrian crossings had still been acceptable. However, she enquired whether the LOS would remain acceptable five years later and asked about the data modelling approach to forecast the number of years for which the LOS of such footpaths and pedestrian crossings would remain acceptable.

(v) According to the consolidated reply from the departments concerned, the vacancy rate of Grade A Offices in Wan Chai/Causeway Bay areas was 4.8% as at the end of 2008, lower than the territory-wide average. Yet, this indicated that vacant office spaces were still available. She enquired of PlanD about the reasons for increasing the supply of commercial sites in such a circumstance.

(vi) She pointed out that the Government's planning for concurrent commercial developments of such a sizeable scale would have implications on the traffic conditions and the quality of life of residents in the neighbourhood. In the absence of strong justification, indeed it would be difficult to convince and enlist the support of residents.

71. Mr Anson LAM made the following comments and enquiries:

(i) He pointed out that traffic congestions at Broadwood Road and Leighton Road were serious. Traffic jams had not only been spotted during the morning and afternoon peaks, occasionally the tailback had also extended uphill between 1:00 p.m. and 2:00 p.m. Similarly, heavy traffic in the periphery of Leighton Road had been observed, in which the

tailback had stretched all the way from Leighton Road to Jardine's Lookout on the hill. He pointed out that none of the chairpersons, members and representatives of the owners' corporations of buildings in Jardine's Lookout and at Broadwood Road in the meeting supported the development proposal concerned. He questioned the approach taken by the Government in conducting consultation and planning, and suggested that PlanD should carry out site visits to assess local traffic conditions.

(ii) He queried the PlanD's claim that there was an undersupply of commercial sites. He pointed out that there were still a lot of vacant shops in Lee Garden Three. Besides, the redevelopment of The Excelsior, Radiant Centre at Cannon Street and 40-42 Yiu Wa Street had been confirmed, whereas there were plans to redevelop Crowne Plaza Hong Kong Causeway Bay into a commercial building as well. The GFA of the confirmed commercial developments had amounted to 1 372 031 square feet (sq. ft.), excluding a total floor area of about 1 800 000 sq. ft. of the CHR Site after being rezoned for commercial uses. There had long been numerous commercial developments in the vicinity of Causeway Bay. While some shops in existing buildings were still vacant, some of these buildings were under construction. He opined that PlanD had utterly failed to take into account the traffic burden arising from the demolition and redevelopment activities, and criticised it for shamelessly ignoring public opinions.

72. Mr Joey LEE said that given the precious land resources in Hong Kong, he did not object to the development of land by the Government provided that residents and local traffic conditions would remain unaffected. Several Members had held a residents' meeting on 14 June 2019, with an attendance of over 100 residents. Besides, the representatives of the Government had sat in the meeting. On that day, residents had put forward different proposals for the consideration of relevant departments. However, the reference materials tabled today failed to include any such

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residents' views. He criticised TD for constantly cutting corners, leaving the traffic problems uneradicated. He opined that the construction of new commercial buildings and court premises at the CHR Site might give rise to a gridlock at the location concerned. He queried that TD had never carried out site visits to assess local traffic conditions but only worked behind closed doors.

73. The Chairperson said that the government departments would be invited to respond in one go after all Members had expressed their views.

74. Miss Clarisse YEUNG made the following comments and enquiries:

(i) She pointed out that a part of the CHR Site designated for the provision of court premises had a site area of 10 600 square metres (m^2) while the floor space requirement of the new District Court was 70 000 m^2 only. In theory, the construction of a seven-storey building should be sufficient to meet its floor space requirement. Therefore, she questioned why it was necessary to provide a 13-storey building under the current proposal as the result of multiplying 13 floors by 10 600 m^2 would far exceed 70 000 m^2. She enquired about the intended uses of the surplus floor area.

(ii) According to the previous concept plan from PlanD, the proposed court premises had a floor area of 5 600 m^2. She enquired whether the Government intended to put the surplus floor area up for sale for commercial uses in the future.

(iii) The departments concerned claimed in the consolidated reply that traffic was typically the heaviest during the morning and afternoon peaks on working days. She asked whether the departments concerned had any reasonable grounds for making this judgment. She believed that the residents present would agree that actually traffic was the busiest on weekend mornings. In fact, she had repeatedly made the same point during previous discussions. Given that the Council had repeatedly questioned the TIA report submitted

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by PlanD, she did not understand why PlanD still made reference to the report concerned to reply to Members' enquiries.

(iv) Regarding the assessment of future pedestrian flows upon completion of the developments at the CHR Site, she pointed out that one of the road junctions had been rated LOS E, the lowest ranking. She questioned why the departments concerned still indicated in the consolidated reply that the future pedestrian flows could still achieve acceptable levels.

(v) It had been stated in the consolidated reply that the proposed developments and the adjacent commercial developments were of similar height. She pointed out that the so-called "buildings of similar height" referred to Hysan Place and Times Square, etc. but not the nearby residential buildings, which in fact the proposed developments were in close proximity to. She illustrated her point with a number of sun path diagrams, saying that the proposed developments would definitely have a profound impact on daylight provision in residential buildings.

(vi) PlanD had repeatedly come to the Council to conduct consultation on the development plan, during which the Council had expressed its strong objection. However, despite the Council's objection, PlanD still proceeded with submission of the development plan to TPB, and TPB went ahead with public consultation accordingly. She doubted the purpose of the PlanD's consultation with the Council. She urged PlanD to request TPB to withdraw the current development plan which had neglected the interests of the public after listening to Members' views at today's meeting.

75. Ms Jacqueline CHUNG made the following comments and enquiries:

(i) Although this was the third time PlanD had come to the Council for conducting consultation on the CHR Site, the

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paper tabled had shown no signs of improvement. Notwithstanding the considerable comments made by Members during each consultation, PlanD had never addressed the Council's major concern.

(ii) As set out in paragraph 6.1 of the paper, the provision of a DHC, a CCC and an underground public transport facility for minibuses had been covered by Amendment Item A. It appeared to be a valuable gift to residents but actually it was a hidden trap because the Amendment Item concerned had also included the provision of an underground public car park with not less than 100 private car and 25 commercial vehicle parking spaces. The so-called "provision of not less than 100 parking spaces" actually referred to 600 parking spaces, a figure that had never been revised by PlanD. Given the severe traffic congestion during rush hours in the vicinity of the location concerned, if 600 parking spaces were added in the future, the situation would be even more unimaginable.

(iii) While the proposed developments would give rise to traffic congestion upon their completion, the existing traffic congestion problem had in fact remained unaddressed so far. At present, Leighton Road was fully parked whenever St. Paul's Convent School finished at 3:00 p.m. or meals were delivered at noon. As a result, two traffic lanes were narrowed into one. This problem had remained unsolved so far. In anticipation of the successive redevelopment of Po Leung Kuk (PLK), South China Athletic Association (SCAA), Haven Street, 8 Leighton Road and HKS, the traffic congestion problem would be further aggravated in the future. She criticised TD for failing to guarantee a smooth traffic flow so far. Under such circumstances, she wondered why Members should support the development proposal concerned.

(iv) Apart from the draft Wong Nai Chung OZP, under the draft Causeway Bay OZP, the entire Percival Street and

the vicinity of Times Square would be completely transformed into a commercial zone in the future. Nevertheless, PlanD still considered that the confirmed commercial developments with a total GFA of over 1 300 000 sq. ft. were simply not enough to cope with future demand. As such, she queried whether PlanD ever had a forward-looking vision.

(v) Motions had been moved whenever the Council held discussions on this subject but PlanD had failed to listen to its views. Since TPB was the approving authority, PlanD would act accordingly when TPB had given its support. She condemned PlanD for taking the Council lightly and expressed strong objection to development proposal as set out in the paper.

76. Ms Yolanda NG made the following comments and enquiries:

(i) She was delighted to see that the provision of a DHC, a CCC and public open space had been included in the Amendment Item concerned. Yet, "hotel" had been included as a use always permitted in the commercial zone.

(ii) She agreed that it was necessary to identify an alternative site for reprovisioning of the existing courts with insufficient space. Nonetheless, the proposed court premises would have a GFA exceeding the floor space required for the new District Court (i.e. 70 000 m^2). As such, she enquired about the actual floor space requirement of the courts.

(iii) Noting that the Lands Tribunal would also be relocated to Caroline Hill Road, she asked why all of a sudden the Lands Tribunal would be moved into the new District Court if the original intent of rezoning the subject site was to address the issue of insufficient space in the existing

courts.

(iv) She opined that the TIA had failed to include all vehicular flow figures. As a WCDC Member of the Causeway Bay constituency, she was sure that it was not the case that traffic was heaviest only during the morning and evening peaks on working days; instead, vehicular flows on weekends should also be counted. Besides, given the existence of HKS and SCAA in the periphery of the subject site, the additional vehicular flows generated by events staging at these facilities should also be included in the TIA.

(v) She pointed out that the provision of court facilities at the subject site would generate prisoner transportation traffic in the future. She enquired about the traffic and security arrangements to be put in place if it so happened that major events were taken place nearby.

(vi) She always stressed that the transport interchange should be located within a very short walking distance. However, given the provision of green minibus (GMB) stands at the CHR Site under the current proposal, she doubted how many residents would be willing to go there on foot to interchange for GMBs, which might in turn unduly overburden the road network. She expressed grave disappointment at the paper tabled today.

77. Mr Ivan WONG made the following comments and enquiries:

(i) He opined that the Government should consider prioritising its tasks. After all, the overly rapid development of Wan Chai district with incessant construction and demolition activities had allowed no breathing space for residents.

(ii) He pointed out that the proposed construction of a new

District Court at Caroline Hill Road could be traced back to the Policy Address. At that time, it had been stated by the Government in the Policy Address that there was insufficient space in the existing courts. However, the Judiciary had never come to the Council for giving an account of relevant data. He suspected that the backlog of cases was due to insufficient hardware or inadequacies in software, e.g. a shortage of lawyers or poor administrative efficiency within the Judiciary, etc. He was of the view that the Judiciary should send representatives to the Council to give an account in this regard.

(iii) He had also doubts about the claim that there was an undersupply of commercial/office premises. He considered that with the emergence of the Internet and the growing popularity of working from home, the demand for commercial/office premises should decrease correspondingly.

(iv) He commented that as Causeway Bay had been experiencing severe traffic congestion, the Government should grasp this opportunity to designate the subject site as a traffic calming area through proper planning. He reminded the Government that haste did not necessarily bring success, thus, any attempt to speed up the community development process should be by all means avoided.

78. The Chairperson invited the departmental representatives to respond to the concerns and comments raised by Members just now.

79. Mr Louis KAU of PlanD gave a consolidated response as follows:

(i) As far as the floor space requirement of the courts was concerned, the Judiciary had proposed a GFA requirement of 70 000 m^2 in order to accommodate the District Court,

the Family Court and the Lands Tribunal. When calculating the GFA required, the existing GFA had been multiplied by 1.5, that is, apart from meeting the current demand, the Judiciary had set aside extra floor space for future development. Besides, it was necessary to provide an ancillary car park and loading/unloading facilities within the court premises; nevertheless, such ancillary facilities had been exempted from GFA calculation. Therefore, the provision of a seven-storey building was simply not enough. Moreover, under the Buildings Ordinance (BO), the whole building might not be subject to a uniform permitted percentage site coverage of 100%. For a non-residential development with a height of 60 metres (m) or above, the permitted percentage site coverage was 65%. In other words, if the building height had exceeded a certain limit, the site coverage had to be reduced. Therefore, it was not the case that a seven-storey building could provide 70 000 m^2 in GFA.

(ii) In view of the independent operation of the District Court and security considerations, court facilities would not co-exist with other uses. In other words, the GFA of 70 000 m^2 would be for the exclusive use of the District Court and its ancillary facilities.

(iii) As for the demand for commercial sites, the Government had engaged a consultant to conduct study on the future demand for Grade A Offices, commercial and industrial sites in Hong Kong under the research project on the "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" (Hong Kong 2030+). An Econometric Model had been adopted in the study concerned to assess the floor space demand of different land uses based on the assumption that the growth rate of Hong Kong's Gross Domestic Product (GDP) ranged from 3% to 5%. Its findings revealed that in terms of

floor space in GFA, there would be a shortfall of about 480 000 m^2 of Grade A Offices by 2023, which would decrease to about 310 000 m^2 by 2033, and then increase to about 1 060 000 m^2 by 2041. The estimated floor space requirements had rested on different assumptions which would be adjusted accordingly over time.

(iv) When determining the uses of the CHR Site, a holistic approach would be adopted in land use planning, which included consideration being given to land uses of the neighbouring areas in addition to the demand for commercial sites; only then would the land uses be proposed. After conducting comprehensive assessment, PlanD considered that the CHR Site would be more suitable for commercial uses.

(v) In fact, the provision of 125 public parking spaces at the CHR Site was made at the request of TD in response to the overall demand for parking spaces in Causeway Bay, thereby solving the problem of shortage of local parking spaces. As for the 600 parking spaces mentioned by Ms Jacqueline CHUNG, after deducting the 125 public parking spaces, the remaining ones were ancillary facilities of the commercial developments and the court premises. The impact of these parking spaces on the surrounding road network had been covered by the TIA.

(vi) As for the impact of the developments at Caroline Hill Road on daylight provision in the surrounding buildings, he stressed that future developments at the subject site were subject to the requirements under the BO regardless of their architectural designs. As a matter of fact, daylight provision in all existing residential buildings had to comply with relevant BO requirements.

(vii) PlanD would accordingly relay the views received, including those from members of the public and

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Members, to TPB for consideration. TPB might make further amendments to the PlanD's proposal having regard to the sufficiency of grounds of various views.

80. Mr CHAN Wai-hong of HyD said that Members' enquiries on the TIA could be categorised into five areas: first, in which year the TIA had been conducted; second, whether the TIA had covered other future developments in Causeway Bay; third, whether the TIA had taken into account the vehicular flows on special occasions; fourth, whether it was impossible to ease the tailbacks at key junctions; and fifth, the impact of the developments at Caroline Hill Road on people flow in Causeway Bay upon their completion. Mr CHAN said that the design year 2031 (i.e. five years after the anticipated completion of the proposed developments in 2026) had been adopted in the TIA assignment for projecting future traffic and pedestrian flows. Since the remaining four areas involved quite many details, he invited the traffic consultant to elaborate on these matters.

81. Ms WONG Wang-ting of AECOM responded as follows:

(i) According to the previous TIA concerning the CHR Site, as the performances of the junctions near Caroline Hill Road were better on Saturdays than during the morning and afternoon peaks on working days, the Consultant had chosen to conduct the TIA during the morning and afternoon peaks on working days. Besides, the TD's Annual Traffic Census had revealed that the vehicular flow in Causeway Bay was lower at weekends than on working days. As such, the TIA report had included the data collected during the morning and afternoon peaks on working days in accordance with the established practice.

(ii) According to the Consultant's assessment of tailbacks, as typically tailbacks would not stretch from the neighbourhood of Caroline Hill Road to the junction on the hill, this level was deemed acceptable.

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(iii) The results of the TIA indicated that even in the absence of the proposed developments at Caroline Hill Road, certain junctions would not be able to achieve an RC of 15% in 2031. Therefore, an RC lower than 15% upon completion of the proposed developments at Caroline Hill Road would still be considered an acceptable level.

(iv) The results of the TIA indicated that attaining at least LOS D would also be considered an acceptable level.

82. The Chairman asked the representative of TD whether they had anything to add.

83. Ms Fiona FONG of TD responded as follows:

(i) According to the TIA report, the RC of all junctions near the CHR Site was positive number, implying that the junctions concerned had not been overburdened. TD was aware that the RC of individual junctions was below 15%, which had yet to attain the optimal standard frequently adopted in the planning of new districts. Despite this, in view of the considerable development constraints currently faced by urban areas, as long as the RC was a positive number, this level would still be deemed acceptable.

(ii) According to the TIA report, the majority of footpaths had attained LOS C or above, a desirable level. Even though individual road sections had been rated as acceptable, i.e. LOS D, due to geographical constraints, still the overall LOS of footpaths was generally satisfactory.

(iii) According to the information available to TD, vehicular flow at weekends was slightly lower than that on weekdays. Actually, TD had conducted traffic count surveys at individual junctions, and the figures obtained therefrom were similar to the results of the consultancy

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report.

84. The Chairperson said that as the departmental representatives had responded to the first round of enquiries from Members, the second round of speaking could start now.

85. Mr Joey LEE enquired how low a level be deemed unacceptable if an RC of 15% and LOS D were deemed acceptable. He believed that not many present at the meeting would consider the reply from the departments concerned acceptable. Besides, he doubted whether the Council's views had been truthfully reflected to TPB. He suggested that the Council should issue a letter in its name to TPB to inform it of today's motion.

86. Ms Yolanda NG raised the following comments and enquiries:

(i) She considered that Hong Kong was not only plagued by an inadequate supply of commercial sites but also the acute housing problem. She asked why the Government did not consider the possibility of designating the CHR Site for residential uses.

(ii) Given that a lot of new commercial buildings in Causeway Bay were due for completion and many existing commercial premises were still vacant, she considered that over-development of commercial sites should no longer be pursued.

(iii) In response to TD's comment that the vehicular flow was lower at weekends than on weekdays, she asked how this conclusion had been arrived at, e.g. at what time of the day the survey had been conducted. Her ward office had invited town planners and urban designers to attend a residents' meeting on 10 June 2019, to which PlanD had also sent staff to gauge public views. At that time, PlanD had nothing to say about the vehicular flow being lower at weekends than on weekdays. She asked TD to furnish

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the full set of TIA report for the Council's reference.

(iv) She considered that the two improperly-designed building blocks of the new District Court would not only have impact on daylight provision but also create a wall effect. She enquired about the possibility of refining the design of these two building blocks to reduce the impacts on the surrounding buildings.

87. Miss Clarisse YEUNG raised the following comments and enquiries:

(i) She had a sneaking suspicion that the Council's views had been taken out of context when PlanD conveyed such views to TPB, in that the Council's support for the DHC had been twisted to create the impression that it had supported the entire development project. As PlanD had failed to effectively convey the Council's views, she considered that writing to TPB direct or attendance at public hearing sessions in person should be given priority.

(ii) Regarding the building height of the court premises, she pointed out that given a permitted percentage site coverage of 60%, the product of 10 600 m^2 and 60% was 6 360 $m^{2;}$ and the quotient of 70 000 m^2 and 6 360 m^2 was equivalent to the height of an 11-storey building. Therefore, she was of the view that the construction of a 11-storey building with a maximum height of 60 metres would be able to meet the Judiciary's GFA requirement of 70 000 m^2, and that there was simply no need to construct a building with a height up to 135 metres above Principle Datum (mPD).

(iii) She reiterated that some places would be permanently kept away from sunlight upon completion of the new District Court. She pointed out that when she asked whether PlanD was certain that such developments would

not block sunlight in the community at all, PlanD had only responded that their impact would meet the relevant standards. She opined that PlanD had the responsibility to ensure that the proposal concerned would be submitted to TPB only if it represented the best option for the community from the social, economic and environmental perspectives. It made no sense at all for PlanD to have knowingly submitted the development proposal to TPB even if the community had to make great sacrifices.

(iv) Consideration might be given by PlanD to the community's proposal on swapping the land uses of the two sites intended for provision of court premises and open space. She did not understand why PlanD had failed to come up with the best option for the community before its submission. She further pointed out that the subject site had been left vacant for more than a decade before commencement of demolition works but the Government had never engaged residents for formulating a comprehensive proposal. What was more, there had been no direct consultation with the residents even before submission of the proposal to TPB. She opined that PlanD should suspend the developments concerned and discuss with the residents on how to refine the proposal before proposing the best option to TPB.

(v) She reiterated that traffic in the vicinity of Caroline Hill Road was the heaviest during weekends, and suggested that PlanD should conduct site visits accordingly.

88. Ms Jacqueline CHUNG raised the following comments:

(i) Mr KAU of PlanD had just admitted that the developments concerned would provide 600 parking spaces, implying that 600 vehicles would travel in the area concerned during rush hours, resulting in serious congestion at Leighton Road, Caroline Hill Road and

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Eastern Hospital Road in the future. At present, motorists could still turn onto Leighton Road when there was traffic congestion at Gloucester Road or Hennessy Road. However, Leighton Road would not be spared the congestion either upon completion of the developments concerned.

(ii) She pointed out that since the existing traffic congestion problem had remained unsolved so far, the local road network would be paralysed if over 1 000 parking spaces were additionally provided in the future commercial developments. She urged the departments concerned to deploy staff to conduct site visits in the district, listen to residents' views and consider the data provided by the Council.

(iii) She expressed disappointment at the responses from PlanD, HyD and TD, and considered that PlanD had incompletely and inaccurately conveyed the Council's views to TPB. As such, she resolutely objected to the proposed amendments.

89. Ms Peggy LEE raised the following comments:

(i) She urged the traffic consultant to disclose the assessment method, including the assessment dates and time slots as well as the number of vehicles involved, etc. She criticised that the PlanD's mere mention of the word "acceptable" was unable to convince the Council. She believed that none of the residents present would accept the assessment results.

(ii) Given that Members who had spoken had not expressed support for the proposal concerned, she asked PlanD to clearly explain the next steps for this planning application. She wished to know whether PlanD would proceed with submission of the proposal to TPB for discussion and

approval, or alternatively, whether it would withdraw the current proposal after the third consultation and submit the modified proposal based on residents' views to the Council for consultation with residents before tabling it to TPB.

(iii) She condemned the PlanD's practice of taking the Council's views out of context when conveying such views to TPB. It had merely been mentioned in WCDC Paper No. 41/2019 that a DHC and a CCC would be provided in response to Members' request, but no mention had been made of the Council's objection against the designation of the subject site for commercial uses and its concern on the problem of traffic congestion in the vicinity. She considered that instead of reporting only the good news but not the bad, PlanD should truthfully reflect each and every comment made by the Council, lest TPB would be misled.

90. Ms Kenny LEE raised the following comments and enquiries:

(i) She was of the view that in assessing local traffic conditions, the Government should view them holistically and even in the context of territory-wide policy instead of merely focusing on a small area. At present, there were more than 800 000 vehicles across the territory but the motor vehicle first registration tax had not been increased over the past decade or so. After all, such policy issues would have implications for local traffic conditions.

(ii) She pointed out that the peak hour vehicular flow between Causeway Road and Leighton Road had decreased over the last year or so. She asked TD to provide such basic data as the congestion periods and the number of days in a year when congestion occurred, as well as the definition of congestion, etc. Besides, TD had indicated that there would still be an RC of 15% by 2031. As such, she

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asked how this figure had been arrived at and whether traffic slowdowns had also been counted because from the perspective of transport studies, there was a clear distinction between congestion and slowdown. She believed that even slowdowns might be unacceptable to many residents present at the meeting. Nevertheless, it was unlikely to have uninterrupted traffic flows in prosperous cities, except on highways. As a matter of fact, cities such as Sydney and New York had taken a substantial number of alternative measures to mitigate traffic congestion.

91. The Chairperson reminded Ms Kenny LEE that her speaking time was up.

92. Ms Kenny LEE said that fellow Members had fully utilised the three-minute speaking slot.

93. The Chairperson advised Ms Kenny LEE that she had already spoken for over three minutes.

94. Ms Kenny LEE said that she still wished to raise enquiries on public transport services and transport support facilities.

95. The Chairperson asked Ms Kenny LEE to wait for the next round of speaking.

96. Mr Anson LAM raised the following comments and enquiries:

(i) He requested TD to provide the full set of TIA report, so that Members could know the dates and duration of the assessment.

(ii) In response to TD's comment that the traffic impact was acceptable, he enquired about what exactly the acceptable level was. Besides, TD had stated that the vehicular flow had not peaked at weekends. In this connection, he

enquired of the Police about the number of complaints about traffic congestion and illegal parking received during weekends. In fact, he had often called 999 to report such problems. He believed that the existing traffic problems would definitely not be acceptable to local residents.

(iii) He criticised PlanD for its attempt to disguise the true nature of the space for provision of a GMB terminal under the misnomer of "GMB lay-by". He enquired about which GMB routes would be relocated to the new GMB terminal and believed that the routes plying between the neighbouring areas such as Jardine's Lookout, Lai Tak Tsuen and Tai Hang would be relocated to the GMB terminal concerned. He enquired of PlanD whether consideration had been given to the fact that residents would in the future need to walk a long distance to the GMB terminal in the absence of any ancillary facilities along the way. As a matter of fact, the subway previously mentioned by PlanD had yet to be seen.

97. The Hon Paul TSE raised the following comments:

(i) He understood that the Hong Kong 2030+ had been based on objective data. However, judging from the recent social disputes and riots, he questioned whether 3.5% GDP growth was a realistic forecast.

(ii) He pointed out that so far, Caroline Hill Road was a rather secluded area in the district. The Government's current proposal on the transformation of Caroline Hill Road into the most prosperous area in Causeway Bay would of course be unacceptable to local residents. Furthermore, the traffic problems in the district had all along attracted much criticism. Even in the absence of any new developments, there had been numerous complaints from the residents.

(iii) He pointed out that many members of the public admitted to this meeting were just local residents who would not behave impulsively. Absolutely they would neither storm the LegCo nor participate in vandalism, yet, they would still be angry. He called on the Government to refrain from turning a deaf ear to their voices of anger because the opposition efforts of the middle class people or apologists of the establishment would spark off a massive social crisis. He considered that it was high time the Government should stop before it was too late, and that it should not continue to act in a "you don't know what I know" manner. Left unchecked, such an attitude would spread from politics to livelihood, traffic and planning matters, then Hong Kong would be game over for sure.

(iv) He criticised the claim that traffic was busier on weekdays than Sundays as a deviation from reality. As such, he urged the Government to provide detailed data, enabling Members and residents to understand how the finding of the analysis had been arrived at. He said that a concern group named "Happybay" had been formed recently and hoped that PlanD would put forward practical options for the Council's consideration after making reference to the alternative proposals from the concern group and fellow Members.

98. The Chairperson invited the departmental representatives to respond to Members' enquiries.

99. Mr Louis KAU of PlanD gave a consolidated response as follows:

(i) After considering the proposed amendments to the draft Wong Nai Chung OZP, TPB had agreed to gazette the amendments on 24 May 2019. In other words, such OZP amendments were legally binding. Under the Town

Planning Ordinance (TPO), any person might make representation in respect of the OZP amendments to the TPB Secretariat during the period between 24 May and 24 July 2019. Subject to the relevant provision under the TPO, the representations received would be published for three weeks in due course, during which other members of the public might comment on the representations. TPB would subsequently conduct a hearing with all persons who had made the representations or comments, enabling them to express their views on the amendments. After hearing such views, if TPB decided to make further amendments to the OZP, such amendments would be published for three weeks for the public to make further representations. Normally, the whole process would be completed within nine months after the plan exhibition period. Members might express their views on the OZP amendments to TPB.

(ii) PlanD had already submitted the TIA report together with the proposed amendments to TPB. The TIA report concerned and the results of other associated technical assessments, including air ventilation, landscape and visual impact, etc., had been uploaded to TPB's website for public inspection.

(iii) As for a Member's enquiry on the possibility of further refining the design, actually, the site plan currently tabled was a conceptual layout rather than a detailed design. The current OZP provided a development framework, viz. project scope, building heights, GFA, provision of essential government and ancillary facilities, etc., under which developers and the Architectural Services Department (ArchSD) would draw up the detailed design in the future.

(iv) In response to Miss Clarisse YEUNG's enquiry on the building height of the court premises, he said that

reference might be made to the design of the West Kowloon Magistrates' Court, and that the new District Court would adopt a modern architectural design with a relatively high ceiling. Although he did not have the exact details at hand, as far as he knew, the floor-to-floor height of the ground floor of the premises alone had exceeded 7 m. As such, given that 135 mPD was merely the permitted maximum building height, it might not be necessary to build the court premises up to this level. However, design flexibility should be taken into account when determining the building height restriction as the floor-to-floor height of court premises was generally greater than that of ordinary office premises.

(v) As for the possibility of swapping the land uses of the two sites intended for provision of the court premises and open space, consideration might be given by ArchSD at the detailed design stage. In fact, TPB had also made similar comments when considering the proposed OZP amendments. Accordingly, other design-related comments made by Members would be forwarded to the relevant departments for following up.

(vi) Members' representations and the minutes of this WCDC meeting would definitely be attached to the papers to be submitted to TPB in the future. In addition, it had been stated in paragraph 4 of the paper tabled at this meeting that "WCDC was still concerned about the traffic impacts of the proposed developments at the CHR Site", evidencing that the WCDC's concerns had been put on record.

100. The Chairperson invited the representatives of HyD to respond.

101. Mr CHAN Wai-hong of HyD supplemented that as the colleague of PlanD had said, the TIA report had already been uploaded to the TPB's website for public inspection, which had introduced the proposed

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junction improvement works, explained the modelling approach to forecasting traffic volume in 2031 and set out the RC of junctions generated by transport computer model. He continued that instead of all computer-generated data, those of the priority areas had been set out in the report, e.g. future traffic flow generated from the operation of hotels, offices and retail spaces.

102. The Chairperson invited the representative of the Consultant to respond.

103. Ms WONG Wang-ting of AECOM supplemented that the traffic count survey concerned had taken place on 9 and 10 March 2017.

104. The Chairperson commented that in other words, the survey had been conducted more than two years ago. The Chairperson continued to ask whether the representative of TD had any comments.

105. Mr Gary LAI of TD responded that the proposed relocation of GMB stands had yet to be finalised at this stage. TD would explore the possibility of either relocating the GMB stands from Lan Fong Road to Caroline Hill Road or providing en route stops to cope with community needs. He guaranteed that WCDC would definitely be consulted before the adoption of any proposals, and that the travel pattern of commuters and public views would be taken into account.

106. The Chairperson asked the Police if they had any comments, e.g. whether the implementation of certain measures during HKS events would have an even greater impact.

107. Mr TSE Kwok-wai of HKPF responded that road closure measures would be implemented in accordance with an attendance classification scale (namely A, B, C, D or E) developed by the Police for HKS events. As a case in point, in view of the large attendance during the Hong Kong Sevens, the entire East Hospital Road and Caroline Hill Road would be re-routed one-way and even completely closed to traffic after the event to facilitate the departure of spectators.

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108. The Chairperson said that the departmental representatives had responded to Members' enquiries and comments just now. Despite that there were supposed to be two rounds of speaking on this subject, in view of a multitude of concerns involved, he decided to allow more time for Members to speak. However, as the length of the deliberation on this subject had far exceeded the allotted time, he asked Members to speak as concise as possible.

109. Miss Clarisse YEUNG raised the following enquiries:

(i) She pointed out that it was widely known that TPB had invited representations from the public. Yet, she wished to know the significance of the PlanD's attendance at WCDC meetings. During the PlanD's previous consultations with the Council, Members had urged for a complete withdrawal of the proposal in view of many possible problems arising therefrom, instead of submitting it to TPB. But in the end, PlanD had still submitted the proposal to TPB, which had been gazetted subsequently. Despite the PlanD's claim that it would listen to the Council's views, it had clung obstinately to its course after leaving the meeting. As the proposal had been gazetted, it was not possible to make further amendments even if the Council raised comments at this stage. She wondered what the agenda of PlanD as the perpetrator was when attending this meeting. After all, PlanD could in practice bypass the Council and proceed with the entire approval process without paying heed to the views of the public and Members.

(ii) Of course, she was aware of the relatively high ceiling of the lobby of the West Kowloon Magistrates' Courts but opined that it was not possible to require a uniform floor-to-floor height of more than 10 metres for the whole building. If there was really such a need, she invited PlanD to convince the Council with relevant data. If it was necessary to require a uniform floor-to-floor height of

more than 10 metres for the whole building block of the new District Court, residents in the surrounding area had to endure the adverse impact of sunlight and ventilation.

(iii) She was aware that TPB had a tendency to take the line, while the Council had no authority to request TPB to veto the proposal. Therefore, she suggested that the motion should aim to strongly request PlanD as the perpetrator to thoroughly consider whether the Government really needed to adopt such an approach in developing the subject site even if TPB had approved the proposal. She would welcome the PlanD's decision to withdraw the proposal, thus obviating the need to submit it to TPB again; otherwise, she considered it imperative for PlanD to provide good reasons to convince so many Members who were against the development proposal concerned.

110. Ms Kenny LEE raised the following comments and enquiries:

(i) She enquired of the TD whether there was a decrease in vehicular flows at Leighton Road and Causeway Road recently. She pointed out that given the ever-changing vehicular flows, TD had indeed spent too few days on the traffic count survey which had actually taken place on 9 and 10 March 2017, thus inevitably undermining data integrity. She said that she used to conduct traffic count surveys at road junctions in her own constituency for three to four days before submitting the data collected to TD for consideration.

(ii) She enquired of the Consultant what exactly an acceptable level was, how the RC of 15% had been arrived at and how relevant parameters had been set. She pointed out that slowdown, congestion and standstill were different scenarios. As such, she asked to what extent a slowdown should be considered unacceptable.

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(iii) Regarding ancillary public transport services, she was of the view that there had been inadequacies in the TD's information system in terms of data warehousing. She pointed out that some mobile applications could inform motorists about congested locations so that they could plan ahead to take alternative routes, thereby shortening their journey time.

(iv) Regarding public transport services, she enquired about the public transport routes available in the future in response to the overall traffic conditions in the district.

111. Dr Jennifer CHOW raised the following comments:

(i) She pointed out that the PlanD was supposed to conduct comprehensive planning for the CHR Site, the only large-scale development in the district, but this had been done too hastily. What was more, the proposed planning would drastically transform the area concerned.

(ii) She pointed out that as the CHR Site was only site available in the district, it was imperative for the Government to thoroughly study whether the focus should be put on commercial developments, or whether it should uphold its commitment to the well-being of the community with the provision of community facilities which had been unavailable in the district so far, e.g. civic centre or facilities for the elderly, etc.

(iii) She criticised that the TIA conducted in 2017 was of course unable to reflect the current situation. Given that at present, long tailback opposite to the Hong Kong Central Library was a daily occurrence, the development of the CHR Site of such a sizeable scale would lead to gridlock in the surrounding area. Therefore, PlanD had to exercise due care in conducting the TIA to ensure data accuracy.

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112. Mr Joey LEE raised the following comments:

(i) Given that the documents had been published in the Gazette and given statutory effect, he wondered about the PlanD's intention of tabling the paper to the Council today. He was baffled by the PlanD's arrangement.

(ii) He criticised TD for having actually accepted the TIA report prepared by the Consultant two years ago, which was really ridiculous. He said that at present, tailback had stretched all the way from Wan Chai to the rear of True Light Middle School of Hong Kong. He questioned whether the Consultant had conducted site visits to assess local traffic conditions, and criticised the Government for having paid consultancy fee indiscriminately.

113. Ms Yolanda NG raised the following comments and enquiries:

(i) She considered it unwise for PlanD to be so eager for quick results. The recent social disputes had stemmed from the fact that the Government had implemented relative initiatives in an overly hasty manner. She pointed out that PlanD had time and repeatedly consulted the Council in March, May and July 2019 but had never given an account of the proposed development in the past decade.

(ii) She was shocked to hear that actually the TIA concerned had been taken place in 2017. She pointed out that in 2017, Lee Garden Three was still under construction; there were at least three tenement buildings at Jardine's Bazaar; there were not as many private vehicles as today; and residents had yet to move in the two new buildings at the other end of Pennington Street. The traffic demand in the vicinity of Caroline Hill Road had undergone drastic changes since then.

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(iii) She considered that despite that PlanD had not distorted the Council's views when relaying such views to TPB, it had failed to convey all the views expressed by the Council. It had been mentioned in the paper that PlanD had proposed to provide a DHC and a CCC in response to the WCDC's comments. Yet, it had failed to mention anything about Members' worries and objections. She pointed out that some Members had organised consultation sessions in the district before the deadline for submission of representations on 24 July 2019, so as to reflect views to TPB direct. This was because PlanD had neither engaged in proactive and candid communication with the Council nor effectively relayed the Council's views.

(iv) In view of the future provision of court premises on the CHR Site, it was imperative for PlanD to further assess traffic and security needs. For instance, there was a need for the courts to sit on holidays and grant access to prisoner transport vehicles from time to time. Such situations would affect the traffic arrangements in the vicinity. She enquired about the traffic arrangements to be implemented by PlanD if it so happened that the staging of a major event in the surrounding area coincided with the above special needs of the courts.

114. Mr Anson LAM raised the following comments and enquiries:

(i) He pointed out that it was unimaginable that the TIA relating to the project of such a sizeable scale had lasted two days only. It was really ridiculous and perfunctory to have conducted a two-day assessment to prove that the project would not bring about traffic congestion.

(ii) PlanD had included commercial developments under the existing design framework. However, precisely what residents had objected to was commercial developments.

He wondered who would like to have their own buildings being blocked by two commercial buildings on the opposite side of the street. Thus, PlanD was requested not to submit the proposal concerned to TPB, or else it was meaningless no matter how many consultations would be undertaken.

115. Ms Jacqueline CHUNG said that despite the development project of such a sizeable scale, PlanD had only conducted a two-day traffic count survey in March 2017 when redevelopment projects such as PLK, Haven Street, 8 Leighton Road and HKS had yet to be emerged. She condemned the PlanD's attempt to deceive the Council with fake and obsolete data, and requested PlanD to re-start a more formal, comprehensive and extensive TIA in order to obtain the latest data.

116. The Hon Paul TSE raised the following comments and enquiries:

(i) He pointed out the two years had lapsed since the conduct of the TIA concerned, during which there might be substantial changes in circumstances. Besides, as the assessment exercise had lasted two days only, there were simply not sufficient data for benchmarking.

(ii) He said that all along, importance had been attached to balancing the overall needs of the community and Hong Kong, and that he had never advocated the "not in my backyard" mentality. However, traffic problems in Wan Chai district had long been an insolvable issue, and would only fester if not properly addressed. He was of the view that PlanD could still go ahead in accordance with the established procedures, and that withdrawal of the proposal might not be absolutely necessary. Yet, he asked whether there was still room for amendments to the proposal (e.g. constructing one commercial building instead of two to release more space for provision of public park facilities) even if the proposal was approved in the future, amid objections expressed by numerous

residents and the Council, so as to ensure that the district would not undergo rapid transformation. In the face of social conflicts and controversies at present, he urged PlanD to strike a right balance between addressing the concerns of the community and propelling the development of Hong Kong from a professional perspective.

117. The Chairperson asked the departmental representatives whether they had any response.

118. Mr Louis KAU of PlanD responded as follows:

(i) TPB was now accepting representations on the OZP amendments from the public. After considering all representations received, TPB would further amend the OZP. In other words, as far as TPB was concerned, OZP amendments could still be made provided that there were strong grounds.

(ii) He said that PlanD, as a government department, had all along endeavoured to closely co-operate with WCDC, and that PlanD needed to consult WCDC in accordance with the established mechanism when dealing with proposed amendments to OZP. He explained that PlanD had come to WCDC the last two times with the aim to brief Members on the proposed OZP amendments and development of the CHR Site. Thereafter, PlanD had included a CHC and a CCC in the development plan of the CHR Site in response to the WCDC's comments. TPB had subsequently agreed to gazette the OZP. Therefore, PlanD had come today to brief Members on the proposed OZP amendments and invite them to give views. Thereafter, PlanD would convey the WCDC's comments to TPB for consideration.

119. Mr CHAN Wai-hong of HyD explained that the Consultant had

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conducted a traffic count survey at key junctions on 9 and 10 March 2017 but the traffic model was based on the design year 2031, i.e. five years after the anticipated completion of the developments concerned in 2026, with the assumption of an annual growth rate of 0.1% between 2017 and 2031. Besides, the traffic flow to be generated from known development plans such as PLK and Jardine's Bazaar had already been included.

120. Miss Clarisse YEUNG pointed out that the estimated floor area used in traffic assessment was inaccurate. Given that the 2017 proposal was different from the one eventually submitted to TPB, the TIA conducted based on the 2017 proposal was not valid.

121. Mr CHAN Wai-hong of HyD clarified that the TIA had been conducted based on the latest information on floor area from PlanD instead of the floor area estimated in 2017. After all, the Consultant had been engaged to conduct traffic count survey at key junctions in 2017 only.

122. The Chairperson said that as it had been two years since 2017, vehicular flows should change correspondingly with the completion of many new buildings during this period.

123. As the meeting had nothing further to add, the Chairperson asked the Hon Paul TSE to read the written motion.

124. The Hon Paul TSE said that his motion had been seconded by Ms Peggy LEE, Mr Joey LEE and Mr Anson LAM, and that the content of the motion read as, "That this Council strongly objects to the road improvement works for Causeway Bay and the planning proposal on the rezoning of the former site of the Mechanical and Electrical Services Department Headquarters to commercial uses currently proposed by the Government. As there is much controversy over the current proposal in terms of provision of transport support facilities, environmental and visual implications, as well as GFA, which were likely to have serious repercussions for local residents, this Council requests that the Government should introduce such elements as community facilities,

civic centre and green public space, as well as draw up a new proposal that could better suit the needs of local residents. It is imperative to secure this Council's endorsement of any such proposals tabled for discussion before submission to PlanD and TPB."

125. Mr CHENG Ki-kin said that he had no comments on the second paragraph of the motion but reservations about the expression of "objects to…the planning proposal on the rezoning of the former site… to commercial uses" in the first paragraph. He pointed out that at present, Hong Kong was well known for the shortages of parking spaces, residential flats and office spaces. It was not possible to solve these undersupply problems without increasing the supply. What was more, given the many age-old issues in Wan Chai, failing to rezone some sites would leave these issues uneradicated. As a case in point, the three government buildings in Wan Chai would remain in the same locations if the courts were not relocated to Caroline Hill Road, and as a consequence, the plans for construction of footbridges and relocation of the methadone clinic would never materialise. He opined that after weighing up the pros and cons, the construction of office premises was after all better than the construction of residential premises. Therefore, Mr CHENG objected to the motion concerned.

126. The Hon Paul TSE clarified that what they opposed was the current proposal rather than the introduction of commercial elements in the proposal.

127. Mr CHENG Ki-kin opined that the wording of the motion was likely to cause misunderstanding that the Council objected to the designation of the subject site for commercial uses. As such, he suggested rephrasing the relevant paragraph of the motion.

128. The Hon Paul TSE reiterated that the motion had been moved to object the current proposal rather than the designation of the subject site for commercial or court uses. He asked Mr CHENG Ki-kin to read the motion carefully so that he would not cast his vote mistakenly.

129. Miss Clarisse YEUNG said that it had been learnt from the views

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collected during a questionnaire survey that residents' position was consistent with the content of the motion. Besides, she considered that the deliberation of this proposal had been a bitter experience. As early as 2016, the Council had expressed concerns on the future development of the CHR Site, and had requested PlanD to completely withdraw the proposal concerned before its gazettal. Unfortunately, at that time such a request had failed to receive the unanimous support of the Council. Nevertheless, PlanD had still clung obstinately to its course and proceeded with submission of the proposal to TPB in the absence of public consultation. Therefore, she wished to take the opportunity of voting on the motion to bring this matter to the attention of the TPB and PlanD, with a view to urging PlanD to review the whole process and explore why the Council could only express objection to the gazetted proposal through a non-binding vote on the motion.

130. The Chairperson asked Members to vote on the motion by a show of hands. The voting results were as follows:

For:	12 votes	(Mr Stephen NG, Dr Jennifer CHOW, Ms Yolanda NG, Mr Joey LEE, Ms Kenny LEE, Ms Peggy LEE, Mr Anson LAM, Mr Ivan WONG, Miss Clarisse YEUNG, Dr Anna TANG, Ms Jacqueline CHUNG and the Hon Paul TSE)
Against:	1 vote	(Mr CHENG Ki-kin)

131. The Chairperson declared that the motion had been passed.

132. The Chairperson invited the representatives of various government departments and the institution concerned to note Members' views and thanked them for attending the meeting.

(Mr Anson LAM and Mr CHENG Ki-kin left the meeting at 6:15 p.m. Dr Jennifer CHOW left the meeting at 6:19 p.m.)

Item 5: Rodent Elimination and Prevention in Wan Chai

List of Representers in respect of
Draft Wong Nai Chung Outline Zoning Plan (OZP) No. S/H7/20

Representation No.	Name of 'Representer'
TPB/R/S/H7/20-1	Lai Wing Sze
TPB/R/S/H7/20-2	Dora Chan
TPB/R/S/H7/20-3	Mr. Lau Chun Kit
TPB/R/S/H7/20-4	Lai Wing Sze
TPB/R/S/H7/20-5	Chan Lai Fan Dora
TPB/R/S/H7/20-6	Hysan Development Projects Limited
TPB/R/S/H7/20-7	藺文芸
TPB/R/S/H7/20-8	Chan Sze Hung
TPB/R/S/H7/20-9	黎明基
TPB/R/S/H7/20-10	黎錫洪
TPB/R/S/H7/20-11	伍婉婷 Ng Yuen Tin, Yolanda
TPB/R/S/H7/20-12	謝偉俊
TPB/R/S/H7/20-13	楊雪盈 Clarisse Yeung
TPB/R/S/H7/20-14	香港希雲街十三號至十五號 A 業主立案法團 The Incorporated Owners of 13-15A, Haven Street, Hong Kong
TPB/R/S/H7/20-15	香港希雲街十七號至十九號 A 業主立案法團 The Incorporated Owners of 17-19A, Haven Street, Hong Kong
TPB/R/S/H7/20-16	禮信大廈業主立案法團 The Incorporated Owners of Lei Shun Court
TPB/R/S/H7/20-17	Caroline Hill Planning Concern Group
TPB/R/S/H7/20-18	香港加路連山道 13，13A，15 及 15A 號業主立案法團 The Incorporated Owners of No. 13, 13A, 15 & 15A Caroline Hill Road, Hong Kong
TPB/R/S/H7/20-19	The Owners Corporation Committee of Tai Hang Terrace
TPB/R/S/H7/20-20	The Owners Corporation Committee of Park Garden, Tai Hang Drive
TPB/R/S/H7/20-21	The Owners Corporation Committee of Wing On Towers
TPB/R/S/H7/20-22	The Owners Corporation Committee of Butler Towers
TPB/R/S/H7/20-23	The Owners Corporation Committee of Cavendish Heights (Blocks 1-7)
TPB/R/S/H7/20-24	Jardine's Lookout Concern Group
TPB/R/S/H7/20-25	The Owners Corporation Committee of Cavendish Heights (Block 8)
TPB/R/S/H7/20-26	Hui Ming Chun Cindy
TPB/R/S/H7/20-27	加路連花園業主委員會委員 Caroline Garden OC Committees
TPB/R/S/H7/20-28	Residents of Jardine's Lookout
TPB/R/S/H7/20-29	The Owners Corporation Committee of Linden Height
TPB/R/S/H7/20-30	The Owners Corporation Committee of Flora Garden
TPB/R/S/H7/20-31	比華利山業主立案法團 The Incorporated Owners of Beverly Hill
TPB/R/S/H7/20-32	大坑關注社 (夾附 570 個簽名) Tai Hang Concern Association (with 570 signatures enclosed)
TPB/R/S/H7/20-33	Best Epoch Holdings Limited
TPB/R/S/H7/20-34	Mary Mulvihill
TPB/R/S/H7/20-35	博匯 Doctoral Exchange
TPB/R/S/H7/20-36	余淑芬
TPB/R/S/H7/20-37	陳漪蕾
TPB/R/S/H7/20-38	鍾朗豐

Representation No.	Name of 'Representer'
TPB/R/S/H7/20-39	李凱雯
TPB/R/S/H7/20-40	林穎
TPB/R/S/H7/20-41	黃毓翔
TPB/R/S/H7/20-42	龍麗斯
TPB/R/S/H7/20-43	馮詩嘉
TPB/R/S/H7/20-44	Christie Chong
TPB/R/S/H7/20-45	Chan Yat Sun
TPB/R/S/H7/20-46	Leung Shuk Han, Daisy
TPB/R/S/H7/20-47	Cheng Yin Tai
TPB/R/S/H7/20-48	Lee Tsz Kiu
TPB/R/S/H7/20-49	Sukie Lau
TPB/R/S/H7/20-50	唐湋梆
TPB/R/S/H7/20-51	黃嘉倫
TPB/R/S/H7/20-52	黃文威
TPB/R/S/H7/20-53	陳文蔡
TPB/R/S/H7/20-54	周稷
TPB/R/S/H7/20-55	鄭志明
TPB/R/S/H7/20-56	鍾長玲
TPB/R/S/H7/20-57	蔡發
TPB/R/S/H7/20-58	李紅
TPB/R/S/H7/20-59	馮海蓮
TPB/R/S/H7/20-60	何兆佳
TPB/R/S/H7/20-61	何伊詠
TPB/R/S/H7/20-62	何雄偉
TPB/R/S/H7/20-63	葛子祥
TPB/R/S/H7/20-64	郭建合
TPB/R/S/H7/20-65	郭麗娥
TPB/R/S/H7/20-66	林家杰
TPB/R/S/H7/20-67	梁仲子
TPB/R/S/H7/20-68	梁錦泉
TPB/R/S/H7/20-69	梁堯燦
TPB/R/S/H7/20-70	梁興寧
TPB/R/S/H7/20-71	龍小燕
TPB/R/S/H7/20-72	王國泰
TPB/R/S/H7/20-73	黃鳳清
TPB/R/S/H7/20-74	楊來琼
TPB/R/S/H7/20-75	余家烈
TPB/R/S/H7/20-76	姚惠良
TPB/R/S/H7/20-77	秦樹雲
TPB/R/S/H7/20-78	薛標英
TPB/R/S/H7/20-79	Cheung Tik Sang
TPB/R/S/H7/20-80	Chu Kin San

Representation No.	Name of 'Representer'
TPB/R/S/H7/20-81	Kong Chi Fung
TPB/R/S/H7/20-82	Kwok Chiu Ming
TPB/R/S/H7/20-83	L. Y. Weng
TPB/R/S/H7/20-84	Tang Wing Yin
TPB/R/S/H7/20-85	鄭佩珣
TPB/R/S/H7/20-86	Lee Chi Yan,Conrad
TPB/R/S/H7/20-87	Aliana Leung
TPB/R/S/H7/20-88	Alice Poon
TPB/R/S/H7/20-89	朱國懷
TPB/R/S/H7/20-90	Lui Hiu Hung
TPB/R/S/H7/20-91	Chu Kam Yiu
TPB/R/S/H7/20-92	高瑞芳
TPB/R/S/H7/20-93	Tam Yiu Cho
TPB/R/S/H7/20-94	陳慶豐
TPB/R/S/H7/20-95	王佩嫻
TPB/R/S/H7/20-96	Ho Pui Sin
TPB/R/S/H7/20-97	Paul Yuen
TPB/R/S/H7/20-98	Tam Wai Man Iris
TPB/R/S/H7/20-99	Tsui Wai Ming
TPB/R/S/H7/20-100	Mariposa A. Gonyon
TPB/R/S/H7/20-101	Chan Kin Yip Louis
TPB/R/S/H7/20-102	Jeremy Robert Kuo
TPB/R/S/H7/20-103	Sit Wei Bing
TPB/R/S/H7/20-104	張瑞芬
TPB/R/S/H7/20-105	劉陳淑華
TPB/R/S/H7/20-106	唐海通
TPB/R/S/H7/20-107	黃子軍
TPB/R/S/H7/20-108	李國強
TPB/R/S/H7/20-109	Sheila Wong
TPB/R/S/H7/20-110	Charles Lee
TPB/R/S/H7/20-111	Eunice Lee
TPB/R/S/H7/20-112	Leung So Ching
TPB/R/S/H7/20-113	Janet Ma
TPB/R/S/H7/20-114	Chan MY Annie
TPB/R/S/H7/20-115	Ho Liu Kit Fan, Anna V.
TPB/R/S/H7/20-116	林燕嫺
TPB/R/S/H7/20-117	Cheung Chak Man
TPB/R/S/H7/20-118	Chu Sue Fun
TPB/R/S/H7/20-119	Fu Yuk King
TPB/R/S/H7/20-120	Lam Chung Lun
TPB/R/S/H7/20-121	Ma Chan Chi
TPB/R/S/H7/20-122	Ma Pui Ying
TPB/R/S/H7/20-123	Tang Kwok Wah

Representation No.	Name of 'Representer'
TPB/R/S/H7/20-124	Woo Lui Lui Christine
TPB/R/S/H7/20-125	陳柏林
TPB/R/S/H7/20-126	陳秀欣
TPB/R/S/H7/20-127	蔡炳權
TPB/R/S/H7/20-128	何偉雄
TPB/R/S/H7/20-129	何盛慕嫦
TPB/R/S/H7/20-130	蒲沛亮
TPB/R/S/H7/20-131	黃詠棠
TPB/R/S/H7/20-132	Cheng Kit Yee Eleanor
TPB/R/S/H7/20-133	Lung Justin
TPB/R/S/H7/20-134	Ramon Lo
TPB/R/S/H7/20-135	Chau So Wah
TPB/R/S/H7/20-136	Lee Kin Man
TPB/R/S/H7/20-137	Ng Ngar Lee Julia
TPB/R/S/H7/20-138	Wong Man Wai Ester
TPB/R/S/H7/20-139	關兆權
TPB/R/S/H7/20-140	萬玉鳴
TPB/R/S/H7/20-141	Lin Poon Yui Fong
TPB/R/S/H7/20-142	杜明
TPB/R/S/H7/20-143	翁芳玲
TPB/R/S/H7/20-144	Pang Sui Sun Connie
TPB/R/S/H7/20-145	陳嘉佑
TPB/R/S/H7/20-146	陳昌榮
TPB/R/S/H7/20-147	Siaw Kee Hock
TPB/R/S/H7/20-148	譚國樑
TPB/R/S/H7/20-149	Poon Kwok Cheung
TPB/R/S/H7/20-150	Lam Peggy Yuet Ying
TPB/R/S/H7/20-151	何瑪英
TPB/R/S/H7/20-152	Chan Chui Kwan
TPB/R/S/H7/20-153	Tai Lok Ho
TPB/R/S/H7/20-154	Tai Tat Keung
TPB/R/S/H7/20-155	Tam Ching Ting
TPB/R/S/H7/20-156	Tam Chi Yin Simon
TPB/R/S/H7/20-157	Henry Shek
TPB/R/S/H7/20-158	Wong Wai Mei
TPB/R/S/H7/20-159	Tam Wing Yu
TPB/R/S/H7/20-160	Li Kin Kay Thomas
TPB/R/S/H7/20-161	Ma Hoi Yee
TPB/R/S/H7/20-162	陳栢熙
TPB/R/S/H7/20-163	陳惠中
TPB/R/S/H7/20-164	趙民娟
TPB/R/S/H7/20-165	劉梅芳
TPB/R/S/H7/20-166	吳冠豪

Representation No.	Name of 'Representer'
TPB/R/S/H7/20-167	彭文卿
TPB/R/S/H7/20-168	談慧敏
TPB/R/S/H7/20-169	Angel Lee
TPB/R/S/H7/20-170	Lai Bo Cheong
TPB/R/S/H7/20-171	Danny Tsang
TPB/R/S/H7/20-172	陳嘉倫
TPB/R/S/H7/20-173	張心蕙
TPB/R/S/H7/20-174	熊余煒華
TPB/R/S/H7/20-175	熊宏良
TPB/R/S/H7/20-176	羅少沾
TPB/R/S/H7/20-177	薛樹仁
TPB/R/S/H7/20-178	Chan Chun Kit
TPB/R/S/H7/20-179	Dennis Fung
TPB/R/S/H7/20-180	Ho Kit Ling 何潔玲
TPB/R/S/H7/20-181	Lam Pik Ha Eliza
TPB/R/S/H7/20-182	Shirley Cheng
TPB/R/S/H7/20-183	Chan Natalie Ellen
TPB/R/S/H7/20-184	陳文光 Chan Man Kwong
TPB/R/S/H7/20-185	陳湛彬
TPB/R/S/H7/20-186	黃林美麗
TPB/R/S/H7/20-187	Tam Chak Chi
TPB/R/S/H7/20-188	Annie Mimi Kam
TPB/R/S/H7/20-189	Lam Sum Chee
TPB/R/S/H7/20-190	Leung Chun Fung, Albert
TPB/R/S/H7/20-191	Au Kin On
TPB/R/S/H7/20-192	Andrew Tang
TPB/R/S/H7/20-193	Chan Yat Ping, Shirley
TPB/R/S/H7/20-194	Cheng Pwee Ling
TPB/R/S/H7/20-195	Cheng Kam Yick
TPB/R/S/H7/20-196	Dorothy Tang
TPB/R/S/H7/20-197	Jocelyn Grace Chan
TPB/R/S/H7/20-198	Ko Lan Fun Betty
TPB/R/S/H7/20-199	Lam Su Yin Joseph
TPB/R/S/H7/20-200	Lee Katie
TPB/R/S/H7/20-201	Ngai Chun Ngor Irene
TPB/R/S/H7/20-202	Dr. Simon Oay, LY 李偉
TPB/R/S/H7/20-203	Wong Pui Yee, Peggy
TPB/R/S/H7/20-204	Yip C. N.
TPB/R/S/H7/20-205	陳偉賢
TPB/R/S/H7/20-206	張家肇
TPB/R/S/H7/20-207	李張小華
TPB/R/S/H7/20-208	李松玲
TPB/R/S/H7/20-209	聞秀鑾

Representation No.	Name of 'Representer'
TPB/R/S/H7/20-210	辛樹林
TPB/R/S/H7/20-211	黃金順
TPB/R/S/H7/20-212	Leung Shing Tai and Tang Fung Yee
TPB/R/S/H7/20-213	Stella Tse Wai Lan
TPB/R/S/H7/20-214	Chong Yuen Sum
TPB/R/S/H7/20-215	馮愛廉
TPB/R/S/H7/20-216	唐偉邦
TPB/R/S/H7/20-217	Au Man To
TPB/R/S/H7/20-218	Lai Sze Shun
TPB/R/S/H7/20-219	Leung Chun Yee
TPB/R/S/H7/20-220	Leung Chi Ping
TPB/R/S/H7/20-221	Leung Chun Lam
TPB/R/S/H7/20-222	Chan Shing Kai Henry
TPB/R/S/H7/20-223	Lam Ching Yee
TPB/R/S/H7/20-224	Lay Ester
TPB/R/S/H7/20-225	Wong Mo Sze
TPB/R/S/H7/20-226	任少儀
TPB/R/S/H7/20-227	Wu Tin Yuk
TPB/R/S/H7/20-228	Chan Sheung Yan Andrew
TPB/R/S/H7/20-229	Cheng Mei Hang Amelia
TPB/R/S/H7/20-230	Mak Man Yuk Patty
TPB/R/S/H7/20-231	Mak Frederick Kam Wing
TPB/R/S/H7/20-232	Mercedes M. Hidalgo
TPB/R/S/H7/20-233	Daisy Ho
TPB/R/S/H7/20-234	Sherwin Ho
TPB/R/S/H7/20-235	Wong Kit Ying
TPB/R/S/H7/20-236	朱俊傑
TPB/R/S/H7/20-237	朱諾熙
TPB/R/S/H7/20-238	高嫊玲
TPB/R/S/H7/20-239	關偉良
TPB/R/S/H7/20-240	黃蕙卿
TPB/R/S/H7/20-241	Chan Suet Mui
TPB/R/S/H7/20-242	Cheung Yuk Hing Rowena
TPB/R/S/H7/20-243	Michelle Chu
TPB/R/S/H7/20-244	Chun Ping Fai Patrick
TPB/R/S/H7/20-245	Vicky Fok
TPB/R/S/H7/20-246	Ho Chi Ling
TPB/R/S/H7/20-247	Kwan Yee Ching Natalie
TPB/R/S/H7/20-248	Minna Lai
TPB/R/S/H7/20-249	Leung Shu Wah
TPB/R/S/H7/20-250	P. K. Li
TPB/R/S/H7/20-251	Li Foo Chun Jean
TPB/R/S/H7/20-252	See Loi Chun

Representation No.	Name of 'Representer'
TPB/R/S/H7/20-253	Maria Sit
TPB/R/S/H7/20-254	Hui Long Kiu Lester
TPB/R/S/H7/20-255	Hui Long Man Leslie
TPB/R/S/H7/20-256	Amanda Hui
TPB/R/S/H7/20-257	Eddie Hui
TPB/R/S/H7/20-258	Andrea Yu
TPB/R/S/H7/20-259	Ho Wai Ming, Ellie
TPB/R/S/H7/20-260	Lam Ming Chung, Stephie
TPB/R/S/H7/20-261	Lam Shu Fung, Clayton
TPB/R/S/H7/20-262	Lam Yue Fung, Marcus
TPB/R/S/H7/20-263	Lam Kei Chiu
TPB/R/S/H7/20-264	Tam Ho Chi
TPB/R/S/H7/20-265	Yung Kam Yim
TPB/R/S/H7/20-266	Yee-Tak Chow
TPB/R/S/H7/20-267	陳根源
TPB/R/S/H7/20-268	唐智謙
TPB/R/S/H7/20-269	Chan Wai Yee Cecilia
TPB/R/S/H7/20-270	Tong Wai Man Zarino
TPB/R/S/H7/20-271	Chan Kum Yuen
TPB/R/S/H7/20-272	任碧燕
TPB/R/S/H7/20-273	陳弼鑑
TPB/R/S/H7/20-274	張細妹
TPB/R/S/H7/20-275	梁鳳開
TPB/R/S/H7/20-276	佘順禮
TPB/R/S/H7/20-277	Tsang Sui Cheong
TPB/R/S/H7/20-278	Chan Man Fai
TPB/R/S/H7/20-279	Lau Yee Lam
TPB/R/S/H7/20-280	Ngan Hon Ching
TPB/R/S/H7/20-281	Albert Shu
TPB/R/S/H7/20-282	Liza Lee
TPB/R/S/H7/20-283	何耀垣
TPB/R/S/H7/20-284	李浩輝
TPB/R/S/H7/20-285	Chan Chi Tong
TPB/R/S/H7/20-286	Ho Shing Yan
TPB/R/S/H7/20-287	Po Wing Kay Winky
TPB/R/S/H7/20-288	Roger So
TPB/R/S/H7/20-289	Wong Wing
TPB/R/S/H7/20-290	張鳳娥
TPB/R/S/H7/20-291	黃一鳴
TPB/R/S/H7/20-292	黃博傑
TPB/R/S/H7/20-293	余德惠
TPB/R/S/H7/20-294	Yee Jia Qiao Julian
TPB/R/S/H7/20-295	Chow Yuen

Representation No.	Name of 'Representer'
TPB/R/S/H7/20-296	Subiatun
TPB/R/S/H7/20-297	Wong William
TPB/R/S/H7/20-298	Yao Pin Fang
TPB/R/S/H7/20-299	Leung King Wai
TPB/R/S/H7/20-300	梁雪盈
TPB/R/S/H7/20-301	Ling Suk Fan
TPB/R/S/H7/20-302	Lai Yiu Fai
TPB/R/S/H7/20-303	周仲文
TPB/R/S/H7/20-304	Kwok Shiu Ling
TPB/R/S/H7/20-305	Mary Lee
TPB/R/S/H7/20-306	Chan Chi Hung Wesley
TPB/R/S/H7/20-307	Chan Yuk Ching
TPB/R/S/H7/20-308	Chan Ling Hoi
TPB/R/S/H7/20-309	Sharene Mak
TPB/R/S/H7/20-310	Chan Chiu Wing
TPB/R/S/H7/20-311	Chan Ching Yee
TPB/R/S/H7/20-312	彭郁榮
TPB/R/S/H7/20-313	Chan Man Tuen Irene
TPB/R/S/H7/20-314	Christina Chan
TPB/R/S/H7/20-315	L W Ting
TPB/R/S/H7/20-316	Cheng Beatrice
TPB/R/S/H7/20-317	林漢銘
TPB/R/S/H7/20-318	陳嘉信
TPB/R/S/H7/20-319	鄭雪兒
TPB/R/S/H7/20-320	譚達荣
TPB/R/S/H7/20-321	宋若蘊
TPB/R/S/H7/20-322	何碧珊
TPB/R/S/H7/20-323	Chan King Chi
TPB/R/S/H7/20-324	Anna Cheung
TPB/R/S/H7/20-325	Johnny Wei
TPB/R/S/H7/20-326	黃惠娜
TPB/R/S/H7/20-327	霍新基
TPB/R/S/H7/20-328	雷綺雯
TPB/R/S/H7/20-329	江碟珍
TPB/R/S/H7/20-330	王皓昕
TPB/R/S/H7/20-331	王志龍
TPB/R/S/H7/20-332	Cheung Lai Kuen Hermia
TPB/R/S/H7/20-333	Wong Ho Ching Alex
TPB/R/S/H7/20-334	Chen Yeung Michelle
TPB/R/S/H7/20-335	Flora Fan
TPB/R/S/H7/20-336	Annie Wong
TPB/R/S/H7/20-337	區月姬
TPB/R/S/H7/20-338	朱慶

Representation No.	Name of 'Representer'
TPB/R/S/H7/20-339	Mr Ho Hok Fai
TPB/R/S/H7/20-340	Albert Wong
TPB/R/S/H7/20-341	馬佩貞
TPB/R/S/H7/20-342	Amanda Li King Sze
TPB/R/S/H7/20-343	Tiffany Wei
TPB/R/S/H7/20-344	Lai Kam Cheung
TPB/R/S/H7/20-345	Pow Siu Chuen
TPB/R/S/H7/20-346	何穗祺
TPB/R/S/H7/20-347	鄭珊德
TPB/R/S/H7/20-348	Eddy Lau
TPB/R/S/H7/20-349	羅明德
TPB/R/S/H7/20-350	Siu Chin Pang
TPB/R/S/H7/20-351	Wong Yuet May Yumi
TPB/R/S/H7/20-352	Cheung Kam To
TPB/R/S/H7/20-353	Yuen Fung Ping
TPB/R/S/H7/20-354	Cheng Chi Huen
TPB/R/S/H7/20-355	鄭秀梅
TPB/R/S/H7/20-356	Wong Lai Fong
TPB/R/S/H7/20-357	Chow Wing Sun
TPB/R/S/H7/20-358	黃嘉麗
TPB/R/S/H7/20-359	張倩欣
TPB/R/S/H7/20-360	梁東海
TPB/R/S/H7/20-361	Lo Suet Ying
TPB/R/S/H7/20-362	Au Man To
TPB/R/S/H7/20-363	Chan Kit Wang
TPB/R/S/H7/20-364	Chan Chi Wai
TPB/R/S/H7/20-365	Lui Chun Chun
TPB/R/S/H7/20-366	范偉
TPB/R/S/H7/20-367	Fung Ho San
TPB/R/S/H7/20-368	Fung Ping Hung
TPB/R/S/H7/20-369	Fu Kam Wing Raymond
TPB/R/S/H7/20-370	張惠賢
TPB/R/S/H7/20-371	魏承思
TPB/R/S/H7/20-372	郭明珠
TPB/R/S/H7/20-373	Wong Lai Sze
TPB/R/S/H7/20-374	Chan Yuk Lam
TPB/R/S/H7/20-375	Mossip Mark S
TPB/R/S/H7/20-376	You Lingqin
TPB/R/S/H7/20-377	Yau Man Shan Cathy
TPB/R/S/H7/20-378	Chen Ruohong
TPB/R/S/H7/20-379	Greaves William David
TPB/R/S/H7/20-380	Tam Sin Yee Diana
TPB/R/S/H7/20-381	Wang Hoi

Representation No.	Name of 'Representer'
TPB/R/S/H7/20-382	陳正豪
TPB/R/S/H7/20-383	陳正斌
TPB/R/S/H7/20-384	黃諾希
TPB/R/S/H7/20-385	Divya Vaze
TPB/R/S/H7/20-386	Chan Yuen
TPB/R/S/H7/20-387	Chan Yin Wan
TPB/R/S/H7/20-388	Chan Ka Pang
TPB/R/S/H7/20-389	Labasan Eden Bino
TPB/R/S/H7/20-390	Tai Fai Kee
TPB/R/S/H7/20-391	Tang Hay Tung Genevieve
TPB/R/S/H7/20-392	Wong Mo Sze
TPB/R/S/H7/20-393	Cheng Wai Yee
TPB/R/S/H7/20-394	Leung Su Wing Connie
TPB/R/S/H7/20-395	LEE SHEK YAN TERESA
TPB/R/S/H7/20-396	Chan Wai Wing Helen
TPB/R/S/H7/20-397	Tang Lai Mui
TPB/R/S/H7/20-398	NG SUI WONG
TPB/R/S/H7/20-399	Chan Hiu Yin Yvonne
TPB/R/S/H7/20-400	KWAN KING HONG ALBERT
TPB/R/S/H7/20-401	Steven William Gordon
TPB/R/S/H7/20-403	Chan Kin Man
TPB/R/S/H7/20-404	Ho Man Man Lucretia
TPB/R/S/H7/20-405	Fong Ting Nikita
TPB/R/S/H7/20-406	Vivian Lau
TPB/R/S/H7/20-408	Leung Chi Man
TPB/R/S/H7/20-409	LAU CHUN YAT JOSEPH
TPB/R/S/H7/20-410	LI WAI MAN
TPB/R/S/H7/20-411	Ko, Tinny
TPB/R/S/H7/20-412	Kwong Pong Woon
TPB/R/S/H7/20-413	CHIU WAI KIN KEN
TPB/R/S/H7/20-414	Lau Hon Wai
TPB/R/S/H7/20-415	CHENG Wan Yuk Margaret
TPB/R/S/H7/20-416	Tang Sung Hin
TPB/R/S/H7/20-417	WONG CHI HO
TPB/R/S/H7/20-418	Lau Elizabeth Yuen Shan
TPB/R/S/H7/20-419	Yuen Paul
TPB/R/S/H7/20-420	Lucy Chen
TPB/R/S/H7/20-421	HOLLAND, Trevor Alan
TPB/R/S/H7/20-422	So Wai Yeung Eric
TPB/R/S/H7/20-423	FUNG KA KEUNG DANIEL
TPB/R/S/H7/20-424	Fung Kwok Chung Raymond

Representation No.	Name of 'Representer'
TPB/R/S/H7/20-427	SO TIN WAI KYNA
TPB/R/S/H7/20-428	Clementine Lee
TPB/R/S/H7/20-429	Sy Miu Kuen
TPB/R/S/H7/20-430	LI SHAU YIN
TPB/R/S/H7/20-431	Chan Wai Yee
TPB/R/S/H7/20-432	Kwan Ho Ching Christy
TPB/R/S/H7/20-433	Mary Ostrover
TPB/R/S/H7/20-434	Chen Sung Kai
TPB/R/S/H7/20-435	Tse Wing Han
TPB/R/S/H7/20-436	Davies Donald Robert
TPB/R/S/H7/20-437	Siu Wan Chi
TPB/R/S/H7/20-438	LAU PAK SHING
TPB/R/S/H7/20-439	鄭惠儀
TPB/R/S/H7/20-440	繆少琴
TPB/R/S/H7/20-441	Florence Sophia Huibonhoa
TPB/R/S/H7/20-442	Kan Wai Him Vincent
TPB/R/S/H7/20-443	Chung Timothy Che Ya
TPB/R/S/H7/20-444	Chau Yuk Chi
TPB/R/S/H7/20-445	Wong Wai Leung
TPB/R/S/H7/20-446	Wong Hin Chit
TPB/R/S/H7/20-447	Yeung Leung Yim Kin Jacqueline
TPB/R/S/H7/20-448	Kwok Pak Yu Steven
TPB/R/S/H7/20-449	Chan Mei Sang Pauline
TPB/R/S/H7/20-450	Au Chi Lap
TPB/R/S/H7/20-451	Karen Yeung
TPB/R/S/H7/20-452	Ko Laam
TPB/R/S/H7/20-453	Tin Ying Kit Allen
TPB/R/S/H7/20-454	Tsang Yiu Keung
TPB/R/S/H7/20-455	Lam Lok Yee
TPB/R/S/H7/20-456	Lam On Yee
TPB/R/S/H7/20-457	Lam Lap Fung
TPB/R/S/H7/20-458	Lam Kit Ling
TPB/R/S/H7/20-459	Wong Kieu Cleo
TPB/R/S/H7/20-460	NG MAU YUEN ERIC
TPB/R/S/H7/20-461	Chan Chun Hung Vincent
TPB/R/S/H7/20-462	Yip William John
TPB/R/S/H7/20-463	Tam Yin Ki Sharon
TPB/R/S/H7/20-464	Ranee Jhamatmal Khubchandani
TPB/R/S/H7/20-465	Yu Prima
TPB/R/S/H7/20-466	Chan Mun Ling Jennifer
TPB/R/S/H7/20-467	Chan Tsz Ying
TPB/R/S/H7/20-468	Li Chun Yin

Representation No.	Name of 'Representer'
TPB/R/S/H7/20-469	Carrie Yeung
TPB/R/S/H7/20-470	Stather Ruth Meiling
TPB/R/S/H7/20-471	NG KAI MAN CARMEN
TPB/R/S/H7/20-472	Cheung Sin Ying
TPB/R/S/H7/20-473	鄧建達
TPB/R/S/H7/20-474	Cheuk, Athena
TPB/R/S/H7/20-475	Chan Ho Mo
TPB/R/S/H7/20-476	Chan Chan Yuen Ha
TPB/R/S/H7/20-477	Law Chi Yin Cynthia
TPB/R/S/H7/20-478	Ma Wing Yin Janice
TPB/R/S/H7/20-479	Ng Yee Fong
TPB/R/S/H7/20-480	盧耀華
TPB/R/S/H7/20-481	Duangmala Boontham
TPB/R/S/H7/20-483	Yeung Wing Kwong
TPB/R/S/H7/20-484	Roger Wai Kit Lau
TPB/R/S/H7/20-485	Lam Tat Wing
TPB/R/S/H7/20-486	Siu Vincent Hin Wai
TPB/R/S/H7/20-487	Wong Ying Yee
TPB/R/S/H7/20-488	Shek Wai Ting
TPB/R/S/H7/20-489	Chan Bik Ying
TPB/R/S/H7/20-490	Lam Pik Kwan
TPB/R/S/H7/20-491	Petula Susan Kincaid
TPB/R/S/H7/20-492	Wong Chi Hang
TPB/R/S/H7/20-493	鍾小明
TPB/R/S/H7/20-494	Au Siu Pong
TPB/R/S/H7/20-495	Chan Cham Bun
TPB/R/S/H7/20-496	Chan Choi Tsoi Wan Betty
TPB/R/S/H7/20-497	Chen Chu Lan
TPB/R/S/H7/20-498	Cheng Kim Ching
TPB/R/S/H7/20-499	Cheung Chi Hung, David
TPB/R/S/H7/20-500	Chiang Man Sze
TPB/R/S/H7/20-501	Hong Hiu Wing
TPB/R/S/H7/20-502	Josje Yee Sum Yeung
TPB/R/S/H7/20-503	Law Yin Ying Priscilla
TPB/R/S/H7/20-504	Lee Yan Yan
TPB/R/S/H7/20-505	Ng Sau Ching
TPB/R/S/H7/20-506	Richard Martin Payne
TPB/R/S/H7/20-507	Shek Wai Ting
TPB/R/S/H7/20-508	Tsui Ching Yee
TPB/R/S/H7/20-509	Wong Wing Sze Karen
TPB/R/S/H7/20-510	Wong Ka Lai
TPB/R/S/H7/20-511	Yuen Yu Hung
TPB/R/S/H7/20-512	Wu Wai Ling
TPB/R/S/H7/20-513	Yu Yeuk Wing
TPB/R/S/H7/20-514	陳惠香
TPB/R/S/H7/20-515	關棠武

Representation No.	Name of 'Representer'
TPB/R/S/H7/20-516	何煒恒
TPB/R/S/H7/20-517	Lung Wing Kei Danny
TPB/R/S/H7/20-518	David Owen Pegg
TPB/R/S/H7/20-519	Wendy MC Tavish
TPB/R/S/H7/20-520	Behrens Chee Sau Chun Bella
TPB/R/S/H7/20-521	Taylor Evelyn Elborn
TPB/R/S/H7/20-522	Thomas Albert Carl
TPB/R/S/H7/20-523	Inger Tong
TPB/R/S/H7/20-524	Chan Mang Lung
TPB/R/S/H7/20-525	Chi Sau Lin
TPB/R/S/H7/20-526	Cheung Wing Hing
TPB/R/S/H7/20-527	Cheung Wai Yu
TPB/R/S/H7/20-528	Cheung Ching Kwok Aslan
TPB/R/S/H7/20-529	Leung Wai Po Rosanna
TPB/R/S/H7/20-530	Natalie Yim Lok Yan
TPB/R/S/H7/20-531	Tnevoh Yim Che Ming
TPB/R/S/H7/20-532	Yim Hong
TPB/R/S/H7/20-533	陳惠美
TPB/R/S/H7/20-534	黎樂怡中
TPB/R/S/H7/20-535	彭銘楷
TPB/R/S/H7/20-536	錢海穎
TPB/R/S/H7/20-537	錢嘉駿
TPB/R/S/H7/20-538	張學佳
TPB/R/S/H7/20-539	Chan Tsz Kin
TPB/R/S/H7/20-540	Chan Carson
TPB/R/S/H7/20-541	Cheung Man Yuk, Jennifer
TPB/R/S/H7/20-542	Ko Vanessa
TPB/R/S/H7/20-543	Lee Yuk Kuen Joecy
TPB/R/S/H7/20-544	Liu Kit Ling Bella
TPB/R/S/H7/20-545	Pun Chi In
TPB/R/S/H7/20-546	Wong Pui Shun Bonnie
TPB/R/S/H7/20-547	Wang Mei Mun
TPB/R/S/H7/20-548	Yau Chun Wang
TPB/R/S/H7/20-549	Yau Chi Ming Benson
TPB/R/S/H7/20-550	Chan Shun Hung
TPB/R/S/H7/20-551	Chang Po Yiu
TPB/R/S/H7/20-552	Fu Kwan Lin Kristy
TPB/R/S/H7/20-553	Leung Yuk Shan
TPB/R/S/H7/20-554	Leung Yuet Tong
TPB/R/S/H7/20-555	Li Wai Ling Sofia
TPB/R/S/H7/20-556	Lok Yee Hing Elaine
TPB/R/S/H7/20-557	Tam Helen Ka Yan
TPB/R/S/H7/20-558	Yan Lin Fu
TPB/R/S/H7/20-559	Ivanov, Anton
TPB/R/S/H7/20-560	Hedley Paul
TPB/R/S/H7/20-561	Cheung Suk Hing

Representation No.	Name of 'Representer'
TPB/R/S/H7/20-562	Lee Tsz Chun
TPB/R/S/H7/20-563	Ng Wing Yee Amy
TPB/R/S/H7/20-564	高婉玲
TPB/R/S/H7/20-565	張秀珍
TPB/R/S/H7/20-566	Ho Ying Lung
TPB/R/S/H7/20-567	Carson, Luc A. R.
TPB/R/S/H7/20-568	While, Sharon Joy
TPB/R/S/H7/20-569	Au Pui Yue
TPB/R/S/H7/20-570	Allen Chun Lung Chan
TPB/R/S/H7/20-571	Cheung Mee Sheung Maisie
TPB/R/S/H7/20-572	Cheung Sin Yan Cindy
TPB/R/S/H7/20-573	Cheung Siu Ling
TPB/R/S/H7/20-574	Ching Pui Yee Phoebe
TPB/R/S/H7/20-575	Ho Sherwin Shiu Wang
TPB/R/S/H7/20-576	Ko Chung Ling Ophelia
TPB/R/S/H7/20-577	Lam Kwok Fai Ragence
TPB/R/S/H7/20-578	Lau Cho Yuen
TPB/R/S/H7/20-579	Lau Tat Wai David
TPB/R/S/H7/20-580	Lee Hoi Yee
TPB/R/S/H7/20-581	Ng Bing Chiu Raymond
TPB/R/S/H7/20-582	Pau Yuk Man Sharon
TPB/R/S/H7/20-583	Tai Yvonne
TPB/R/S/H7/20-584	To Chak Yan William
TPB/R/S/H7/20-585	Frances Tong
TPB/R/S/H7/20-586	童毓思 Tung Yuk Zse
TPB/R/S/H7/20-587	Wong Yuek Chee Fiona
TPB/R/S/H7/20-588	Yeung Lai Yi
TPB/R/S/H7/20-589	Pritchard Thomthy Hugh
TPB/R/S/H7/20-590	雷卓光
TPB/R/S/H7/20-591	黃慧蘭
TPB/R/S/H7/20-592	Ng Tsz Chun Shunichi
TPB/R/S/H7/20-593	Pang Lo Mei
TPB/R/S/H7/20-594	廖潔玲
TPB/R/S/H7/20-595	Bonnie Wong
TPB/R/S/H7/20-596	Carson Chan
TPB/R/S/H7/20-597	陳垂泮
TPB/R/S/H7/20-598	Chris Kwok
TPB/R/S/H7/20-599	Fiona Hung
TPB/R/S/H7/20-600	許宗熾
TPB/R/S/H7/20-601	Hui Sze Chung
TPB/R/S/H7/20-602	Alice Yung Woon Cheung
TPB/R/S/H7/20-603	Dr. Ferdinand Chu
TPB/R/S/H7/20-604	Paul Kam Kong Mak
TPB/R/S/H7/20-605	Ms. Genevieve Yang
TPB/R/S/H7/20-606	Mr. Leung Wai On
TPB/R/S/H7/20-607	Arthur Leung

Representation No.	Name of 'Representer'
TPB/R/S/H7/20-608	Ms. Ng Kai Man Carmen
TPB/R/S/H7/20-609	楊女士
TPB/R/S/H7/20-610	陳敏灝
TPB/R/S/H7/20-611	蔡家輝
TPB/R/S/H7/20-612	Cho Clement
TPB/R/S/H7/20-613	岑亨緯
TPB/R/S/H7/20-614	Chow King Chee
TPB/R/S/H7/20-615	Hung Man Ping
TPB/R/S/H7/20-616	Hung Ho Chak
TPB/R/S/H7/20-617	Hung Ho Ching
TPB/R/S/H7/20-618	Hung Kwok Yiu Duncan
TPB/R/S/H7/20-619	Hung Kwok Hei Lyndon
TPB/R/S/H7/20-620	Hung Kwok Kit Gordon
TPB/R/S/H7/20-621	Hung Yuen Yu
TPB/R/S/H7/20-622	Kwok Chiu
TPB/R/S/H7/20-623	Kwok Tsun
TPB/R/S/H7/20-624	Lo Kai Yuen Harrison
TPB/R/S/H7/20-625	Tai Fai Kee
TPB/R/S/H7/20-626	Ting Lup Wong
TPB/R/S/H7/20-627	Yu Tak Wai
TPB/R/S/H7/20-628	Wong Tai Sang
TPB/R/S/H7/20-629	陳蔓蕾
TPB/R/S/H7/20-630	陳國瑛
TPB/R/S/H7/20-631	Wong Ying Esther
TPB/R/S/H7/20-632	Yeung Ka Man
TPB/R/S/H7/20-633	Fan Lai
TPB/R/S/H7/20-634	Chan Ka Kong Edward

List of Commenters in respect of
Draft Wong Nai Chung Outline Zoning Plan (OZP) No. S/H7/20

Comment No.	Name of 'Commenter'
TPB/R/S/H7/20-C1 (R13)	楊雪盈 Clarisse Yeung
TPB/R/S/H7/20-C2	楊子雋 Arthur Yeung
TPB/R/S/H7/20-C3	灣仔起步 Kickstart Wan Chai
TPB/R/S/H7/20-C4 (R454)	Tsang Yiu Keung
TPB/R/S/H7/20-C5 (R479)	Ng Yee Fong
TPB/R/S/H7/20-C6 (R367)	Fung Ho San
TPB/R/S/H7/20-C7	Chung Siu Ming
TPB/R/S/H7/20-C8	Wong Yick Wan Judy
TPB/R/S/H7/20-C9	Lau Hak Heung
TPB/R/S/H7/20-C10 (R373)	Wong Lai Sze
TPB/R/S/H7/20-C11 (R364)	Chan Chi Wai
TPB/R/S/H7/20-C12 (R405)	Fong Ting Nikita
TPB/R/S/H7/20-C13	Chu Wan Kam
TPB/R/S/H7/20-C14 (R501)	Hong Hiu Wing
TPB/R/S/H7/20-C15	Cheung Siu Fun Sylvia
TPB/R/S/H7/20-C16 (R605)	Genevieve Yang
TPB/R/S/H7/20-C17	Ng Law Bik Kwan Danny
TPB/R/S/H7/20-C18 (R421)	Holland, Trevor Alan
TPB/R/S/H7/20-C19 (R344)	Lai Kam Cheung
TPB/R/S/H7/20-C20	Tang Ka Lam Alan
TPB/R/S/H7/20-C21 (R468)	Li Chun Yin

Comment No.	Name of 'Commenter'
TPB/R/S/H7/20-C22	Lai Kwan Wai
TPB/R/S/H7/20-C23	Grayson Cheung
TPB/R/S/H7/20-C24	Wong Tsz Wan
TPB/R/S/H7/20-C25	Cynthia Cheng
TPB/R/S/H7/20-C26 (R435)	Tse Wing Han
TPB/R/S/H7/20-C27	Tse Sun Lung Alan
TPB/R/S/H7/20-C28	Lee Ching Lam Donna
TPB/R/S/H7/20-C29	Debbie Sin Yee Lai
TPB/R/S/H7/20-C30	林衍庭
TPB/R/S/H7/20-C31 (R490)	Lam Pik Kwan
TPB/R/S/H7/20-C32	Tse Wai Yue
TPB/R/S/H7/20-C33	Mok Ka Man
TPB/R/S/H7/20-C34	Leung Hau Hong
TPB/R/S/H7/20-C35	Chu Ka Kin Kenneth
TPB/R/S/H7/20-C36	Gigi Wong
TPB/R/S/H7/20-C37	Lam Cheuk Tat
TPB/R/S/H7/20-C38	Wan, Chun Yau
TPB/R/S/H7/20-C39	Chan Wai Ying
TPB/R/S/H7/20-C40	Yiu Ho Wa
TPB/R/S/H7/20-C41	Ng Yeuk Nam
TPB/R/S/H7/20-C42	Yip Ho Leung Laurence
TPB/R/S/H7/20-C43	Yuen Yee Man Angie
TPB/R/S/H7/20-C44	Yuen Po Yu Grace
TPB/R/S/H7/20-C45	Lam Kwan Yee
TPB/R/S/H7/20-C46	Kenny Chun Kuen Ma
TPB/R/S/H7/20-C47	Fung Tsz Ying Karina
TPB/R/S/H7/20-C48	Elizabeth Yuen Shan Lau
TPB/R/S/H7/20-C49	Ho Sui Wa
TPB/R/S/H7/20-C50	Tsoi Kin Wan
TPB/R/S/H7/20-C51	Kong Chun Lam Leslie
TPB/R/S/H7/20-C52	Fung Yuen Shan
TPB/R/S/H7/20-C53	Chan Yee Lok

Comment No.	Name of 'Commenter'
TPB/R/S/H7/20-C54 (R606)	Leung Wai On
TPB/R/S/H7/20-C55	Vivian Lau
TPB/R/S/H7/20-C56	翁振傑
TPB/R/S/H7/20-C57	But Wai Mei
TPB/R/S/H7/20-C58 (R385)	Divya Vaze
TPB/R/S/H7/20-C59	陳建榮
TPB/R/S/H7/20-C60	Ng K.L.
TPB/R/S/H7/20-C61	Lo Yat Kai Stanley
TPB/R/S/H7/20-C62 (R394)	Leung Su Wing Connie
TPB/R/S/H7/20-C63 (R397)	Tang Lai Mui Rosemarie
TPB/R/S/H7/20-C64	Wu Man Leung
TPB/R/S/H7/20-C65 (R387)	Chan Yin Wan
TPB/R/S/H7/20-C66	Chen Ka Pang
TPB/R/S/H7/20-C67	Benson Zhenghao Chen
TPB/R/S/H7/20-C68	Eric Zhengbin Chen
TPB/R/S/H7/20-C69 (R393)	Cheng Wai Yee
TPB/R/S/H7/20-C70	Lava can Eden bino
TPB/R/S/H7/20-C71	Tang Mong Ying Moni
TPB/R/S/H7/20-C72	Paul Leslie Mallia
TPB/R/S/H7/20-C73	Kai Ming Po
TPB/R/S/H7/20-C74 (R396)	Chan Wai Wing Helen
TPB/R/S/H7/20-C75	Lam Yun Leung
TPB/R/S/H7/20-C76	Lam Kit Ying
TPB/R/S/H7/20-C77	Lam Ka Ki
TPB/R/S/H7/20-C78	盧楓楊
TPB/R/S/H7/20-C79	Ma Chi Hang
TPB/R/S/H7/20-C80	Lam Wing Suet
TPB/R/S/H7/20-C81	Ng Moon Tong
TPB/R/S/H7/20-C82	Kwok Oi Yin Maggie
TPB/R/S/H7/20-C83	Chan Yuk Ching Ellan
TPB/R/S/H7/20-C84 (R593)	Pang Lo Mei
TPB/R/S/H7/20-C85 (R26)	Hui Ming Chun Cindy
TPB/R/S/H7/20-C86 (R532)	Yim Hong
TPB/R/S/H7/20-C87 (R520)	Behrens Chee Sau Chun Bella

Comment No.	Name of 'Commenter'
TPB/R/S/H7/20-C88	吳偉昌
TPB/R/S/H7/20-C89	Connie Cheung
TPB/R/S/H7/20-C90	呂孟慧子
TPB/R/S/H7/20-C91	Wong Pui Shan
TPB/R/S/H7/20-C92	Chan Ming Sing
TPB/R/S/H7/20-C93	Watt Ka Wah
TPB/R/S/H7/20-C94 (R17)	Caroline Hill Planning Concern Group
TPB/R/S/H7/20-C95 (R24)	Jardine's Lookout Concern Group
TPB/R/S/H7/20-C96 (R29)	The Owners Corporation Committee of Linden Height
TPB/R/S/H7/20-C97 (R30)	The Owners Corporation Committee of Flora Garden
TPB/R/S/H7/20-C98 (R25)	The Owners Corporation Committee of Cavendish Heights (Block 8)
TPB/R/S/H7/20-C99 (R23)	The Owners Corporation Committee of Cavendish Heights (Blocks 1-7)
TPB/R/S/H7/20-C100 (R21)	The Owners Corporation Committee of Wing On Towers
TPB/R/S/H7/20-C101 (R20)	The Owners Corporation Committee of Park Garden, Tai Hang Drive
TPB/R/S/H7/20-C102 (R19)	The Owners Corporation Committee of Tai Hang Terrace
TPB/R/S/H7/20-C103 (R22)	The Owners Corporation Committee of Butler Towers
TPB/R/S/H7/20-C104 (R28)	Residents of Jardine's Lookout
TPB/R/S/H7/20-C105 (R34)	Mary Mulvihill

Summary of Representations and Comments and the Planning Department's Responses
in respect of the draft Wong Nai Chung Outline Zoning Plan (OZP) No. S/H7/20

(1) The grounds and proposals of the representers (**TPB/R/S/H7/20-1** to **634**) as well as responses are summarized below:

Representation No. (TPB/R/S/H7/20-)	**Subject of Representation**	**Response to Representation**
Supporting All Amendment Items		
R1 to R5 (Individuals)	• Support Amendment Items A and B. It provides more commercial land conducive to effective use of government land triggering overall development to the area (**R3 only**).	Noted.
	Grounds of representation:	
	• The current plan is not the most beneficial design for the neighbourhood. Need to be more focus on providing benefits for the neighbourhood (**R1, R4**	(i) To meet the long-term needs of District Court-level judicial facilities and to make good use of the government land in the core business district, the CHR Site is proposed for District Court and commercial development. Given the local context, the CHR Site is considered suitable for the commercial development. The areas to the north across Leighton Road are zoned "Commercial" ("C") which are the core commercial and business areas of Causeway Bay and the CHR Site is located at the fringe of this commercial core. Hence, locating the commercial

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	and R5).	development at the northern portion of the CHR Site fronting Leighton Road is a natural extension of the "C" zone from the commercial core of Causeway Bay. (ii) A range of public facilities including public open space, public transport facility for minibuses, District Health Centre, Child Care Centre and public car park are proposed in the commercial site which are beneficial to the neighbourhood.
	• Public space in the conceptual plan is too fragmented. **(R2 only)**	(iii) The conceptual scheme only shows one of the possible designs. It was prepared for the purpose of illustrating the feasibility of development. Hence, the disposition, layout and detailed design are subject to the consideration of the future developer (for commercial site) and the project proponent (for District Court). In other words, the specific block disposition and layout will be subject to detailed design at the implementation stage. Integration of the open spaces and commercial development in a visually coherent manner is still feasible with suitable decking over the proposed access road within the "Commercial(2)" ("C(2)") zone.
	• There is a need for good public pedestrian circulation through and around the development (**R2 only**).	(iv) Provision of internal traffic and pedestrian facilities to serve the proposed developments within the CHR Site would be determined during the detailed design stage. Apart from the existing at-grade pedestrian access around the Site, the future developer is required to reserve an underground connection point within the commercial site for possible pedestrian subway to MTR Station which is subject to further feasibility study.
Supporting Selected Amendment Items		
R6 (Hysan Development Projects Limited)	• Supports in principle Amendment Items A and B but objects to the Notes for	Noted.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	the "Commercial(2)" ("C(2)") zone.	
	<u>Grounds of representation:</u>	
	• The new road and ventilation gaps split the site into small dimension and fragmented open space, which are not efficient and effective. Most comprehensive outcome would be achieved if the court development could be included in the same Master Layout Plan (MLP) for comprehensive development.	(i) The conceptual scheme only shows one of the possible design. It was prepared for the purpose of illustrating the feasibility of development. Hence, the disposition, layout and detailed design are subject to the consideration of the future developer (for commercial site) and the project proponent (for District Court). In other words, the specific block disposition and layout will be subject to detailed design at the implementation stage.
	<u>Representer's proposal:</u>	
	(a) An alternative scheme was submitted proposing comprehensive development of the site. The whole site should be rezoned to	(ii) No technical justifications for the schemes were provided. Without the necessary details, the technical feasibility of these proposals cannot be ascertained. Apart from (i) above, it should be noted that the District Court will need to be fully fenced off with visitors subject to security check at single entrance point. Unrestricted integration at the deck level or integrated design is not possible given the security requirement of the District Court. Having said that,

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	"Comprehensive Development Area" ("CDA") for integrated design/ development for the building and open space. Alternatively, an MLP submission should be required for the commercial site excluding the court.	integration of the open spaces and commercial development in a visually coherent manner is still feasible with suitable decking over the access road within the "C(2)" zone without compromising the security of the District Court. Hence, rezoning the whole CHR site or commercial part to "CDA" to ensure physical and design integration may not be necessary. (iii) The developer is required to provide public open space within the commercial development to ensure that an integrated design will be adopted. To ensure proper location and disposition of the open space thereby facilitating easy accessibility by the public, the future developer is required under the lease to submit a Landscape Master Plan (LMP). Besides, the future developer is required to follow DEVB's "Public Open Space in Private Developments Design and Management Guidelines" in designing and managing the public open space. The commercial development in the subject "C(2)" zone will resemble other ordinary commercial developments governed under "C" zone. Moreover, other important attributes that are situated on the CHR Site, such as OVT and masonry wall, can be protected via established mechanism. Hence, it is considered that submission of MLP is not required.
	(b) Incorporate a wider range of community facilities to include a District Elderly Centre, Community Hall and study rooms.	(iv) Regarding the provision of G/IC facilities, based on a planned population of about 185,200 persons, there is no shortfall of major G/IC facilities in Wan Chai area, except day care centres for the elderly and residential care home for the elderly (RCHE) where the population-based standards were reinstated in the Hong Kong Planning Standards and Guidelines (HKPSG) in end-2018. While there are no population based HKPSG standards for district elderly centre, study room and community hall, there are currently two District Elderly Community Centres, six study rooms, one existing community hall and a new multi-purpose Moreton Terrace Activities Centre (now under construction and scheduled for completion in 2021) in Wan Chai district.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
Opposing Selected Amendment Item		
R7 to R10 (Individuals)	• Oppose Amendment Item A	
	Grounds of representation:	
	• The relocation of minibus terminus to the CHR Site is inconvenient to the residents (**R7, R9 and R10**).	(i) Regarding the relocation of the minibus terminus from Lan Fong Rad and nearby areas, while there is a provision for such facilities under the current zoning, the final arrangement, including whether to relocate such facilities to the CHR Site or providing en-route stops for green minibus routes, is subject to TD's further deliberation and local consultation with the stakeholders.
	• The proposed commercial development is incompatible with the predominantly residential neighbourhood or recreational uses in So Kon Po area and causes traffic congestion (**R8**).	(ii) Response (i) to **R1 to R5** is relevant. (iii) A Traffic Review was conducted to assess the traffic impact arising from the proposed development at the CHR Site on the surrounding road network, to review the provision of public transport facilities and to assess the adequacy of the pedestrian facilities. (iv) According to the Traffic Review, the proposed developments will not generate unacceptable traffic impact after implementation of the proposed road junction improvement works. (v) Through the road improvement works, especially the additional left-turn lane at Leighton Road and round about at CHR(West)/ Link Road, it is expected that the traffic conflict of vehicles currently observed in the local accesses around CHR Site will be lessened. The new access road within the CHR Site will provide an additional connection with Link Road bypassing a section of Leighton Road. It is assessed that the average queue length of the north bound traffic at CHR(West)/ Leighton Road will be reduced to the acceptable level.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
Opposing All Amendment Items		
R11 (Ms. NG Yuen-ting, Yolanda , Wan Chai District Council (WCDC) Member)	• Oppose Amendment Items A and B.	
	Grounds of representation:	
	• The site should be developed in a comprehensive manner rather than two separate developments.	(i) Responses (i) and (ii) to **R6** are relevant.
	• There is already excessive commercialisation in Causeway Bay area. Further commercial development would bring about traffic, ventilation and landscape impacts.	(ii) The 2017-18 Budget indicated that to maintain Hong Kong's status as an international financial centre, it is necessary to ensure a continual supply of office space, especially Grade A office space. In this regard, according to the "Review of Land Requirement for Grade A Offices, Business and Industrial Uses" conducted under the Hong Kong 2030+ Study, there is a long-term shortage of Grade A office of 1.06 million m^2 GFA in Hong Kong. The vacancy rate of the Grade A office in Wan Chai/ Causeway Bay (4.5% in end-2018) has always been relatively low compared with the territorial total (8.7% in end-2018). Regarding the suitability of the CHR Site for commercial development, response (i) to **R1 to R5** is relevant. (iii) Various technical assessments have been conducted which demonstrate that the proposed developments will not induce unacceptable impact to the local area in terms of traffic, environmental, visual, air ventilation and landscape aspects. Details of technical assessments, including the road junction improvement works are set out in the submission to the Board back in March and May 2019 and are available for public inspection.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	• It also fails to address WCDC's comments such as provision of more community facilities like civic centre and inadequacies in the Traffic Impact Assessment (TIA) due to the flawed assumptions.	(iv) The proposed development at the CHR Site and the current amendments incorporated into the OZP were presented to WCDC on 8.5.2018, 8.1.2019 and 4.7.2019. On 8.5.2018, individual members considered that G/IC facilities that would benefit the Wan Chai District should be provided. In response to the suggestion of providing community facilities on the CHR Site, after consultation with related government departments, one District Health Centre (DHC) and one Child Care Centre (CCC) were proposed to be provided in the commercial development. On 8.1.2019, PlanD further consulted WCDC on the revised development proposals and majority of the WCDC members supported the provision of DHC and CCC but some considered that more G/IC facilities should be provided. WCDC still had concern on the traffic impacts of the proposed developments at the CHR Site. (v) According to the Leisure and Cultural Services Department (LCSD), civic centre is planned on a district-wide basis and the current provision of which on Hong Kong Island is considered sufficient. Regarding the provision of GIC facilities, response (iv) to **R6** is relevant. Regarding the adequacy of TIA, responses (iii) and (iv) to **R7 to R10** are relevant. (vi) As for the assumptions and methodology, the Traffic Review was conducted by following the normal engineering practice and standard procedures which have been used in many previous projects in Hong Kong. In this regard, trip generation and attraction rates are generally adopted from the Transport Planning and Design Manual published by the Transport Department (TD). For special uses, including the District Court, DHC, CCC, public car park and Green Motor Bus facilities, trip rates are derived from similar existing facilities through trip generation surveys or by estimations. (vii) Based on the traffic data from Annual Traffic Census 2015 to 2018, the average peak hour

<table>
<tr><th>Representation No. (TPB/R/S/H7/20-)</th><th>Subject of Representation</th><th>Response to Representation</th></tr>
<tr><td></td><td></td><td>traffic flow in weekday AM peak was higher than that in weekend AM peak, while the weekday PM peak was of same order with that of weekend PM peak, which justify the use of typical weekday traffic in the model. In addition, based on the previous traffic data, it is noted that the critical junctions in the vicinity of the CHR Site would perform better in weekend PM peak than in weekday PM peak. A comparison of weekday and weekend traffic flow at Causeway Bay is attached in the table below. Furthermore, development traffic generated by the CHR Site is considered to be heavier in weekday peak hours as offices and court uses were expected to have little traffic generation/attraction during weekends. Therefore, traffic models for a typical weekday are adopted in the Traffic Review.
<table>
<tr><th></th><th colspan="2">2015</th><th colspan="2">2016</th><th colspan="2">2017</th><th colspan="2">2018</th></tr>
<tr><th></th><th>AM</th><th>PM</th><th>AM</th><th>PM</th><th>AM</th><th>PM</th><th>AM</th><th>PM</th></tr>
<tr><td>Weekday</td><td>14,190</td><td>13,430</td><td>14,120</td><td>13,140</td><td>13,760</td><td>13,300</td><td>13,740</td><td>13,260</td></tr>
<tr><td>Saturday</td><td>13.230</td><td>13,070</td><td>13,200</td><td>13,110</td><td>12,890</td><td>13,410</td><td>12,440</td><td>13,840</td></tr>
<tr><td>Sunday</td><td>9,230</td><td>11,450</td><td>9,320</td><td>11,140</td><td>9,210</td><td>11,410</td><td>9,280</td><td>12,320</td></tr>
</table>
Note 1: Based on screenline G-G including stations 1002, 1107, 2204 and 2214
Note 2: Figures are the traffic flow of east bound and west bound traffic</td></tr>
<tr><td></td><td><u>Representer’s proposal:</u></td><td></td></tr>
<tr><td></td><td>(a) An alternative scheme was submitted proposing comprehensive development of the site.</td><td>(viii) No technical justifications for the schemes were provided. Without the necessary details, the technical feasibility of these proposals cannot be ascertained. Regarding the ground on comprehensive development, responses (i) and (ii) to R6 are relevant.</td></tr>
</table>

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	The scale of commercial development should be reduced by at least one third with number of towers from two to one.	(ix) In respect of the development scale, given the scarcity of land resources, especially in the prime urban locations in Hong Kong, development intensity should be optimized wherever possible as long as it will not generate unacceptable impacts on the surrounding developments. It should be noted that not the whole CHR Site (area of 2.66ha) are utilised for development. About 17% of which will have to be set aside for road improvement and the construction of the new access road serving both the commercial development and the District Court. Regarding the GFA requirement, as advised by the Judiciary, a total GFA of 70,000m^2 is required (equivalent to PR of about 6.6). According to the conceptual scheme, the commercial development will have a total GFA of 100,000m^2 which is equivalent to a PR of about 11 based on a development site area of about 8,953m^2 and the proposed BH is 135mPD. The PR is about 25% lower than the general development intensity of high-rise commercial buildings under the Building (Planning) Regulations (B(P)R) (i.e. a PR of 15). The scale of the proposed commercial development is therefore considered not incompatible with the surrounding area, which are primarily high-rise commercial/residential developments. (x) Moreover, the proposed development intensity of the CHR Site is formulated with due regard to the carrying capacity of the local road network and the proposed GFA of the whole CHR Site is based on the findings of the Traffic Review. As reflected in the Traffic Review, retail uses would generally generate comparatively more traffic than other commercial uses like office and hotel. In this regard, to minimise the traffic impact of the future commercial development, the maximum retail GFA of 10,000m^2 (i.e. about 10% of the total GFA for the commercial development) is stipulated in the Explanatory Statement (ES) of the OZP.
	(b) The GFA of GIC facilities should be increased from	(xi) Regarding the provision of G/IC facilities, based on a planned population of about 185,200 persons, there is no shortfall of major G/IC facilities in Wan Chai area, except day care centres

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	3,000m^2 to 8,000m^2 to incorporate elderly care centre, communal health centre, youth activity centre, civic centre and elderly activity centre.	for the elderly and RCHE where the population-based standards were reinstated in the HKPSG in end-2018. While there are no population based HKPSG standards for district elderly centre, study room, elderly/youth activity centre and community hall, there are currently two District Elderly Community Centres, three Neighbourhood Elderly Centres, two Integrated Children and Youth Services Centres, one existing community hall and a new multi-purpose Moreton Terrace Activities Centre (now under construction and scheduled for completion in 2021) in Wan Chai district. HAD advises that they will continue to monitor the supply and demand situation of community hall facilities in Wan Chai. Regarding the proposal of locating a civic centre at the CHR Site, according to the Leisure and Cultural Services Department (LCSD), civic centre is planned on a district-wide basis and the current provision of which on Hong Kong Island is considered sufficient. The provision of RCHE is generally determined by a list of factors including the characteristics of the population, geographic concerns and the need of such facility. As the CHR Site is mainly used for commercial and district court purposes, after taking into account different factors (including development intensity and the appropriateness of locating social welfare facilities), it is considered that priority should be given to the provision of DHC and CCC. Nevertheless, SWD has indicated that multi-prone approaches would be adopted to increase supply of such elderly care facilities in Wan Chai district.
	(c) Increasing the provision of open space from 6,000m^2 to 12,000m^2.	(xii) For the provision of open space at the District Council level, there will be an overall surplus of about 19.2 ha in Wan Chai with the planned provision of 56.23 ha open space (including 15.97 ha local open space and 40.26 ha district open space), despite there will be a deficit of local open space of about 2.55 ha. As per Wong Nai Chung OZP, there will be an overall surplus of 4.07 ha of open space with the planned provision of 11.05 ha open space (including 2.83 local open space and 8.22 ha district open space), despite there will be a deficit of local open

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
		space of about 0.66 ha. In response to the local needs and WCDC's previous request, a public open space of not less than 6,000m^2 will be provided within the CHR Site. The provision level is to strike a balance between the need of local open space and the feasibility of accommodating the commercial development and District Court within the CHR Site.
	(d) Providing underground and/or overhead pedestrian linkages to enhance connectivity with the neighbouring area.	(xiii) Response (iv) to **R1 to R5** is relevant.
R12 (Hon. Paul TSE Wai-chun, WCDC Member)	• Oppose Amendment Items A and B.	
	<u>Grounds of representation:</u>	
	• The development will aggravate existing congestion problem. Surrounding roads like CHR and Cotton Path should be expanded and a proper round-about at Link Road/CHR/Leighton Road junction should be provided to ease downhill traffic	(i) Responses (iii) and (iv) to **R7 to R10** are relevant. The CHR(West) is already proposed to be widened to provide a round-about to lessen the traffic conflict of vehicles currently observed in the local accesses around CHR Site. To mitigate for traffic impacts induced at the existing road network outside the CHR Site, junction improvement works were proposed to smoothen traffic movement and provide additional turning lanes.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	flow.	
	• Reducing the plot ratio by at least 30% with the number of commercial and law court buildings both reduced from two to one to release area for open space.	(ii) Responses (xi) and (xii) to **R11** are relevant.
	• Providing sports grounds to compensate the loss in Moreton Terrace. Besides, more GIC facilities should be provided to serve local residents.	(iii) Regarding the loss of volley ball court in Moreton Terrace, it is noted that the volleyball courts have been combined with the handball court in the Victoria Park as the handball-cum-volleyball courts. In this regard, LCSD confirmed at a WCDC meeting on 7.5.2019 that the usage rate of the handball-cum-volleyball courts in Victoria Park which included a handball court and two volleyball courts had yet to reach the saturation level at present. Therefore, after the closure of the volleyball courts at Moreton Terrace, the handball-cum-volleyball courts in Victoria Park would still have capacity to absorb some of the demand from users of the volleyball courts at Moreton Terrace. Nonetheless, LCSD will contact the organisations who are the usual hirers of the volleyball courts and coordinate their usual bookings, in order to minimise the inconvenience caused to them. Regarding the provision of G/IC facilities, response (iv) to **R6** is relevant.
	• The number of ingress/egress to the site should be increased from two to three. Besides,	(iv) The additional ingress/egress through Leighton Road which is a major district distributor is technically infeasible as it may cause vehicular conflict with Leighton Road and the OVT is likely to be affected by the new access arrangement. Response (iv) to **R1 to R5** is relevant.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	underground pedestrian tunnel connecting the proposed development and MTR Station should be provided.	
R13 (Miss YEUNG Suet-ying, Clarisse, WCDC Member)	• Oppose Amendment Items A and B.	
	Grounds of representation:	
	• The consultation document including the TIA submitted to WCDC were not comprehensive.	(i) WCDC was consulted on 8.5.2018, 8.1.2019 and 4.7.2019 on the proposed developments at the CHR Site and the related proposed amendments to the OZP. Key TIA findings including junction performances were submitted to WCDC over the consultation on 8.1.2019. (ii) The final report of the TIA was submitted as part of the proposed amendments to the OZP for the Board's consideration in March 2019. The TIA report together with all the technical assessments have since then been made available for public inspection. WCDC was further consulted during the exhibition period of the draft OZP and was informed that the findings of the assessments were available for public inspection. (iii) Regarding the TIA, responses (iii) and (iv) to **R7 to R10** and responses (vi) to (vii) to **R11** are relevant.
	• The development especially retail facilities will generate more traffic	(iv) To minimise the traffic impact of the future commercial development, the maximum retail GFA of 10,000m^2 (i.e. about 10% of the total GFA for the commercial development) is stipulated in the ES of the OZP.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	and aggravate existing congestion problem.	
	• Relocating the minibus station to the CHR Site will cause inconvenience to the residents.	(v) Response (i) to **R7 to R10** is relevant.
	• The area reserved for the District Court exceeds the requested need (i.e. 70,000m^2) of the Judiciary.	(vi) As for the District Court, as advised by the Judiciary, a total GFA of 70,000m^2 is required (equivalent to PR of about 6.6), which is roughly equivalent to 1.5 times of the existing floor area occupied by the three courts combined in order to cater for the long term needs of the Judiciary. The area reserved for the District Court is necessary to achieve the above development intensity given the BHR of 135mPD.
	• The four buildings will adversely affect visual, light penetration and air ventilation of the area.	(vii) Response (iii) to **R11** is relevant.
	• Allowing the private developer to manage the open space will result in having the open space being used as a profit making tools for the	(viii) Response (iii) to **R6** is relevant.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	developer.	
	• Reducing the scale of commercial development and taking away retail component to minimise impact on traffic.	(ix) Response (ix) to **R11** is relevant. Regarding the provision of retail facilities, as reflected in the Traffic Review, retail uses would generally generate comparatively more traffic than other commercial uses like office and hotel. In this regard, to minimise the traffic impact, the future commercial development will be restricted to a maximum retail GFA of 10,000m^2 (i.e. about 10% of the total GFA for the commercial development) as stated in the ES of the OZP.
	• Lowering the building height (BH) restriction of the Government, Institution and Community (GIC) site to minimize visual and air ventilation impact on the area.	(x) In relation to the proposed BH, the proposed maximum BH of 135mPD is considered in line with the BHR of "C" zone in Causeway Bay across Leighton Road. In deriving the BH for the District Court, reference has been made to the West Kowloon Law Courts Building which has a higher floor-to-floor height (5.5m to 6m) when compared with that of general office building. The same BHR of 135mPD as the "C(2)" zone is imposed on the "G/IC" zone to allow for design flexibility. In this regard, the project proponent of the District Court considers that any reduction of the BH restriction for the District Court will limit flexibility in disposition and design of the building mass while achieving the permissible development intensity of the proposed development. According to the project proponent of the District Court, stepped BH profile will be adopted in the two court buildings to allow height variation. (xi) The requirements for provision of at-grade open space of not less than 6,000m^2 and building gaps of a minimum of 20m and 25m would help alleviate the visual impact and enhance visual openness of the CHR Site as well as improve visual permeability by breaking up the perceivable building mass. The open space would also positively connect the site with the neighbourhood with direct frontage onto Leighton Road. A visual appraisal has also been conducted based on a conceptual scheme and concluded that the proposal in overall terms would not result in

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
		unacceptable visual impact. (xii) On the potential blockage of views, with reference to the Town Planning Board Guideline No. 41 on "Submission of Visual Impact Assessment for Planning Applications to the Town Planning Board" (TPB PG-No. 41), private views from residential or commercial towers are not considered as it is not practical to protect private views without stifling development opportunity and balancing other relevant considerations in the highly developed context of Hong Kong. In the interest of the public, it is far more important to protect public views from key strategic and important public viewing points. Based on the conceptual scheme, a visual appraisal has also been conducted in accordance to TPB PG-No.41 and it has concluded that the proposed development in overall terms would not result in unacceptable visual impact.
	• Rezoning the proposed open space from "C" to "Open Space" ("O") and manage by the government. Besides, the open space should be relocated to the south of the site to allow separation with residents.	(xiii) Response (iii) to **R6** are relevant. Besides, the project proponent of the District Court has indicated a separation of at least 20m between the building block (at west) and the residential blocks across CHR(West) will be maintained. The current disposition of the District Court will allow similar separation with the existing residential development across CHR(East). The development of the District Court will also need to comply with the greening ratio and tree preservation requirements as stipulated in the Sustainable Building and Design Guidelines (APP-152). As part of the development process of any government project, the project proponent will consult WCDC on the development of the District Court at appropriate stage of the project. In addition, the proposed designation of the open space as "O" zone will render the commercial development to be accommodated in a cramped site not conducive to an integrated design.
	• The Old and Valuable Trees	(xiv) Under the ES of the draft OZP, the two OVTs (OVT No. HKPWCH/1) and (OVT No. EMSD

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	(OVTs) and masonry wall should be preserved and incorporated into the future development.	WCH/1) shall be preserved. In this regard, the two OVTs will be preserved in-situ in accordance with Environment, Transport and Works Bureau Technical Circular (Works) No. 29/2004 'Registration of Old and Valuable Trees, and Guidelines for their Preservation'. The masonry wall has been graded as Grade III Historical Building. In this regard, the ES stipulated that the stone retaining walls along the northern and eastern peripheries of the "C(2)" site (except the portions being altered by the road improvement works) and those along the southern periphery of the "G/IC(2)" site shall be preserved.
	• Shelving the minibus station relocation proposal.	(xv) Response (i) to **R7 to R10** is relevant.
R14 to R30 (Various owners corporation committees/ residents groups, local concern group and individuals)	• Oppose Amendment Items A and B in the form of two standard letters.	
	<u>Grounds of representation:</u>	
	• The conclusion of the TIA is questionable due to the flawed assumptions (**R14 to R18 and R27 only**).	(i) Responses (vi) to (vii) to **R11** are relevant.
	• The permissible BH and disposition of the District Court building will have impacts in respect of	(ii) Responses (x) to (xii) to **R13** and response (iii) to **R11** are relevant.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	sunlight penetration, air ventilation and visual permeability to the adjacent residential areas.	
	• The District Court block fronting CHR West only have 20m gap with residential building across.	(iii) Response (xiii) to **R13** is relevant.
	• There is strong objection to allow hotel development as of right as it will generate a large amount of pedestrian and traffic flow. (**R14 to R30**) Individual representers also added that the new road cannot help divert traffic but create tailing back to CHR. (**R19 to R30 except R27**)	(iv) Responses (iii) and (iv) to **R7 to R10** are relevant. Given the surrounding area is predominantly used for commercial purposes, hotel is considered to be compatible with these commercial uses and would not result in unacceptable impact. It is considered appropriate to retain hotel as always permitted use in the "C(2)" zone. Nonetheless, whether the CHR Site will be used for office or hotel or mix of the two is subject to market condition.
	• The TIA was outdated failing to reflect the latest situation (**R24, R26 and**	(v) Under the Traffic Review, the design year is assumed to be five years after the completion of the proposed developments at the CHR Site, i.e. year 2031. In assessing the traffic impact, the 2017 observed traffic data was only the baseline condition and were forecasted to the design

<table>
<tr><th>Representation No. (TPB/R/S/H7/20-)</th><th>Subject of Representation</th><th>Response to Representation</th></tr>
<tr><td></td><td>R28 only)</td><td>year at 2031 with an assumed annual traffic growth rate of 0.1%. In the course of the assessment, major committed/planned developments in the vicinity of the CHR Site have been taken into consideration, including the redevelopment of Po Leung Kuk Headquarters at 66 Leighton Road and other planned redevelopment projects known at the time of review. In the actual circumstances, a general decrease in traffic flow of 1% to 0.42% per annum of 2015 to 2018 was observed in the Causeway Bay area. As a result, an annual increase of 0.1% in traffic flow in the Traffic Review is considered to be a conservative assumption tallying the actual situation.

A comparison of weekday and weekend traffic flow at Causeway Bay is attached in the table below.
<table>
<tr><th></th><th colspan="2">2015</th><th colspan="2">2016</th><th colspan="2">2017</th><th colspan="2">2018</th></tr>
<tr><th></th><th>AM</th><th>PM</th><th>AM</th><th>PM</th><th>AM</th><th>PM</th><th>AM</th><th>PM</th></tr>
<tr><td>Weekday</td><td>14,190</td><td>13,430</td><td>14,120</td><td>13,140</td><td>13,760</td><td>13,300</td><td>13,740</td><td>13,260</td></tr>
<tr><td>Saturday</td><td>13.230</td><td>13,070</td><td>13,200</td><td>13,110</td><td>12,890</td><td>13,410</td><td>12,440</td><td>13,840</td></tr>
<tr><td>Sunday</td><td>9,230</td><td>11,450</td><td>9,320</td><td>11,140</td><td>9,210</td><td>11,410</td><td>9,280</td><td>12,320</td></tr>
</table>
Note 1: Based on screenline G-G including stations 1002, 1107, 2204 and 2214
Note 2: Figures are the traffic flow of east bound and west bound traffic</td></tr>
<tr><td></td><td><u>Representer’s proposal:</u></td><td></td></tr>
<tr><td></td><td>(a) Alternative scheme A (R14 to R18 and R27 only), B and</td><td>(vi) No technical justifications for the schemes were provided. Without the necessary details, the technical feasibility of these proposals cannot be ascertained. The alternative Scheme A that</td></tr>
</table>

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	C (**R19 to R26, R29 and R30**) were submitted proposing different disposition of the District Court blocks. Hotel should be put under Column 2 of the "C(2)" zone. **(R14 to R27, R29 and R30 only)** The BHR of the District Court should be restricted to 13 storeys. (**R14 to R30**) Under Scheme A, a building hap of 50m from Caroline Garden is proposed. (**R14 to R18**)	proposes relocation of the District Court blocks eastward fronting CHR(East) may affect the provision of three ingress/egress (at least two separate vehicular accesses and one separate emergency vehicular exit) serving the District Court as required by the project proponent. Regarding the BHR of the District Court, responses (x) to (xii) to **R13** are relevant. Given the surrounding area is predominantly used for commercial purposes, hotel is considered to be compatible with these commercial uses and would not result in unacceptable impact. It is considered appropriate to retain hotel as always permitted use in the "C(2)" zone. Nonetheless, whether the CHR Site will be used for office or hotel or mix of the two is subject to market condition. In respect of the issue of building gap, the project proponent of the District Court has indicated a separation of at least 20m between the building block (at west) and the residential blocks across CHR(West) will be maintained. The current disposition of the District Court will allow similar separation with the existing residential development across CHR(East). The development of the District Court will also need to comply with the greening ratio and tree preservation requirements as stipulated in the Sustainable Building and Design Guidelines (APP-152). As part of the development process of any government project, the project proponent will consult WCDC on the development of the District Court at appropriate stage of the project. Also, the adjustments in the zoning boundaries may affect the provision of three ingress/egress (at least two separate vehicular accesses and one separate emergency vehicular exit) serving the District Court site as required by the project proponent. Besides, the existing masonry walls are likely to be affected by the developments proposed under Scheme B and Scheme C.
	(b) Undertaking TIA again and lowering the GFA of the commercial site based on the	(vii) Regarding the scale of commercial development, responses (ix) and (x) to **R11** are relevant.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	revised TIA findings.**(R14 to R16, R18, R27)**	
	(c) Two other alternative schemes (Schemes B and C) were submitted proposing adjustments to the zoning boundaries to relocate the public open space to face the residential building across CHR West. (**R19 to R30 except R27**) Under Scheme B, one commercial tower and access road should be removed for open space. 30% of the total site area (i.e. 8,000m^2) should be used as public open space. A minimum set back of 40m needs to be provided at the open space at the southern portion. Under Scheme C, all retail space should be removed while the number of commercial block should be	(viii)Apart from the responses given in respect of Scheme A above, the alternative Schemes B and C propose that the relocation of the District Court blocks eastward fronting CHR(East) may necessitate the demolition of part of the masonry walls which are graded as Grade III historical building. In addition, the proposed designation of the open space as "O" zone under Scheme C will render the commercial development to be accommodated in a cramped site not conducive to an integrated design.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	reduced to one. The open space should be managed by LCSD.	
R31 (The Incorporated Owners of Beverly Hill)	• Oppose Amendment Items A and B.	
	Grounds of representation:	
	• The proposed development will aggravate the traffic congestion problem which will hinder emergency vehicular access and cause threat to safety and well-being of residents.	(i) Responses (iii) and (iv) to **R7 to R10** are relevant. (ii) Regarding the concern on emergency vehicular access, the future road network with the proposed improvement scheme would be able to cope with the additional traffic generated by the proposed development. The predicted traffic conditions at critical junctions in the vicinity of the CHR Site would be similar before and after the commission of proposed development, the traffic situation to be encountered by the emergency vehicles during emergency operation are also expected to be similar. In any case, for situation which the ambulance is obstructed by traffic congestion, Emergency Medical Assistance Motorcycle (EMAMC) would be deployed by the Fire Services Department, which is equipped with paramedic equipment for rapid provision of pre-hospital paramedical care and treatment for the public.
	• The TIA was outdated.	(iii) Responses (iii) and (iv) to **R7 to R10** and response (v) to **R14 to R30** are relevant.
	• The local have not been adequately consulted.	(iv) Apart from consultations with WCDC as detailed in the responses (i) and (ii) to **R13**, representatives of concerned government departments also attended two residents' forums on

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
		10.6.2019 and 13.6.2019 which were attended altogether by about 80 participants. The draft OZP was gazetted for public inspection, during which public can submit representations/comments on the proposed development.
R32 and R356 to R361 (Tai Hang Concern Association and individuals)	• Oppose Amendment Items A and B in the form of a standard letter.	
	Grounds of representation:	
	There is no justified need for further commercial development in the area.	(i) Response (ii) to **R11** is relevant.
	• The proposed development will aggravate the existing traffic condition and affect sunlight penetration and air ventilation of the area. Also, the TIA is not showing the actual traffic situation.	(ii) Responses (iii), and (vi) to (vii) to **R11,** responses (iii) and (iv) to **R7 to R10**, and response (v) to **R14 to R30** are relevant.
R33 (Best Epoch Holdings Limited)	• Oppose Amendment Items A and B.	

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	<u>Grounds of representation:</u>	
	• There is a lack of justification for commercial development which is incompatible with the surrounding area.	(i) Response (ii) to **R11** is relevant.
	• The proposed development, including the development intensity and building height, are unsuitable and will aggravate the existing traffic congestion problem and bring about adverse visual/air ventilation impacts.	(ii) Regarding the traffic impact, response (iii) to **R11** is relevant. Regarding the development intensity and BH, response (x) to **R11** and responses (x) to (xii) to **R13** are relevant.
	• It fails to address pressing community needs for G/IC facilities e.g. elderly facilities.	(iii) Responses (iv) to **R6** and (xi) to **R11** are relevant.
	• The proposed open space is insufficient to address the existing deficit and may	(iv) Regarding the management of the open space, response (iii) to **R6** is relevant. Regarding the provision of open space, response (xiii) to **R11** is relevant.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	likely be closed off to public.	
	• The TIA was outdated and did not reflect traffic conditions under major events. There was also no sensitivity test undertaken. The proposed measures cannot resolve existing traffic issues such as illegal parking. The technical feasibility of underground connection to MTR station was doubtful.	(v) Responses (iii) and (iv) to **R7 to R10** and response (v) to **R14 to R30** are relevant. (vi) When there is an event at Hong Kong Stadium, special traffic and transport arrangement (including road closure and traffic diversion) would be implemented by the Hong Kong Police Force for crowd control and road safety. The corresponding traffic advice would be published by TD to inform the public about the traffic arrangement in advance. (vii) While the underground connection to MTR Station is subject to further feasibility study, the future developer is required under the lease to reserve an underground connection point within the commercial site for possible pedestrian subway. (viii) While it is noted that stacking vehicles and illegal parking are the factors contributing to the existing traffic congestion, yet it is related to drivers' behaviours and enforcement issues which is regardless of the presence of the development. Besides, public car park would be provided within the CHR Site in addition to the ancillary parking provision of the development to cater for the parking demand in the vicinity. Nonetheless, appropriate site factors had been applied in the calculation to discount the junction capacity in order to take into account the effect caused by the stacking vehicles and illegal parking. These factors were derived based on site observation.
	• Need to conduct a Land Use Planning, Design and	(ix) Various technical assessments have been conducted to demonstrate that the proposed developments will not induce unacceptable impact on the local area in terms of traffic,

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	Technical Feasibility Study with public engagement to assess and propose a zoning amendment.	environmental, visual, air ventilation and landscape aspects. The Planning Department (PlanD) together with concerned government departments consulted WCDC three times for the proposed developments at the CHR Site. WCDC was consulted on 8.5.2018, 8.1.2019 and 4.7.2019 on the proposed developments at the CHR Site and the related proposed amendments to the OZP with the WCDC members' concerns on the provision of G/IC facilities properly responsded. WCDC was further consulted during the exhibition period of the draft OZP in July 2019. All the key assessment findings were presented to the WCDC in the above consultations. Apart from consultations with WCDC, representatives of concerned government departments also attended two residents' forum on 10.6.2019 and 13.6.2019 to explain the land use proposals and respond to residents' concerns. The two forums together were attended by about 80 participants.
	• Maintaining the site for community facilities serving the neighbourhood.	(x) Response (ii) to **R11** is relevant.
	• Adopting substantial setback along both sides of the CHR Site abutting CHR should be provided.	(xi) Response (ii) to **R6** and response (xiii) to **R13** are relevant.
R34 (Individual)	• Oppose Amendment Items A and B.	
	<u>Grounds of representation:</u>	

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	• The proposed development will cause negative impacts on visual and air ventilation, and there is no spare traffic capacity to accommodate the development.	(i) Response (iii) to **R11** is relevant.
	• The proposed arrangement of the open space is not desirable and will be nothing more than circulating area/ landscape rooftop. Open space being managed by private company is also not desirable.	(ii) Response (iii) to **R1 to R5** and response (iii) to **R6** are relevant.
	• While there is still a shortfall of other community facilities, such as Residential Care and Home for Elderly (RCHE), the commercial site is not appropriate to	(iii) Response (iv) to **R6** is relevant. (iv) The provision of RCHE is generally determined by a list of factors including the characteristics of the population, geographic concerns and the need of such facility. As the CHR Site is mainly used for commercial and district court purposes, after taking into account different factors (including development intensity and the appropriateness of locating social welfare facilities), it is considered that the CHR Site is not suitable to accommodate RCHE. The

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	accommodate child care and elderly care facilities and these facilities should not be situated in buildings with non-openable windows.	project proponent of CCC has no objection for the facility to be located in the premises of commercial building.
	• Land tribunal should be located in or close to the New Territories.	(v) The District Court and the Land Tribunal are the same level of court. In this regard, the Land Tribunal has jurisdiction to hear and adjudicate cases which are not district bound. By co-locating the District Court and the Land Tribunal in the CHR Site, the Chief District Judge would be able to holistically and flexibly deploy manpower resources including the Judges and Judicial Officers and their supporting staff as well as courtrooms and associated facilities. As such, it is considered appropriate to locate Land Tribunal at the CHR Site.
	• The BHR of Item B should be reduced to regular G/IC dimension.	(vi) Response (x) to **R13** is relevant.
R35 (Doctoral Exchange)	Oppose Amendment Items A and B.	
	<u>Grounds of representation:</u>	
	• There is no objection to the District Court development on condition that there is no	(i) Noted and regarding the impact of the District Court development, response (iii) to **R11** is relevant.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	adverse impact.	
	• The proposed conceptual layout is undesirable as (i) the building massing is bulky with narrow building gap; (ii) there is a lack of void to allow air ventilation; (iii) the proposed green area and landscaping area segregated and divided by roads; (iv) the site is difficult to navigate; and (v) the GIC facilities are scattered.	(ii) Regarding the conceptual layout in general, response (iii) to **R1 to R5** and responses (ii) and (iii) to **R6** are relevant. Regarding the issue of building gap, a building gap of not less than 25m in width across the northern portion of the CHR Site generally aligning with the OVT (No. HKP WCH/1) abutting Leighton Road and a building gap of not less than 20m across the southern portion generally aligning with the OVT (No. EMSD WCH/1) were assumed within the CHR Site to facilitate air ventilation as indicated in the Air Ventilation Assessment (AVA) conducted for the Conceptual Layout. Nonetheless, to provide design flexibility, quantitative AVA will be conducted at the detailed design stage under lease to identify the exact alignment of the building gap and/or other enhancement measures. Similar requirements will be incorporated into the land allocation for the District Court where applicable.
	<u>Representer's proposal:</u>	
	(a) An alternative scheme was submitted proposing different disposition. An elongated single block design of the DC is adopted with urban plaza and low-rise wings on both sides.	(iii) No technical justifications for the schemes were provided. Without the necessary details, the technical feasibility of these proposals cannot be ascertained.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	Large and connected open space and outdoor amphitheatre are proposed.	
	(b) Reducing the total GFA for commercial development by 30-50%.	(iv) Responses (ix) and (x) to **R11** are relevant.
	(c) Rezoning the CHR Site to "Other Specified Uses" annotated "G/IC cum Commercial" with building height restriction of 135mPD and 115mPD for the southern and northern part respectively.	(v) It should be noted that in view of its security needs, the District Court will need to be fenced off with a single public entrance point for conducting security screening before entering the court facilities. Unrestricted integration at the deck level or integrated design between the commercial development and the District Court as proposed by some representers are considered not feasible based on the limited available information. Having said that, integration of the open spaces and commercial development in a visually coherent manner is still possible with appropriate decking over design within the "C(2)" zone, provided that the security of the District Court is not compromised. Hence, maintaining separate zonings for the commercial development and District Court as "C(2)" and "G/IC(2)" is considered appropriate. Regarding the BH, response (x) to **R13** is relevant.
	(d) Increasing the total GFA for G/IC facilities to 8,000m^2 by providing additional communal facilities including youth activities centre, elderly activities	(vi) Response (ix) to **R6** is relevant.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	centre and civic centre.	
	(e) Increasing the total provision of open space to 12,000m^2.	(vii) Response (xii) to **R11** is relevant
	(f) Providing new access road at the rear of the CHR Site and widen CHR to provide a new slip road.	(viii) The new access road currently proposed will provide access to the commercial site and District Court on both sides while connecting with the roundabout under the road improvement works. Providing the new access road at the rear of the CHR Site fails to serve such purpose. The CHR(West) is already proposed to be widened to provide a roundabout to lessen the traffic conflict of vehicles currently observed in the local accesses around CHR Site.
R36 to R46 and R629 to R630 (Individuals)	• Oppose Amendment Items A and B in the form of a standard letter.	
	<u>Grounds of representation:</u>	
	• There is no need to provide additional commercial land.	(i) Response (ii) to **R11** is relevant.
	• The proposed development will aggravate the local traffic condition while the proposed traffic	(ii) Responses (iii) and (iv) to **R7 to R10** are relevant. (iii) With the proposed junction improvement schemes, all the critical junctions would be operating within capacities after the completion of the proposed development. In general, most vehicles

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	management measures including new round-about and road widening cannot solve the traffic problem.	are able to clear the junctions without waiting for more than one traffic signal cycle during peak hours and queues would not accumulate persistently to prohibit the traffic between the main roads and inner streets. In addition, it is anticipated that the traffic impact caused by the proposed development to the inner streets and areas is not significant as the traffic to/from the CHR Site would mainly travel on major roads/streets.
	• The TIA is not comprehensive and queried whether emergency situations have been taken into account.	(iv) Responses (vi) to (vii) to **R11** and response (ii) to **R31** are relevant.
	• The proposed building height is significantly different from the neighbouring area and will cause negative impacts to the surrounding. (**R45 and R46 only**)	(v) Responses (x) to (xii) to **R13** and response (iii) to **R11** are relevant.
	• Changing the public car park into monthly car park (**R36 to R44 and R629 to R630 only**).	(vi) Provision of public car park is to address the current short-term parking needs of Causeway Bay.
	• Reducing the plot ratio for	(vii) Responses (ix) and (x) to **R11** are relevant.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	commercial site and incorporate more community facilities (**R36 to R44 and R629 to R630 only**).	
R47 to R355 and R607 (Individuals)	• Oppose Amendment Items A and B in the form of a standard letter.	
	<u>Grounds of representation:</u>	
	• The proposed commercial development and the provision of the public car parking will aggravate the local traffic condition (**R47 to R355 only**).	(i) Responses (iii) and (iv) to **R7 to R10** are relevant. The Traffic Review has already taken into account the trip generation from the public car parking spaces.
	• Traffic congestion will hinder the access of emergency vehicles.	(ii) Response (ii) to **R31** is relevant.
	• The TIA is not comprehensive. Need to update TIA to reflect the	(iii) Responses (vi) to (vii) to **R11** and response (v) to **R14 to R30** are relevant.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	2019 situation (**R346 only**).	
	• The local residents have not been adequately consulted. Need to undertaking thorough public consultation (**R344 and R346 only**)	(iv) Response (iv) to **R31** is relevant.
	• No sustainability assessment has been undertaken (**R344 only**). Engaging professionals to undertake further assessments (**R347 only**).	(v) Response (iii) to **R11** is relevant.
	• Queried whether the OVT can be preserved. **(R355 only)**	(vi) Response (xiv) to **R13** is relevant.
	• The need of 600 parking spaces and whether the CHR Site can accommodate such facility together with four new	(vii) The total number of parking spaces include the car parking spaces that are derived based on the provision of office, hotel and retail uses at the CHR Site by making reference to the Hong Kong Planning Standards and Guidelines (subject to refinement upon adjustment in the mix at detailed design stage upon land disposal) as well as additional parking spaces for private cars (100) and commercial vehicles (25) to serve the local needs. The overall parking space

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	building blocks are doubtful. **(R355 only)**	provisions have been taken into account in the Traffic Review which demonstrates that there will not be unacceptable traffic impact from the proposed development after implementation of road improvement works.
	• Whether it is safe to locate District Court at CHR Site given the special security requirements of District Court is questionable (**R355 only**)	(viii) After a comprehensively review of other sites on Hong Kong Island for District Court development, the Judiciary accepted that the CHR Site, being located at the prime business district on Hong Kong Island that is convenient to legal professionals and users, is the suitable to meet the requirements of the Judiciary.
	• Developing the CHR Site into a park. (**R355 only**)	(ix) It is necessary to provide land to ensure a continual supply of office space and to improve court facilities. Besides, to address the deficit of local open space in the area, the future developer of the proposed commercial development will be required to provide 6,000m^2 public open space within the site. Response (i) to **R1 to R5** is relevant.
R362 to R593 (Individuals)	• Oppose Amendment Items A and B in the form of a standard questionnaire with objection grounds generally the same as **R13** though individual representers' choice of the stated objection reasons may be different.	

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	<u>Grounds of representation:</u>	
	• Public Consultation is not sufficient and comprehensive **(R363, R364, R366, R367, R370 to R373, R375 to R391, R393 to R398, R400 to R404, R406, R410 to R427, R429, R431, R432, R434 to R448, R451 to R453, R455 to R469, R471 to R484, R486, R487, R490 to R493, R495 to R499, R501, R504 to R506, R508 to R513, R517 to R519, R521 to R523, R525 to R540, R542 to R544, R546 to R559, R562, R564, R566 to R568, R570 to R573, R575 to R579, R581, R582 and R584 to R593 only)**	(i) Response (iv) to **R31** is relevant.
	• The TIA is crude and biased which cannot reflect the	(ii) Responses (vi) to (vii) to **R11** and response (v) to **R14 to R30** are relevant

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	exiting situation **(R362 to R373, R375 to R378, R380 to R429, R431 to R435, R437 to R453, R455 to R488, R490 to R514, R516 to R518, R520 to R523, R527, R529 to R556, R558, R561 to R573, R575 to R579 and R581 to R593 only)**	
	• There are sufficient retail facilities in the area and adding more will aggravate impacts on traffic and pedestrian. **(R362 to R378, R380 to R447, R449 to R488, R490 to R513, R516, R517, R519 to R538, R540 to R565, R567 to R573, R577 to R579 and R581 to R593 only)**	(iii) Response (iii) and (iv) to **R7 to R10** and response (i) to **R1 to R5** are relevant.
	• The area reserved for the development of the District	(iv) Response (vi) to **R13** is relevant.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	Court exceeds the requested need (i.e. 70,000m^2) of the Judiciary. **(R362 to R367, R369 to R373, R375 to R378, R380 to R394, R396 to R406, R408 to R427, R429 to R435, R437 to R447, R451 to R453, R455 to R469, R471 to R482, R484, R487, R490 to R501, R504 to R506, R508 to R513, R517 to R519, R521 to R523, R525 to R538, R540, R542 to R544, R546 to R556, R558 to R564, R567 to R573, R576 to R579 and R581 to R593 only)**	
	• The location of the proposed District Court is in close proximity to the neighbouring residential developments and will	(v) Response (iii) to **R11** and response (xiii) to **R13** are relevant.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	affect sunlight penetration. **(R362 to R367, R369 to R373, R375 to R378, R380 to R398, R400 to R422, R424 to R427, R429, R431 to R435, R437, R439 to R447, R450 to R476, R478 to R484, R487, R488, R490 to R502, R504 to R512, R516 to R518, R520 to R524, R527, R529, R530, R532 to R542, R544 to R549, R551 to R562, R564, R565, R567-R573, R575 to R579 and R581 to R593 only)**	
	• Relocating the minibus station to the CHR Site will affect the commute routes of residents causing inconvenience to the residents. **(R362 to R369, R371 to R373, R376 to R378, R380 to R395, R397**	(vi) Response (i) to **R7 to R10** is relevant.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	to R404, R406, R407, R410 to R422, R424 to R429, R431 to R435, R437, R439 to R449, R451 to R461, R463 to R485, R487, R490 to R495, R499 to R506, R508 to R513, R517 to R519, R521, R522, R527, R529 to R540, R542 to R544, R546 to R556, R558 to R560, R562 to R564, R567 to R579 and R581 to R593 only)	
	• Allowing the private developer to manage the open space will result in having the open space to be used as a profit making tools for the developer **(R362 to R364, R366, R367, R369 to R373, R375 to R389, R391 to R398, R400 to R406, R410 to**	(vii) Response (iii) to **R6** is relevant.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	R420, R422 to R427, R429 to R435, R437 to R447, R451 to R453, R455 to R461, R463 to R477, R479 to R484, R486, R487, R490 to R492, R494, R495, R497 to R506, R508 to R513, R517, R519, R521, R522, R527 to R538, R540, R542, R544 to R560, R562 to R564, R567 to R573, R575 to R579 and R582 to R593 only)	
	• The four tall buildings will adversely affect visual, light penetration and air ventilation of the area **(R362 to R367, R369 to R373, R375 to R378, R380 to R404, R406, R407, R409 to R427, R429, R431 to R435, R437 to R447, R450 to R484, R486 to**	(viii) Response (iii) to **R11** is relevant.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	R488, R490 to R495, R497 to R513, R517 to R522, R524, R527, R529 to R538, R540, R542 to R547, R549 to R558, R560, R563, R564, R567 to R573, R575 to R579 and R582 to R593 only)	
	• Proposed development, especially the District Court, may not be compatible with other existing uses such as regular public events to be held at the Hong Kong Stadium. **(R377 only)**	(ix) Response (i) to **R1 to R5** and response (vi) to **R33** are relevant.
	• Reduce the scale of commercial development to minimise impact on traffic. **(R362 to R373, R375 to R378, R380 to R394, R396 to R404, R406 to R429, R431 to R447,**	(x) Responses (ix) and (x) to **R11** are relevant.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	R449 to R464, R466 to R469, R471 to R477, R479 to R487, R490 to R493, R495, R498, R499, R501 to R504, R506, R508 to R513, R516, R517, R521 to R523, R527 to R540, R542 to R544, R546 to R553, R555, R557 to R568 and R570 to R593 only)	
	• Lower the BHR of the G/IC site to minimize visual and air ventilation impacts on the area. **(R362 to R367, R369 to R373, R375 to R378, R380 to R407, R410 to R435, R437 to R447, R449 to R464, R466 to R477, R479 to R484, R486 to R488, R490 to R493, R495, R497 to R499, R501, R502, R504 to R513, R516 to R518, R520 to R523, R527 to R538,**	(xi) Response (iii) to **R11** and responses (x) to (xii) to **R13** are relevant.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	R540, R542, R544, R546 to R553, R555, R558 to R560, R562 to R565, R567, R568, R570 to R586 and R588 to R593 only)	
	• Rezone the planned open area from "Commercial" to "Open Space" and manage by the Government. **(R362 to R364, R366 to R378, R380 to R398, R400 to R407, R409 to R435, R437 to R447, R449 to R484, R486 to R488, R490 to R493, R495, R498, R499, R501, R502, R504 to R513, R517, R518, R520 to R524, R527 to R538, R540, R542 to R544, R546 to R549, R551 to R564, R566 to R568, R570 to R580 and R582 to R593 only)**	(xii) Response (xiii) to **R13** is relevant. In addition, the proposed designation of the open space as "O" zone under Scheme C will render the commercial development to be accommodated in a cramped site not conducive to an integrated design.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	• Relocate the proposed open space to the south of the site. **(R362 to R367, R370 to R373, R376 to R394, R397, R398, R400 to R404, R407, R409 to R422, R424 to R427, R429, R431 to R435, R437 to R447, R450 to R469, R471 to R477, R479 to R484, R486, R487, R490 to R493, R495, R497 to R499, R501, R502, R504 to R506, R508 to R513, R517, R518, R520 to R523, R527, R529 to R540, R542, R544, R546, R547, R549 to R553, R555, R557 to R565, R567, R568, R570, R572 to R580 and R582 to R593 only)**	(xiii) Response (xiii) to **R13** is relevant.
	• Preserve the two OVTs, one important tree and the	(xiv) Response (xiv) to **R13** is relevant.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	masonry wall. **(R362 to R373, R375 to R407, R409 to R422, R424 to R435, R437 to R447, R449 to R477, R479 to R484, R486 to R488, R490 to R492, R495, R497 to R499, R501, R502, R504 to R513, R516 to R518, R520 to R524, R527, R529 to R538, R540, R542 to R544, R546 to R553, R555, R557 to R564, R566 to R568, R570 to R580 and R582 to R593 only)**	
	• Shelf the minibus station relocation proposal. **(R362 to R369, R371 to R373, R375 to R378, R380 to R395, R397 to R404, R406, R407, R410 to R422, R424 to R429, R431 to R435, R437, R439 to R447, R449 to R456, R458**	(xv) Response (i) to **R7 to R10** is relevant.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	to R464, R466 to R477, R479 to R485, R487, R490 to R493, R495, R499, R501 to R506, R508 to R514, R516, R517, R520 to R523, R527, R529 to R540, R542 to R544, R546 to R553, R555, R558 to R564, R567, R568 and R570 to R593 only)	
	• Provide active open spaces, including playground and basketball court. (**R386, R513 and R588 only)**	(xvi) Response (iii) to **R12** is relevant.
	• Development should be constructed by phases. **(R509 only)**	(xvii) The implementation programme will be subject to the project proponent and future developer
	• Carry our more comprehensive technical assessments to minimize impact brought to the local residents. **(R379 only)**	(xviii) Response (iii) to **R11** is relevant.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	• Increase the provision of elderly facilities in the area. **(R374 only)**	(xix) Response (iv) to **R6** is relevant.
	• Relocate minibus routes 21A, 21M and 14M to thhe CHR Site may be feasible. **(R377 only)**	(xx) Response (i) to **R7 to R10** is relevant.
R594 to R602 (Individuals)	• Oppose Amendment Items A and B in the form of a standard letter with objection grounds generally the same as **R12**.	
	Grounds of representation:	
	• The proposed development will attract people and traffic and hence aggravate traffic condition. (**R595 to R599 only**)	(i) Responses (iii) and (iv) to **R7 to R10** are relevant.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	• The TIA also lack survey data and queue analysis. (**R595 to R599 only**) The TIA is outdated and assumptions are sub-standard to TD's minimal acceptance level (**R597 to R599 only**).	(ii) Responses (vi) to (vii) to **R11** and response (v) to **R14 to R30** are relevant. Regarding the queue analysis, with the junction improvement schemes, all the critical junctions would be operating within capacities after completion of the proposed development. In general, most vehicles are able to clear the junctions without waiting for more than one traffic signal cycle during peak hours and queues would not accumulate persistently to prohibit the traffic between the main roads and inner streets. (iii) A reserve capacity of 15% is the most preferable scenario for planning new development areas but not an absolute cut-off and any positive figures already implied spare capacity and figure below such level does not necessarily represent unacceptable traffic condition. Essentially, a positive figure already indicates that there is spare capacity. Based on the Traffic Review, with the proposed development and junction improvement schemes, the reserve capacity (RC) and design flow/capacity ratio (DFC) of the critical junctions in the vicinity of the CHR Site would be positive and lower than 0.85 respectively. In addition, the anticipated traffic queue at all junctions would not extend to the next junction in the upstream, which is considered acceptable. (iv) Regarding the level of service (LOS) at the pedestrian crossing at Pennington Road/ Leighton Road, LOS D means "the LOS provides reasonable fluid flow; however, considerable friction and interaction between pedestrian are likely to occur". As the LOS of most footpaths and pedestrian crossings in the vicinity of the proposed development is C or above (i.e. desirable level), operation of this pedestrian crossing at this particular junction is still considered acceptable.
	• The proposed development will hinder air ventilation	(v) Response (iii) to **R11** are relevant.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	and sunlight penetration. **(R597 to R599)**	
	<u>Representer's proposal:</u>	
	(a) An alternative scheme was submitted proposing a revised layout with one commercial block instead of two.	(vi) No technical justifications for the scheme has been provided. Without the necessary details, the technical feasibility of the proposal cannot be ascertained. Given the scarcity of land resources, especially in the prime urban locations in Hong Kong, development intensity should be optimized wherever possible as long as it will not generate unacceptable impacts on the surrounding area. Hence, the current GFA of 100,000m^2 for the commercial development is considered appropriate. The proposed BH of 150mPD is considered excessive when compared to the BHR of the "C" zone in the vicinity.
	(b) Under the scheme, transport facilities are relocated underground with increase in the number of entry/exit points from two to three, decent size round about and underground pedestrian walkway to connect MTR.	(vii) The transport facilities are already assumed to be located underground in the conceptual scheme. Providing an additional ingress/egress through Leighton Road which is a major district distributor is technically infeasible as it may cause vehicular conflict with Leighton Road and it would also affect the OVT. Response (iv) to **R1 to R5** is relevant.
	(c) Reducing the PR by at least 30%.	(viii) Responses (ix) and (x) to **R11** are relevant.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	(d) Providing sports ground to compensate loss of Victoria Park and Moreton Terrace and more community facilities to serve local residents.	(ix) Response (iii) to **R12** is relevant.
R603 (Individual)	• Oppose Amendment Items A and B.	
	<u>Grounds of Representation:</u>	
	• The proposed development will aggravate traffic congestion problem and additional traffic will impede access of emergency vehicles.	(i) Responses (iii) and (iv) to **R7 to R10** and response (ii) to **R31** are relevant.
	• To create a recreational park with open space available to residents' use seven days a week.	(ii) Response (ix) to **R47 to R355 and R607** is relevant. The open hours of the public open space to be provided in the commercial site has to take account of DEVB's "Public Open Space in Private Developments Design and Management Guidelines".
R604 (Individual)	• Oppose Amendment Items A and B.	

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	<u>Grounds of representation:</u>	
	• The area is already very congested and the proposed development may generate pollution.	(i) Response (iii) to **R11** is relevant
	• Lowering the proposed BH.	(ii) Responses (x) to (xii) to **R13** are relevant.
	• The proposed relocation of minibus to CHR Site is too far away from MTR Station and hence not convenient to residents. Identifying other sites to relocate the minibus terminus.	(iii) Response (i) to **R7 to R10** is relevant.
R605 (Individual)	• Oppose Amendment Items A & B.	
	<u>Grounds of representation:</u>	
	• The area is already very congested. The proposed development will aggravate	(i) Responses (iii) and (iv) to **R7 to R10** and response (iii) to **R11** are relevant.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	traffic and obstruct landscape and sunlight penetration.	
R606 (Individual)	• Oppose Amendment Items A & B.	
	<u>Grounds of representation:</u>	
	• The proposed development will aggravate traffic condition and the proposed building height will create shielding effect, as well as blocking air ventilation and sunlight penetration.	(i) Responses (iii) and (iv) to **R7 to R10** and response (iii) to **R11** are relevant.
	• In particular, the proposed commercial site will result in a loss of community area and trees.	(ii) Response (iv) to **R6** is relevant.
R608 to R617, R627 and R632 (Individuals)	• Oppose Amendment Items A & B.	

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	<u>Grounds of representation:</u>	
	• The proposed development will aggravate the traffic conditions. (**R608 to R617, R627 and R632**) It will impose threat to the safety of the children (**R608 only**).	(i) Responses (iii) and (iv) to **R7 to R10** are relevant. The road improvement works will be built up safety standards.
	• Also, the proposed development is not compatible with the neighbourhood (**R615 only**).	(ii) Response (i) to **R1 to R5** is relevant.
	• The proposed development will affect light catchment (**R613 only**).	(iii) Response (iii) to **R11** is relevant.
	• Reducing the plot ratio by at least 30% and reduce the number of commercial block to one instead of two. (**R616 and R617 only**). Adopting a low-rise (about	(iv) Responses (ix) to (x) and (xii) to **R11** are relevant.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	10-storey) building height profile for the commercial building with special design features such as roof top gardens. (**R609 and R632 only**) Dedicating not less than one third of the land for outdoor area/ park/ exercise area. (**R609 and R632 only**)	
	• Shelving the car park and public transport interchange proposal (**R609 and R632 only**).	(v) Response (i) to **R7 to R10** is relevant.
	• Relocating the transport facilities underground (**R616 and R617 only**).	(vi) The transport facilities are already assumed to be located underground in the Conceptual Layout.
	• Increasing entry/ exit points from two to three for direct access to Leighton Road (eastbound), Link Road and Cotton Path. Expanding vehicle lanes at CHR and	(vii) The additional ingress/egress through Leighton Road which is a major district distributor is technically infeasible as it may cause vehicular conflict with Leighton Road and it would also affect the OVT. The CHR(West) is already proposed to be widened to provide a round-about to lessen the traffic conflict of vehicles currently observed in the local accesses around CHR Site. For underground connection with MTR Station, response (iv) to **R1 to R5** is relevant. Response (iii) to **R12** is also relevant for provision of sports grounds.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	Cotton Path. Providing proper round about at junction of Link Road, CHR and Leighton Road to expedite traffic outflow. Providing underground pedestrian walkway to connect to MTR. Providing sports ground to compensate loss of Victoria Park and Moreton Terrace and more community facilities to serve local residents (**R617 only**).	
R618 to R623, R625 and R628 (Individuals)	• Oppose Amendment Items A and B.	
	<u>Grounds of representation:</u>	
	• The proposed development including the District Court should not be placed in Causeway Bay as it is already too congested (**R619 only**).	(i) Response (i) to **R1 to R5** is relevant.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	• The proposed development will paralyse the traffic in Causeway Bay (**R618 only**).	(ii) Response (iii) and (iv) to **R7 to R10** are relevant.
	• The proposed development will destroy the neighbourhood/ bad for the district/ do not match with the neighbourhood (**R621, R622, R623 and R625 only**)	(iii) Response (i) to **R1-R5** and response (iii) to **R11** are relevant.
	• The disposition of the building is undesirable (**R628 only**).	(iv) Response (i) to **R6** is relevant.
	• Reducing the PR by at least 30%. Reducing the number of blocks for commercial development from two to one.	(v) Responses (ix) and (x) to **R11** are relevant.
	• Relocating the transport facilities underground.	(vi) The transport facilities are already assumed to be put underground in the Conceptual Layout.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	• Increasing the number of entry and exit points for direct access to Leighton Road (eastbound), Link Road and Cotton Path (**R618 to R621 only**).	(vii) Response (iv) to **R12** is relevant.
R624 (Individual)	• Oppose Amendment Items A and B.	
	Grounds of representation:	
	• The proposed development will attract people and traffic flow while the proposed traffic measures cannot resolve the existing traffic problem.	(i) Responses (iii) and (iv) to **R7 to R10** are relevant.
	• The TIA cannot reflect the existing situation.	(ii) Responses (vi) to (viii) to **R11** and response (v) to **R14 to R30** are relevant.
	• Relocating other minibus lanes such as nos. 28 & 36X to the CHR Site.	(iii) Response (i) to **R7 to R10** is relevant.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	• Establishing no stop zone for car outside Radio City at Hennessey Road and area near Ivring Street.	(iv) According to the Traffic Review, the proposed developments will not generate unacceptable traffic impact after implementation of the proposed road junction improvement works. No traffic management measure is required along Hennessey Road and Ivy Street.
	• Reducing the development scale of commercial development by deleting retail and office to minimise traffic impact.	(v) Responses (ix) and (x) to **R11** are relevant.
	• Providing public transport interchange to accommodate 2-3 bus lanes; loading/ unloading area; 15 minutes free drop off area; coach parking spaces; and school bus parking spaces.	(vi) Green Mini-bus lay-bys of 105m will be reserved in the commercial development. A total of 125 public car parking spaces including 5 coach parking spaces will also be provided.
R626 (Individual)	• Oppose to Amendment Items A and B.	
	Grounds of representation:	

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	• The proposed development does not take into account the actual need of the immediate area and will have adverse impact on the surrounding areas in terms of transport, commercial and livelihood.	(i) Response (i) to **R1 to R5** and response (iii) to **R11** are relevant.
	• The proposed development will only benefit the developer and against the principle of proper use of public land.	(ii) Response (ii) to **R1 to R5** is relevant.
	• Designating the CHR site for GIC uses such as clinics, kindergartens, nurseries, elderly centres, open space and vehicular access or open space.	(iii) Response (iii) **R6** is relevant.
R631 (Individual)	• Oppose to Amendment Items A and B.	

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	Grounds of representation:	
	The proposed development will paralyse the traffic in Causeway Bay and the TIA is not comprehensive as it lacks survey data on pedestrian routing and traffic queuing analysis.	(i) Responses (iii) and (iv) to **R7 to R10**, responses (vi) to (viii) to **R11**, response (v) to **R14 to R30** are relevant. Pedestrian assessment is conducted as part of the Traffic Review.
Providing Comments		
R633 (Individual)	• Providing pedestrian crossing above or below Leighton Road to connect the CHR Site with the MTR Station.	(i) Apart from the at-grade pedestrian access around the CHR Site, the future developer is required to reserve an underground connection point within the commercial site for possible pedestrian subway to MTR Station which is subject to further feasibility study.
	• Adopting innovative design to provide an environmentally, socially and economically sustainable development.	(ii) The future developer of the commercial development and the project proponent of the District Court will comply with the Sustainable Building Design Guidelines (APP-152) will have general control on the building separation, building setback and site coverage to ensure better air ventilation, enhance environmental quality of living space, and more greenery particularly at pedestrian level.
R634 (Individual)	• Preserving as many OVTs as possible and provide as much green/ outdoor	(i) Response (xiv) to **R13** is relevant.

Representation No. (TPB/R/S/H7/20-)	Subject of Representation	Response to Representation
	recreational space as possible.	
	• Including public services facilities such as sports ground.	(ii) Response (vii) to **R11** is relevant.
	• Minimising traffic congestion on Leighton Road, CHR and Link Road.	(iii) According to the Traffic Review, the proposed developments will not generate unacceptable traffic impact after implementation of the proposed road junction improvement works.

(2) The 105 valid comments on representations were submitted by some of the representers themselves (**R13, R17, R19, R20, R21, R22, R23, R24, R25, R26, R28, R29, R30, R34, R344&R402, R364&R426, R367, R373&426, R385, R387, R393, R394, R396, R397&R482, R405, R407&R605, R421, R426, R435, R454, R468, R479, R490, R501, R520, R532, R593 & R606**), one District Council Member (**C1**), 8 owners corporation committees/residents groups (**C96-C103**), 3 local concern groups (**C3, C94 & C95**) and individuals.

Comment No. (TPB/R/S/H7/20-)	**Related Representation**	**Gist of Comments**	**Response to Comment**
C1- C93	**Oppose R6 & R11**	• Oppose to the representation regarding the commercial development as it is inappropriate to include commercial development at the Caroline Hill Road (CHR) Site due to saturation of existing road capacity in Causeway Bay area and possible noise pollution on the surrounding neighbourhood. **(C1-C22, C24-C45 and C47-C93 only)**	(i) Response (i) to **R1 to R5** and response (iii) to **R11** are relevant.
		• Oppose to the representation on the restriction of gross floor area (GFA) for community facilities as more community facilities should be provided. **(C1-C4, C6, C7, C9-C12, C14, C16-C19, C21-C23, C25-C28, C30-C49, C51-C54, C56-C70 and C72-C93 only)**	(ii) Response (iv) to **R6** is relevant.
		• Oppose to the representation on the public open space and large-scale and easily accessible open spaces that are managed by the Government should be built. **(C1-C7, C10, C11, C13-C19,**	(iii) Response (iii) to **R6** is relevant.

Comment No. (TPB/R/S/H7/20-)	Related Representation	Gist of Comments	Response to Comment
		C21, C22, C24-C28, C32-C45, C47-C49, C51, C53, C54, C56-C70, C72-C74 and C78-C93 only)	
		• Oppose to the representation on the relocation of the minibus station to the CHR Site as it will break the connection to the MTR station. **(C1-C12, C14-C28, C30-C45, C47-C63 and C65-C93)**	(iv) Response (i) to **R7 to R10** is relevant.
C94-C103	**Oppose R6**	• It is important to impose restriction on GFA and other requirements on the OZP to ensure that future development would not exacerbate the carry capacity of the local district.	(i) The "C(2)" and "G/IC(2)" zones are restricted to a maximum GFA of 100,000m^2 and 70,000m^2 respectively under the OZP.
		• Constraints within the CHR Site and surrounding areas have to be incorporated into the OZP to ensure special characters of the site can be maintained and form part of the future development.	(ii) The future developer and project proponent are required to preserve the OVTs and protect the masonry walls as specified in the ES and under the lease/land document.
		• Additional community facilities proposed would generate additional pedestrian and traffic flow and should account for total GFA of the commercial zone.	(iii) Response (iv) to **R6** is relevant.
		• Creating the CHR Site into a community focal	(iv) The local open space is intended to serve

Comment No. (TPB/R/S/H7/20-)	Related Representation	Gist of Comments	Response to Comment
		point would worsen the existing traffic and environmental condition which cause harm to the local residents.	the neighbourhood. Response (iii) to **R11** is also relevant.
		• Given the District Court has special operational requirements, it is undesirable to integrate the District Court with commercial and community uses and hence no need to rezone the whole CHR Site to "Comprehensive Development Area".	(v) Response (ii) to **R6** is relevant.
		• Should the MLP submission is required under s16, a comprehensive and updated traffic impact assessment, master landscape plan, location of pedestrian circulation facilities, locations of vehicle access points and parking, loading/unloading facilities and a market research on demand and supply on commercial floor area should also be submitted.	(vi) Responses (ii) and (iii) to **R6** are relevant.
		• The disposition of commercial towers and the District Court will create wall effect and affect sunlight, wind penetration and visual openness of adjacent residential developments.	(vii) Responses (x) to (xii) to **R13** are relevant.
		• A minimum setback requirement of 40m at the open space shall be incorporated in the OZP.	(viii) Response (xiii) to **R13** is relevant.

Comment No. (TPB/R/S/H7/20-)	Related Representation	Gist of Comments	Response to Comment
	Oppose R11 & R35	• Given District Court has special operational requirements, it is undesirable to integrate the DC with commercial and community uses.	(ix) Response (ii) to **R6** is relevant.
		• Entrusting a private developer to design and construct Government facilities is impractical and vulnerable.	(x) The District Court will be implemented by the Government.
		• Raised concern on the management of the public open space in private development.	(xi) Response (iii) to **R6** is relevant.
		• The proposed amphitheatre will create noise impacts.	(xii) The future developer has to demonstrate the technical feasibility of providing an amphitheatre in the open space. Response (iii) to **R6** is also relevant.
		• The "super block" design of the District Court is incompatible with the surrounding context which will cause adverse environmental, visual and air ventilation impacts.	(xiii) Noted.
		• Proposed road design with only one one-way vehicle access and drop-off area at the junction of CHR and Link Road is inappropriate.	(xiv) Noted.
		• Oppose to the incorporation of hotel use in the	(xv) Response (i) to **R1** to **R5** is relevant.

Comment No. (TPB/R/S/H7/20-)	Related Representation	Gist of Comments	Response to Comment
		CHR Site as there is sufficient hotel development in the area.	Given the surrounding area is predominantly used for commercial purposes, hotel is considered to be compatible with these commercial uses and would not result in unacceptable impact. It is considered appropriate to retain hotel as always permitted use in the "C(2)" zone. Nonetheless, whether the site will be used for office or hotel or mix of the two will be subject to market condition.
C104	**Oppose R6, R11 & R35**	• See **C94 to C103** above.	(i) Responses (i) to (xv) to **C94 to C103** are relevant.
	Oppose R6	• Oppose the removal of Old and Valuable Trees and wall trees.	(ii) Response (xiv) to **R13** is relevant.
		• Oppose to increase of building height of the proposed commercial development from 135mPD to 150mPD.	(iii) Noted.
		• Oppose the provision of an additional large-scale vehicular access at Leighton Road.	(iv) Noted.
C105	**Oppose R34**	• There are bias in complying with government	It should be noted all relevant information on

Comment No. (TPB/R/S/H7/20-)	Related Representation	Gist of Comments	Response to Comment
		policy which has led the Town Planning Board members to ignore the duty to examine the long term effect of the development proposal.	the proposed amendments together with views of representers/commenters are submitted to the Board for consideration to allow Members to make an informed decision.

Responses to Grounds related to Concern on Specific Details of TIA

Regarding the concern on the specific details of the TIA, the consolidated government responses are as follows:

(a) Traffic modelling assumption - peak hour consideration

Some representers comment that traffic in weekends is heavier than that in weekdays and should be used to assess the traffic impact of the development. Based on the traffic data from Annual Traffic Census 2015 to 2018, the average peak hour traffic flow in weekday AM peak was higher than that in weekend AM peak while the weekday PM peak was of same order with that of weekend PM peak. In addition, based on the previous traffic data, it is noted that the critical junctions in the vicinity of the CHR Site would perform better in weekend PM peak than in weekday PM peak. Furthermore, development traffic generated by the CHR Site is considered to be heavier in weekday peak hours as offices and court uses are expected to have little traffic generation/attraction during weekends. Therefore, traffic models for a typical weekday are adopted in the Traffic Review.

(b) Observed year and design year adopted

Some representers consider that the TIA is outdated as the traffic survey was conducted in 2017. Under the Traffic Review, the design year is assumed to be five years after the completion of the proposed developments at the CHR Site, i.e. year 2031. In assessing the traffic impact, the 2017 observed traffic data was only the baseline condition and were forecasted to the design year with an assumed annual traffic growth rate of 0.1%. In the course of the assessment, major committed/planned developments in the vicinity of the CHR Site have been taken into consideration, including the redevelopment of Po Leung Kuk Headquarters at 66 Leighton Road and other planned redevelopment projects known at the time of review. In the actual circumstances, a general decrease in traffic flow of 1% to 0.42% per annum of 2015 to 2018 was observed in the Causeway Bay area. As a result, an annual increase of 0.1% in traffic flow in the Traffic Review is considered to be a conservative assumption tallying the actual situation.

(c) Reserve capacity and LOS level

Some representers comment that with the proposed development, individual junctions' reserve capacity has been reduced or maintained at a level below 15% which is not the usual level accepted by TD (i.e. 15%). The calculation of reserve capacity, based on the forecast traffic flows, was carried out in accordance with the guidelines set out in the Transport Planning and Design Manual. A reserve capacity of 15% is the most preferable scenario for planning new development areas but not an absolute cut-off and any positive figures below such does not necessarily represent unacceptable traffic condition. Essentially, a positive figure already indicates that there is spare capacity. Based on the assessment results, with the proposed development and junction improvement schemes, the reserve capacity and design flow/capacity ratio of the critical junctions in the vicinity of the CHR Site would be positive and lower than 0.85

respectively. In addition, the anticipated traffic queue at all junctions would not extend to the next junction in the upstream, which is considered acceptable.

Regarding the level of service (LOS) at the pedestrian crossing at Pennington Road/ Leighton Road, LOS D means "the LOS provides reasonable fluid flow; however, considerable friction and interaction between pedestrian are likely to occur". As the LOS of most footpaths and pedestrian crossings in the vicinity of the proposed development is C or above (i.e. desirable level), operation of this pedestrian crossing at this particular junction is still considered acceptable.

(d) Stacking of vehicles, illegal parking, impact on inner streets and special events

While it is noted that stacking vehicles and illegal parking are the factors contributing to the existing traffic congestion, yet it is related to drivers' behaviors and enforcement issues which are regardless of the presence of the development. Besides, public car park would be provided within the CHR Site in addition to the ancillary parking provision of the development to cater for the parking demand in the vicinity. Nonetheless, appropriate site factors had been applied in the calculation to discount the junction capacity in order to take into account the effect caused by the stacking vehicles and illegal parking. These factors were derived based on site observation.

With the proposed junction improvement schemes, all the critical junctions would be operating within capacities after completion of the proposed development. In general, most vehicles are able to clear the junctions without waiting for more than one traffic signal cycle during peak hours and queues would not accumulate persistently to prohibit the traffic between the main roads and inner streets. In addition, it is anticipated that the traffic impact caused by the proposed development to the inner streets and areas is not significant as the traffic to/from the CHR Site would mainly travel on major roads/streets.

When there is an event at Hong Kong Stadium, special traffic and transport arrangement (including road closure and traffic diversion) would be implemented by the Hong Kong Police Force for crowd control and road safety. The corresponding traffic advice would be published by the Transport Department to inform the public about the traffic arrangement in advance.

(e) Movement of emergency vehicle

Regarding the concern on emergency vehicular access, the future road network with the proposed improvement schemes would be able to cope with the additional traffic generated by the proposed development. The predicted traffic conditions at critical junctions in the vicinity of the CHR Site would be similar before and after the commission of proposed development, the traffic situation to be encountered by the emergency vehicles during emergency operation are also expected to be similar as of today. In any case, for situation which the ambulance is obstructed by traffic congestion, Emergency Medical Assistance Motorcycle (EMAMC) would be deployed by the Fire Services Department, which is equipped with paramedic equipment for rapid provision of pre-hospital paramedical care and treatment for the public.

(f) Transport facilities and relocation of minibus terminus

To mitigate traffic impacts induced at the existing road network outside the CHR Site, junction improvement works were proposed to smoothen traffic movement and provide additional turning lanes. Provisions of internal traffic and pedestrian facilities to serve the developments within the Site would be determined during internal layout design. Regarding the relocation of the minibus terminus from Lan Fong Road and nearby areas, while there is a provision for such facilities under the current zoning, the final arrangement, including whether to relocate such facilities to the CHR Site or providing en-route stops for green minibus routes, is subject to TD's further deliberation and local consultation with the stakeholders.

Provision of Major Community Facilities in Wan Chai District

在灣仔區提供的主要社區設施

Type of Facilities 設施種類	**Hong Kong Planning Standards and Guidelines (HKPSG)** 《香港規劃標準與準則》	**HKPSG Requirement (based on planned population)** 《香港規劃標準與準則》要求(按規劃人口計算)	**Provision 供應**		**Surplus/ Shortfall (against planned provision)** 剩餘/短缺 (與已規劃供應比較)
			Existing Provision 現有供應	**Planned Provision (including Existing Provision)** 已規劃供應 (包括現有供應)	
Secondary School 中學	1 whole-day classroom for 40 persons aged 12-17 每40名 12-17歲青少年 設一個全日制學校課室	170 classrooms 個課室	449 classrooms 個課室	449 classrooms 個課室	+279 classrooms 個課室
Primary School 小學	1 whole-day classroom for 25.5 persons aged 6-11 每25.5名 6-11歲兒童 設一個全日制學校課室	171 classrooms 個課室	409 classrooms 個課室	445 classrooms 個課室	+274 classrooms 個課室
Kindergarten and Nursery 幼兒班與 幼稚園	34 classrooms for 1,000 children aged 3 to 6 每1,000名3-6歲以下幼童設34個課室	41 classrooms 個課室	184 classrooms 個課室	196 classrooms 個課室	+155 classrooms 個課室
District Police Station 警區警署	1 per 200,000 to 500,000 persons 每 200,000 至 500,000 人設一間	0	1	1	+1
Divisional Police Station 分區警署	1 per 100,000 to 200,000 persons 每 100,000 至 200,000 人設一間	1	2	2	+1
Clinic/ Health Centre 普通科診療所/ 健康中心	1 per 100,000 persons 每100,000人設一間	2	3	3	+1
Specialist Clinic/ Polyclinic 專科診療所/ 分科診療所	1 whenever a regional or district hospital is built 每興建一所醫院，便應同時設置一所專科診療所/分科診療所	N/A 不適用	3	3	N/A 不適用
Hospital Beds 醫院床位	5.5 beds per 1,000 persons 每1,000人 設5.5個床位	1,216 beds 個床位	2,005 beds 個床位	2,234 beds 個床位	+1018 beds 個床位
Magistracy 裁判法院	1 per 660,000 persons 每660,000人設一間	0	1	1	+1

Type of Facilities 設施種類	Hong Kong Planning Standards and Guidelines (HKPSG) 《香港規劃標準與準則》	HKPSG Requirement (based on planned population) 《香港規劃標準與準則》要求(按規劃人口計算)	Provision 供應		Surplus/ Shortfall (against planned provision) 剩餘/短缺 (與已規劃供應比較)
			Existing Provision 現有供應	Planned Provision (including Existing Provision) 已規劃供應 (包括現有供應)	
District Elderly Community Centres 長者地區中心	One in each new development area with a population of around 170 000 or above 每個人口約為 170 000人或以上的新發展區設一間	N/A 不適用	2	2	N/A 不適用
Neighbourhood Elderly Centres 長者鄰舍中心	One in a cluster of new and redeveloped housing areas with a population of 15 000 to 20 000 persons, including both public and private housing 每個人口為 15 000 人至 20 000 人的新建和重新發展的住宅區(包括公營及私營房屋)設一間	N/A 不適用	3	3	N/A 不適用
Day Care Centres/ Day Care Units^ (Centre-base) 長者日間護理中心／長者日間護理單位^ (以中心為本)	17.2 subsidised places per 1 000 elderly persons aged 65 or above~ ^ 每 1 000 名年滿65歲或以上的長者設17.2 個資助服務名額~ ^	446	110	110	-336
Residential Care Homes for the Elderly 安老院舍	21.3 subsidised beds per 1 000 elderly persons aged 65 or above˜ 每 1 000 名 65 歲或以上 的長者設 21.3 個資助床位˜	1,381	572 Δ	572	-809
Integrated Children and Youth Services Centre 綜合青少年服務中心	1 for 12,000 persons aged 6-24 每 12,000 名 6-24歲兒童/青年設一間	1	2	2	+1

Type of Facilities 設施種類	Hong Kong Planning Standards and Guidelines (HKPSG) 《香港規劃標準與準則》	HKPSG Requirement (based on planned population) 《香港規劃標準與準則》要求(按規劃人口計算)	Provision 供應		Surplus/ Shortfall (against planned provision) 剩餘/短缺(與已規劃供應比較)
			Existing Provision 現有供應	Planned Provision (including Existing Provision) 已規劃供應(包括現有供應)	
Integrated Family Services Centre 綜合家庭服務中心	1 for 100,000 to 150,000 persons 每100,000至150,000人設一間	1	1	1	0
District Open Space 地區休憩用地	10 ha per 100,000 persons# 每100,000人10公頃#	18.52 ha 公頃	35.89 ha 公頃	40.26 ha 公頃	+21.74 ha 公頃
Local Open Space 鄰舍休憩用地	10 ha per 100,000 persons# 每100,000人10公頃#	18.52 ha 公頃	15.33 ha 公頃	15.97 ha 公頃	-2.55 ha 公頃
Sports Centre 體育中心	1 per 50,000 to 65,000 persons 每50,000至65,000 人設一個	2	3	3	+1
Sports Ground/ Sports Complex 運動場/運動場館	1 per 200,000 to 250,000 persons 每200,000 至250,000人設一個	0	4	4	+4
Swimming Pool Complex – Standard 游泳池場館－標準池	1 complex per 287,000 persons 每287,000人設一個場館	0	2	2	+2
Post Office 郵政局	Accessible within 1.2 km in urban area 在市區設於1.2公里的範圍內	N/A 不適用	7	7	N/A 不適用

Note 註：

The planned population of the Wan Chai District is about 185,200. If including transient population, the overall figure is about 221,300
灣仔區的規劃人口約為 185,200人。若連同暫住人口，總數將約為221,300人。

The requirements excludes planned population of transients and the provision is based on the information as at January 2020.
有關要求不包括流動居民，供應所根據的資料為截至2020年1月。

Δ Provided by Social Welfare Department. The figure refers to the number of subsidised (Residential Care Homes for the Elderly) RCHE places. The total number of RCHE within the district, including both subvented and self-financing RCHE, is 572.
由社會福利署提供。有關數字為資助安老宿位。區內津助和自負盈虧安老院舍共提供572個安老宿位。

~ This is a long-term goal and the actual provision would be subject to the consideration of the Social Welfare Department in the planning and development process as appropriate.
此乃長遠目標，在規劃和發展過程中，社會福利署會就實際提供的服務作出適當考慮。

^ The facilities belong to the centre-based facilities of Community Care Services (CCS). The planning standard of the CCS Facilities (including both centre-based and home-based) is population-based. There is no rigid distribution between centre-based CCS and home-based CCS stated in the Elderly Services Programme Plan. Nonetheless, in general, 60% of CCS demand will be provided by home-based CCS and the remaining 40% will be provided by centre-based CCS.
這些設施屬於以中心為本的社區護理服務。社區照顧服務設施(包括中心為本及家居為本)的規劃標準是以人口為基礎。《安老服務計劃方案》對中心為本及家居為本的社區照顧服務的分配沒有硬性的規定。不過，一般來說，家居為本的服務及中心為本的服務分別滿足六成和四成社區照顧服務方面的需求。

①

TPB/R/S/H7/20-1

23 July 2019
Lai Wing Sze
[redacted]

The Secretary,
Town Planning Board,
15 Floor,
North Point Government Offices,
333 Java Road,
North Point.

Dear Sirs,

Representation on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

There needs to be more focus on providing benefits for the neighbourhood through the redevelopment of this significant site.

Overall I support the Commercial and GIC zoning, but I object to the current government plan for the site. It is not the most beneficial design for the neighbourhood.

Yours Sincerely,

LAI Wing Sze

RECEIVED
22 JUL 2019
Town Planning Board

TPB/R/S/H7/20-2

20 July 2019
Dora Chan

[redacted]

The Secretary,
Town Planning Board,
15 Floor,
North Point Government Offices,
333 Java Road,
North Point.

Dear Sirs,

Representation on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

I agree with the changes in zoning to Commercial and also Government, Institution and Community. I also agree with the height restriction of 135mPD for the site as it is compatible with the area.

The public space in the conceptual plan seems to be too fragmented and not very useful. A better layout should be created so that the public can enjoy the open space.

There should be good public pedestrian circulation through and around the Law Courts building to connect with Caroline Hill Road West.

Yours Sincerely,

Dora Chan

RECEIVED
22 JUL 2019
Town Planning Board

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-3

參考編號
Reference Number: 190723-153106-38591

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 23/07/2019 15:31:06

「申述人」全名
Full Name of "Representer": 先生 Mr. LAU CHUN KIT

「獲授權代理人」全名
Full Name of "Authorized Agent" :

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
黃泥涌分區計劃大綱核准圖編號S/H7/19的修訂(A項)	支持 Support	有關修訂能提供更多商業建築土地，更有效益地發展政府土地，也能帶動該區的整體發展。
黃泥涌分區計劃大綱核准圖編號S/H7/19的修訂(B項)	支持 Support	有關修訂能提供更多可建樓面面積，可以舒緩該區緊張的土地供應，也能更有效益地運用政府資源。

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

Form No. S6 表格第 S6 號

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Town Planning Board

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Full Name 姓名 / 名稱 (Mr. /Ms./Company/Organisation* 先生/女士/公司/機構*)

Lai Wing Sze

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申述詳情(續) (如有需要，請另頁說明)#

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對草圖是否有任何擬議修訂? 如有的話，請註明詳情。

There needs to be more focus on providing benefits for the neighbourhood through the redevelopment of this significant site.

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Town Planning Board

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Chan Lai Fan Dora

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Hysan Development Projects Limited

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	☐ support 支持 ☐ oppose 反對	Please see the attached letter and Vision Statement.
	☐ support 支持 ☐ oppose 反對	
	☐ support 支持 ☐ oppose 反對	

Any proposed amendments to the draft plan? If yes, please specify the details.
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Please see the attached letter and Vision Statement.

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MASTERPLAN LIMITED
Planning and Development Advisors
領賢規劃顧問有限公司

23 July 2019

Our Ref: MP/HysanWNCR/2019

By Fax and By Hand

The Secretary,
Town Planning Board,
15 Floor,
North Point Government Offices,
333 Java Road,
North Point.

RECEIVED
24 JUL 2019
Town Planning Board

Dear Sirs,

Hysan Development Projects Company Limited
Representation on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

1. Introduction

1.1 This Representation is submitted on behalf of Hysan Development Projects Company Limited ("Hysan") in regard to the amendments to the Approved Wong Nai Chung Outline Zoning Plan ("OZP") No. S/H7/19 as shown on OZP No. A/H7/20. Hysan will address the technical planning aspects in this representation letter. It also includes a separate "Vision Statement" for the Caroline Hill Road Site ("CHR Site") as part of this Representation, 40 hard copies and 50 soft copies of which are enclosed with this letter.

1.2 Hysan would like to **support in principle** the amendment items on the draft OZP as listed below:

- Item A: "Rezoning of the northern and eastern part of the Caroline Hill Road (CHR) Site fronting Leighton Road from "Other Specified Uses" annotated "Sports and Recreation Club" ("OU (SRC)") and "Government, Institution or Community" ("G/IC") to "Commercial (2)" with revision to the maximum building height from 2 storeys and 3 storeys to 135mPD."

- Item B: "Rezoning of the southern part of the CHR Site from "G/IC" to "G/IC (2)" with revision to the maximum building height from 3 storeys to 135mPD."

1.3 Hysan would also like to **object** to proposed Amendment (a) to the Notes of the Plan:-

(a) "Revision to the Remarks of the Notes for the "C" zone to stipulate the restriction on gross floor area and the requirements regarding the provision of Government, institution or community facilities and a public open space for the "C(2)" sub-zone."

1.4 Hysan would also like to **propose** amendments to the Explanatory Statement paragraph to incorporate additional explanation of the purpose of the development on the site. The proposals to meet the representation are included in paragraph 9 below.

Room 3516B, 35/F, China Merchants Tower, Shun Tak Centre, 200 Connaught Road Central, Hong Kong.
Tel: (852) 2418 2880 Fax: (852) 2587 7068 Email: info@masterplan.com.hk

2. The CHR Site

2.1 The CHR Site is a large site in Causeway Bay of approximately of 2.66 hectares. The site has had a mixture of medium rise and low rise buildings on it which are currently under demolition. The ex-Electrical and Mechanical Services Department ("EMSD") Headquarters and the ex-Civil Aid Service ("CAS") headquarters are medium rise buildings between 6-12 storeys. The remaining buildings on the site are low rise with sports facilities at grade, these are the ex-Post Office Recreation Club and the PCCW Recreation Club.

2.2 The site consists of two main platforms. The northern, Leighton Road, portion of the site is at 10mPD and the southern platform is at 15mPD adjacent to the South China Athletic Association ("SCAA").

2.3 Since 2013 Studies have been commissioned to assess the development potential and options on the site. The result of these studies is that it is considered appropriate to construct Grade A Office buildings at the northern portion of the site while the southern portion of the site will be primarily for the District Courts.

3. The Neighbourhood

3.1 To the north of the CHR Site is the core commercial and retail areas of Causeway Bay. To the south of the site are the SCAA, the Indian Recreation Club, So Kon Po Recreation Ground and the Hong Kong Stadium. The CHR site is the existing transition site from Commercial to recreational uses.

4. Critique of the Governments Conceptual Scheme

4.1 There are a number of issues that have been raised by the Wan Chai District Council ("WCDC") and also the Town Planning Board Members during the formulation of the proposed amendments. Some of these have been partially resolved, while others have not been adequately addressed. As the CHR site is the only large prime site left in the Wan Chai District it is clear that the opportunities that this site hold for the community should be carefully considered and optimised.

4.2 The common concerns raised have related to:-

- Inadequate provision of GIC facilities to make up the shortfall in the district;
- Need for well-planned public open space for the community;
- Issues relating to pedestrian access to the site;
- Concerns over traffic congestion;
- Visual and Air Ventilation Impacts from the design of the site;
- Retaining the Old and Valuable Trees appropriately;
- Some mechanism where the TPB can approve the Master Layout Plan of the Site to ensure that the design is reasonable; and
- Desire for the site to be more than just another standard street block in Hong Kong.

4.3 The TPB was essentially only presented with one conceptual scheme by Planning Department which does not meet the needs of the community currently or in the future. The scheme presented for discussion of the rezoning of the site, while meeting the specific government requirements, is a very constraining conceptual layout and does not provide a good basis for the best form of development and use of this important site. The public facilities provided are sub-

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optimal and the public open space is a fragmented layout which would prevent any real public enjoyment of the site.

4.4 Alternative schemes could have been presented which would have comparable air ventilation levels but with greater public benefits. The scheme was not presented as the final scheme. However, depending on the future lease conditions this may end up being the required scheme. More design flexibility should be provided in order to establish the site as a local focal point for the Causeway Bay community.

5. Need for a Vision

5.1 The overwhelming impression given from the documentation related to the governments Conceptual Scheme is that it is designed on the basis of constraints on the site. Insufficient weight has been given to establishing a vision that defines the role of CHR site in the long term future of this area. If that had been the starting point then different conceptual options could be derived.

5.2 The attached "Vision Statement" indicates a potential alternative which better utilises the site for community uses and open space. The main issue that comes out of the Vision Statement is that there needs to be flexibility included on the OZP to ensure that the optimal outcome can be achieved.

5.3 The major intention for the site should be to meet the community facilities and open space requirements. It is possible to have a greater range of community facilities in the site than that proposed in the OZP. The following **Table 1** indicates a more comprehensive mix of community facilities that can readily be accommodated on the site. It is not necessary to exclude any of these facilities:-

Table 1 : Proposed Government and Community Facilities

	Facility	Area Served	Floor Area
1	District Court	Regional	70,000m^2 GFA
2	District Health Centre	District	1,000m^2 NOFA
3	Child Care Centre	Local	531m^2 NOFA
4	District Elderly Centre *	District	572m^2 NOFA
5	Community Hall *	Local	1,260m^2;
6	Study Rooms *	Local	200m^2
Total Floor Area (excluding District Court of 70,000m2)			3,563m^2
Total Floor Area of G/IC uses			73,563m^2

*Additional facility proposed in this representation

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6. Comprehensive Design

6.1 As with the design of any urban space, there are always alternatives that can be considered and it then becomes an issue of determining priorities and potentials. In this respect the relevance of the indoor space and open space to the urban setting in which it is located is important. Also there is the need to consider how these spaces can be best used to meet the needs of the future community which will live and work in the area.

6.2 The location, configuration and the use of the indoor and outdoor spaces on the site become extremely important in determining the overall success of the new development. These outdoor spaces should not be just the space left over after designing the buildings, but should be given a priority emphasising "place-making" within the site.

6.3 The community uses within the site need to be carefully related to public accessibility, related to pedestrian movement throughout the site and adjoining areas, movement to and from both the commercial and court facilities. They also need to be related to satisfying the needs of the future community that they will serve. There is a need to clearly identity these uses and to allow for them to be properly accommodated within the site. The OZP proposal is to not make any special GFA requirement for this community use, but to just balance the required floor space for the commercial and community uses. The CHR site needs to be considered as a community focal point for the Wan Chai District.

6.4 If the constraints on building height for the site of 135mPD and maximum floor space for the commercial site of 100,000m^2 and 70,000m^2 for the court are accepted, then the challenge is to present these in the best way, so as to enable the community use of the remaining indoor and outdoor areas.

6.5 The total site should be considered in a comprehensive way to achieve the best outcome. The conceptual scheme developed by Planning Department does not successfully bring together all of the factors needed to achieve a new successful urban focal point. The dominating factor in the design of the site is the splitting of the site into two by the introduction of a new ground level road in an east-west direction. This division is further exacerbated by the requirement for air ventilation gaps in a north-south direction splitting both the buildings and open space into small dimensions which will ensure that they are inefficient and ineffective.

6.6 An Expert has reviewed the government's Air Ventilation Assessment (AVA) and has considered the alternative design proposed in this Representation and advised on its formulation. The conclusion is that the alternative design will achieve a similar or better level of air ventilation through and around the site. (See **Appendix 1**). The OZP has indicated that the future developers of both the G/IC(2) and the C(2) site will be required to undertake a quantitative AVA. If that is to be done, then there is no need to specify the dimensions of the air ventilation gaps in the Explanatory Statement of the OZP.

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7. The Role of the Town Planning Board in Achieving the Vision

7.1 The TPB members have expressed concerns over the proposed layout of the development on the site and the problems of achieving an integrated design and optimising the community outcome. The answer from government has been that these will all be considered by government departments under the future lease though the submission of a Master Layout Plan. The Explanatory Statement(ES) in paragraphs 8.1.3 and 8.5.6 does not include a Vision. These paragraphs only include details of dimensions and building gaps based on the layout plan presented by the Planning Department.

7.2 The Vision as expressed in this document needs a high degree of flexibility to allow the designers to achieve the best outcome. This will not be achieved through the stipulation of minute details in lease conditions.

7.3 The TPB can perform an important role in considering and approving a Master Layout Plan for the site. In this case the most comprehensive outcome would be achieved if the court development could be included in the same Master Layout Plan as the commercial and community aspects. The vehicular and pedestrian access proposals and the landscaping for example, could then be integrated. The actual development of the court portion and commercial portion could be undertaken by separate agencies. For best achieving the total integration of the whole CHR site, then it could be rezoned to "CDA".

7.4 Should the court site not be able to be incorporated within the same zone, then the C(2) zone Notes could require the developer to submit a Master Layout Plan for the approval of the TPB after purchase of the site. A similar approach has recently been taken by the TPB for the C(4) site on the Mong Kok OZP.

8. Mong Kok OZP Model

8.1 One possible solution to allowing the required flexibility within the OZP but to also allow an element of control and oversight by the TPB would be to follow the example in the Proposed Amendments to the Notes of the Draft Mong Kok Outline Zoning Plan No. S/K3/31. From the Remarks to the Notes of the Commercial Zone of the Mong Kok OZP:

"(6) On land designated "C(4)",for any new development or redevelopment of an existing building, a layout plan shall be submitted for the approval of the Town Planning Board. The layout plan should include the following information:

(i) The area of the proposed land uses, the nature, position, dimensions, and heights of all the buildings (including structures) to be erected on the site;

(ii) The proposed total gross floor area for various uses and facilities;

(iii) The details and extent of GIC facilities, parking, loading/unloading and public transport facilities, and open space to be provided within the site;

(iv) The alignment, widths and levels of any footbridges, elevated walkways and roads proposed to be constructed within the site;

(v) The landscape and urban design proposals within the site;

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(vi) Programmes of development in detail; and

(vii) Such other information as may be required by the Town Planning Board."

8.2 The example from Mong Kok is relevant in that the TPB introduced the proposal as an amendment to the OZP to meet some of the concerns expressed by Representors at the Hearing. The TPB is at the same stage in relation to the Wong Nai Chung OZP. The Notes quoted in paragraph 8.1 are relevant and it would also be desirable to require the submission of an AVA.

9. Proposed Amendments to Meet the Representation

There are two options that are proposed for amendment to the OZP to meet the representation.

9.1 *Option 1 : Rezone the whole of the CHR Site to "Comprehensive Development Area"*

9.1.1 The reason for proposing this option is to provide a comprehensive development for the whole of the site. Under the CDA zone a Section 16 application would need to be submitted to the TPB for approval. This would be done by the future purchaser of the site and the layout plan would have to integrate the court development with the community uses, the public open space and the commercial development. By doing this the TPB would be able to approve the optimal development of the site, including the relationship of the court buildings, public access through the site and to the neighbourhood, the location and accessibility of the community facilities, and the location and form of the commercial development.

Changes to the Zoning

The proposed zoning is illustrated in **Figure 1** which is included on an extract from the OZP. The G/IC (2) zone and the C(2) zone would be rezoned to "CDA".

Changes to the Notes to the OZP

The Notes to the GIC(2) and C(2) zones would be replaced by a new set of Notes. The usual Notes for the CDA zone from the Master Schedule of Notes would be appropriate with the inclusion of the maximum or minimum GFA figures for the Court and for the commercial development.

Changes to the Explanatory Statement

It is proposed that a more comprehensive explanation of the purpose and function of the site be included in the ES. This could stipulate the need to provide the relevant floor space for the community uses listed in **Table 1** above. As a quantitative AVA will be required there should be no stipulation of building gaps. The need to provide a landscape deck over the access road through the site should also be required. It should be worded so as to promote good urban design and it could be based on the content of the Vision Statement that accompanies this Representation.

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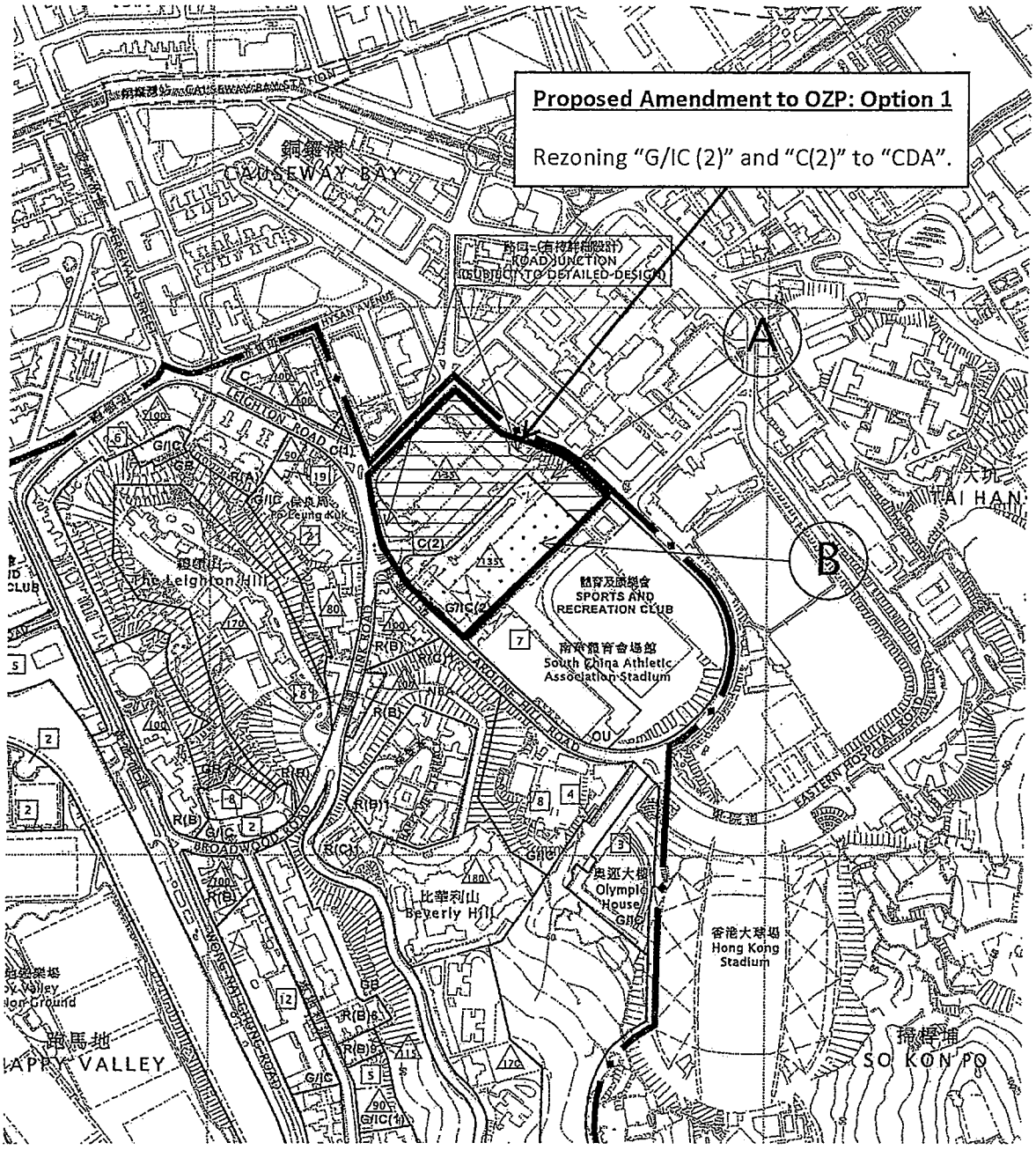

Figure 1: Option 1 : Proposed zoning change to CDA

9.2 ***Option 2 : Retention of the C(2) zone and G/IC(2) zone on the Plan but changes to the Notes and Explanatory Statement***

Changes to the Notes to the OZP

9.2.1 The G/IC(2) zone is retained unaltered. This option excludes the G/IC(2) zone from the need to be part of the layout plan to be submitted, because it is for a Court which is a specialized

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government building. The Notes for the G/IC(2) zone therefore remain unchanged. However additional elaboration is proposed in the ES relating to the Vision for this site.

9.2.2 It is proposed that the Notes to the C(2) zone be amended to include additional wording specifically relating to the need to submit a layout plan and to include the community floor area.

9.2.3 In view of the importance of the site as a community focal point it is considered necessary to specifically require the provision of a minimum floor area for community use in the Notes. It is therefore proposed that Remark (3) for the "Commercial" zone be amended to read as follows:-

"On land designated "Commercial (2)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 100,000m^2, or the gross floor area of the existing building, whichever is the greater, and it shall include the gross floor area of Government, institution or community facilities as required by the Government. The floor area for community facilities shall be not less than 3,500m^2. A public transport facility for minibuses and a public vehicle park of not less than 125 parking spaces shall be provided. A public open space of not less than 6,000m^2 shall also be provided."

9.2.4 The need to include a requirement for the submission of a layout plan for approval by the TPB, similar to that applied to the Mong Kok OZP, should be included by the addition of the following paragraph to the Notes:-

"On land designated "C(2)", for any new development or redevelopment of an existing building, a layout plan shall be submitted by an application under section 16 of the Town Planning Ordinance for the approval of the Town Planning Board. The layout plan should include the following information:

(i) The area of the proposed land uses, the nature, position, dimensions, and heights of all the buildings (including structures) to be erected on the site;

(ii) The proposed total gross floor area for various uses and facilities;

(iii) The details and extent of GIC facilities, parking, loading/unloading and public transport facilities, and open space to be provided within the site;

(iv) The alignment, widths and levels of any footbridges, elevated walkways and roads proposed to be constructed within the site;

(v) The landscape and urban design proposals within the site;

(vi) A quantitative air ventilation assessment;

(vii) Programmes of development in detail; and

(viii) Such other information as may be required by the Town Planning Board."

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Changes to the Explanatory Statement to the OZP

G/IC(2)

9.2.5 Changes to the G/IC(2) Zone ES are proposed to better reflect the importance of the site and to delete some of the detailed requirements, such as the actual dimensions of the proposed building gaps. As a quantitative AVA is required for a government project then that is adequate control and may result in a better building form by allowing the Courts to be located in one tower releasing open space for public use. The following amended paragraph 8.5.6 indicates the new wording by underlining and the ~~deleted words~~:

"8.5.6 The "G/IC(2)" is part of an important community and commercial development site at Caroline Hill Road. It is important that the development of the site be integrated closely with the adjacent community and commercial facilities in terms of pedestrian linkages, vehicle access, landscaping and building massing. This site is earmarked for accommodating a district court for future expansion of judiciary facilities. The building should be designed as significant public building reflecting its status and function. Development and/or redevelopment is restricted to a maximum gross floor area of 70,000m 2. The Landscape Master Plan for the site shall preserve the OVT (No. EMSD WCH/1) and stone retaining wall along the southern periphery of the site. ~~shall be preserved.~~ Existing trees found within the site including those situating on and/or abutting the stone retaining wall shall also be preserved and protected as far as possible throughout the development process with sensitive construction method and building design. The building massing shall maximise the opportunity for open space and landscaping within the site. ~~According to the findings of AVA 2018, a clear building gap of not less than 20m in width above 22mPD in a northwest-southeast direction involving the OVT (No. EMSD WCH/1) across the site shall be provided for facilitating better air ventilation in the area.~~ As part of the design process for the court building(s) a quantitative AVA shall be undertaken ~~at the detailed design stage~~ to identify the optimal location of the building(s) and any open areas for ventilation ~~the exact alignment of the building gap and/or other~~ enhancement measures and to ascertain their effectiveness.

C(2)

9.2.6 Changes need to be made to the ES for the C(2) zone to include statements regarding the vision for the site and to take account of the new requirement for the submission of a layout plan to the Board for approval. The additional community facilities need to be mentioned and the overly detailed design requirements need to be more generalised. This will leave the future developer with more flexibility to design a better form of the development for the Board to approve.

"8.1.3 The "C(2)" site is intended as an important community focal point in conjunction with the adjacent court development and commercial development. The community component will be provided by the commercial developer as part of the development. In order to ensure that the site is developed in a comprehensive manner so as to fulfil its function as a community focal point, a layout plan with supporting technical information will be submitted for approval by the Board through a Section 16 application. ~~For the "C(2)" site,~~ Development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 100,000m^2 of which not more than 10,000m^2 shall be allocated to retail uses. ~~with due consideration of the traffic capacity in the area.~~ The community facilities will require a floor area of not less than 3,500m^2 and will include a District Health Centre

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~~with a Net Operating Floor Area (NOFA)~~ of about 1,000m^2 a ~~and~~ Child Care Centre ~~with a NOFA~~ of about 531m^2, a Community Hall of about 1,260m^2, District Elderly Centre of about 572m^2 and Study Rooms of about 200m^2 . ~~shall be provided.~~ A public transport facility for minibuses (underground), a public car park (underground) of not less than 100 private cars parking spaces and 25 commercial vehicles parking spaces shall be provided. A minimum of 6,000m^2 of open space shall also be provided and be open to the public. The open space shall be designed to enhance visual openness and to ensure easy accessibility by the public, ~~the open space shall be provided in the eastern portion facing Caroline Hill Road and at-grade in the northern portion fronting Leighton Road.~~ The future developer will be required to make a landscape submission as part of the layout plan for approval by the Board. ~~under lease~~. The Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern and eastern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved where possible. Existing trees found within the site and trees situating on and/or abutting the stone retaining walls shall also be preserved as far as possible. ~~According to the findings of AVA 2018, a clear building gap of not less than 25m in width across the central portion of the site (assuming podium-free design) in a northwest-southeast direction involving the OVT (No. HKP WCH/1) shall be provided to facilitate better air ventilation in the area.~~ The future developer shall undertake a quantitative AVA at the detailed design stage to identify the optimal location for the proposed building(s) and provision of adequate air ventilation to the site and surrounding areas.~~exact alignment of the building gap and/or other enhancement measures and to ascertain their effectiveness.~~ Podium-free design is also encouraged with a view to maximising the opportunities for at-grade greening, tree preservation and enhancement of air ventilation at pedestrian level. Besides, the future developer shall reserve a ~~n underground~~ connection point within the site for the possible pedestrian link ~~subway~~ to MTR Station which is subject to further feasibility study."

10. Conclusion

10.1 Hysan has a long history in Causeway Bay. Hysan prides itself on a forward thinking approach to developments which lead the way in sustainability and design, and also foster a sense of community. This Representation presents a vision for the development of the CHR site as a place for the Community.

10.2 The need for the government to optimise the future community use and development of the site, and to create a unique and sustainable contribution to the neighbourhood has driven Hysan to make this representation to help show to the Board how the CHR site is capable of meeting the diverse needs of the community and the government.

Yours faithfully,

I.T Brownlee,
For and on behalf of
Masterplan Limited

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Appendix 1

Critique of Air Ventilation Assessment

ARUP

Subject Critique on the Air Ventilation Assessment for the Site at Caroline Hill Road

Date 22 July 2019 **Job No/Ref** 5263-01

1 Introduction

The Ove Arup & Partners Hong Kong Ltd. has been appointed by Hysan Development Projects Ltd. To support their representation to be made to Outline Zoning Plan (OZP) of Wong Nai Chung Caroline Hill Urban Park in Causeway Bay.

1.1 Study Area

The Study Area is about 2.7 hectares which is bounded by Leighton Road and Caroline Hill Road in Wong Nai Chung as indicated in Figure 1. Area to the east to south quadrant are generally low-rise nature as highlighted in cyan in Figure 1.

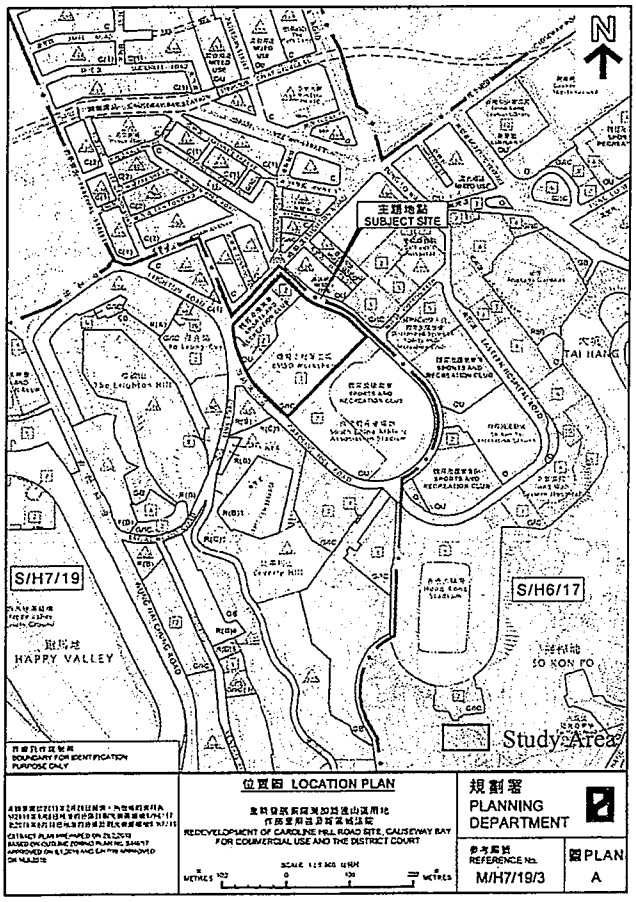


Figure 1 The location of the Study Site and its surroundings (Source: TPB)

2 Wind Availability

Refer to the RAMS data published by Planning Department, the Site is sitting in the middle of 2 grid as indicated in Figure 2. Comparing the wind roses at these 2 grids, the annual and summer wind roses at 200m are very similar. Annual and summer wind roses at grid (x: 083, y:033) are shown in Figure 2, as an example, that the annual and summer prevailing winds are NE/ ENE/ E winds and E/ SSW/ SW winds, respectively.

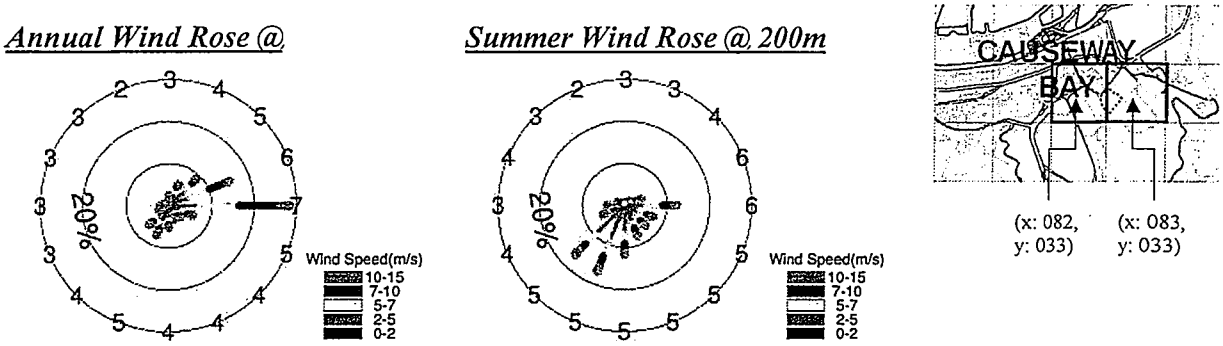


Figure 2 Annual and summer wind roses at 200m at grid (x: 083, y:033) [1]

3 Proposal for the Study Area

This proposal presents another scheme that could make better use of the open space for the public; while the 2 breezeways are retained. Besides, the terraced podium would also fit in the current site formation while having more GI/C spaces in it to fulfil the public needs.

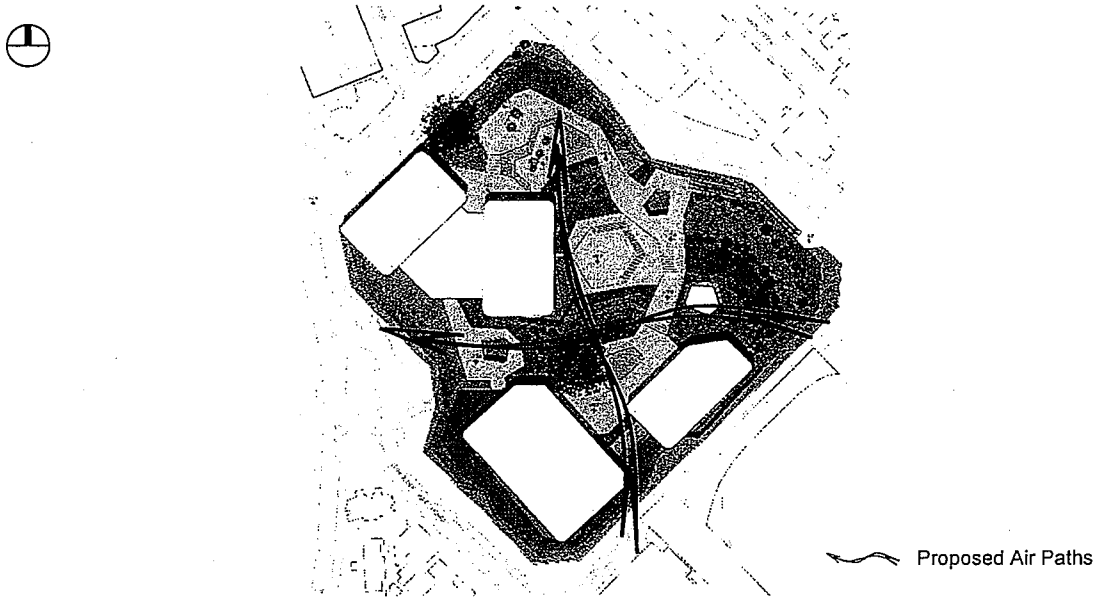


Figure 3 The Proposal

[1] https://www.pland.gov.hk/pland_en/info_serv/site_wind/site_wind/083033.html

To allow users of those space underneath the landscape deck, five voids (red areas in Figure 3) are strategically provided to enhance the wind environment and daylight condition therein.

4 Qualitative Expert Evaluation on Wind Performance

4.1 NE, ENE and E Winds

The presence of high-rise development in the NW-NE quadrant, the incoming NE wind would flow along Leighton Road and reach the Site. The terraced podium would help diverting the incoming wind towards the landscape deck. On the other hand, the incoming wind skimming over those low-rise development (like Caroline Hill Court, Lei Ha Court, Lei Wen Court and Lei Ka Court, blue shape in Figure 4) would be captured by the towers of the Site.

The provision of voids near towers within the Site would facilitate wind penetration towards the street level and minimize the ventilation impact by the landscape deck.

The incoming wind would travel through the E-W oriented breezeway such that the wind availability of the leeward area (such as Silverwood, Caroline Height, Caroline Garden and some adjacent GI/C developments, orange shapes in Figure 4) would not be significantly reduced.

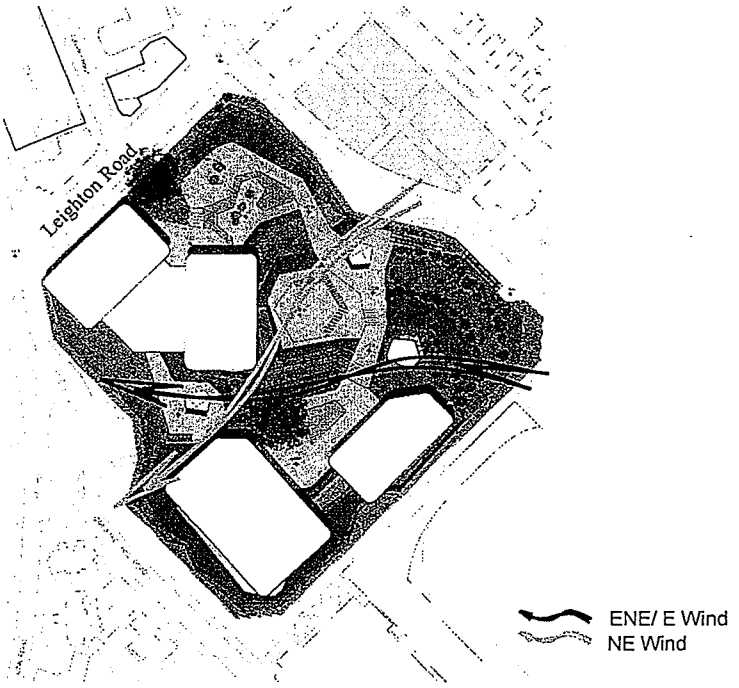


Figure 4 Wind performance under NE/ ENE/ E Winds

The wind environment on the leeward area of the Site would be further enhanced under ENE/ E wind as the alignment of E-W oriented breezeway is more desirable for wind penetration. The highlighted voids would be more effective in bringing downwashed wind towards street level.

4.2 SSW and SW Winds

Although a slope is located further to the south and southwest of the Site, the incoming wind would be expected to flow along the road network (especially Caroline Hill Road and Link Road) towards the Site. The low-rise nature of residential clusters near Happy View Terrace would also allow the incoming wind to skim over and reach the Site.

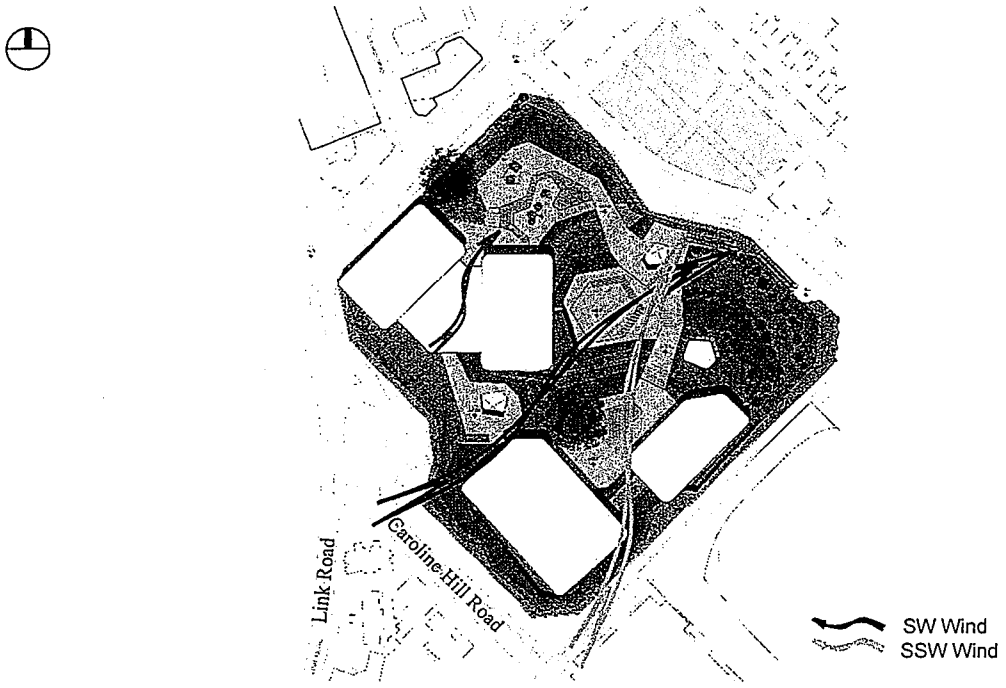


Figure 5 Wind performance under SSW and SW winds

The breezeways would also help summer prevailing wind to ventilate across the Site and serve the leeward area (such as Caroline Hill Court, Lei Ha Court, Lei Wen Court and Lei Ka Court, blue shape in Figure 5).

The disposition of commercial towers would form a funnel that allow the incoming wind (purple arrow in Figure 5) to enhance wind performance in Causeway Bay Area where usually encounters calm wind environment.

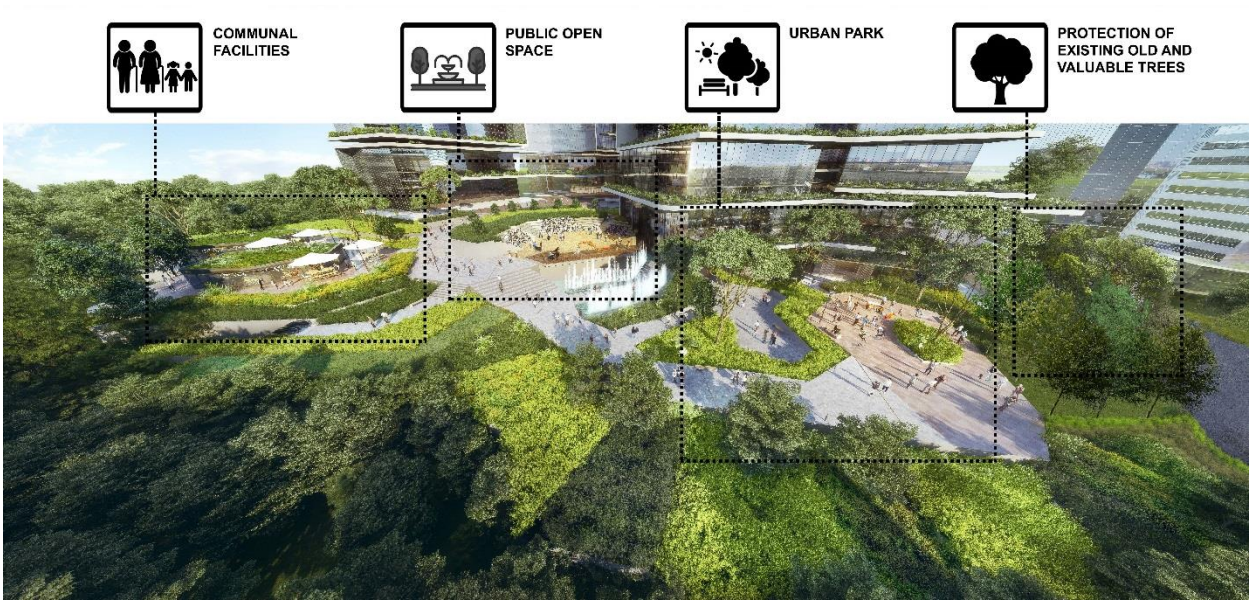
The voids highlighted in red in Figure 5 would divert the downwashed wind to enhance the wind environment underneath the landscape deck.

5 Conclusion

Qualitative Air Ventilation Assessment, in form of Expert Evaluation, has been conducted to assess the wind performance of the Proposal. With 2 breezeways facilitating annual and summer wind conditions and strategically provision of voids near towers, there is no significant adverse ventilation impact would be expected under both annual and summer wind conditions.

CAROLINE HILL ROAD

An Urban Park Development Opportunity



Vision Statement

Hysan Development Projects Limited

Introduction

The redevelopment of the rezoned site at Caroline Hill Road (the "CHR" site) is a unique opportunity for integration and growth of the Causeway Bay area. It also provides a chance to establish a new community role for this land.

Three Components

In preparing the zoning for the CHR site the TPB has accepted three important components:-

1. Provision of new community facilities to serve the population of Wan Chai District;
2. Provision of land for the relocation of the Wan Chai Courts so that the Hong Kong Convention and Exhibition Centre can expand.; and
3. Addition to the commercial importance of Causeway Bay as a focus for office decentralization.

A Unique Urban Design Opportunity

As with the design of any urban space there are always alternatives that should be considered. It then becomes an issue of determining community priorities and potentials and seeing which scheme best meets these criteria.

The design of the space within the site to fit the urban setting in which it is located is important. The indoor spaces must relate to the outdoor spaces and together they must meet the needs of the future community which will live and work in the area.

The CHR site provides an opportunity to do something special in urban design terms. There is a need to look carefully at linkages to the surrounding areas and to look at how the internal space can be effectively used to meet the requirements, while providing an important public open space. There is a need to start with a Vision and try to achieve it, rather than to start with a list of constraints.

The Planning Department prepared a conceptual scheme for discussion of the rezoning of the site. This is shown in Figure 1. While meeting the specific government requirements, it does

not provide for the optimal form of development and use of this important site, and other options should be considered.

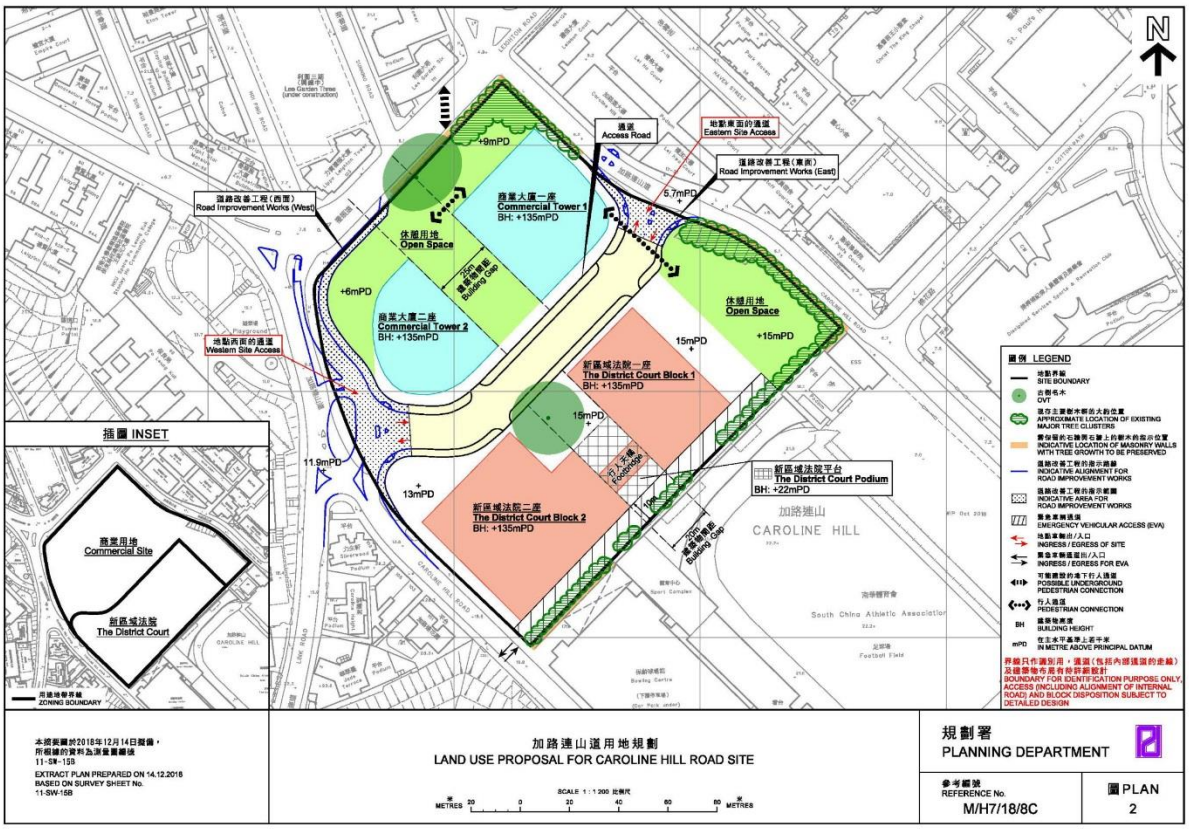


Figure 1 : Conceptual Scheme Prepared by Planning Department to determine the Zoning

The Planning Department's conceptual design splits the site into small spaces and small buildings. The road across the site and the gaps between buildings result in small areas of open space. The community elements are not given significance and are dominated by the courts and the commercial components. The building blocks and the form and location of the spaces around them seem to be dominated by a particular interpretation of air ventilation around the buildings. The internal characteristics of the spaces created within the proposed buildings have not been given importance, as illustrated in the 2-tower design for both the court development and the commercial development. The efficiencies to be obtained, both internally and externally appear to have not been optimised. There is a need for a clear vision for the site.

A Vision

The driving vision for the site should be to achieve the optimal arrangement to meet functional community needs. Community needs are more than provision of community facilities. They include the overall functioning of the physical premises in meeting the needs of the community in terms of the judicial functions, the recreational and cultural functions, the transportation and connectivity functions, and the employment and economic functions. It should be sustainable in the broad sense of the concept – environmental, social and economic. It should be the focal point for community and social interaction and growth.

Figure 2 Caroline Hill Road as an Urban Park

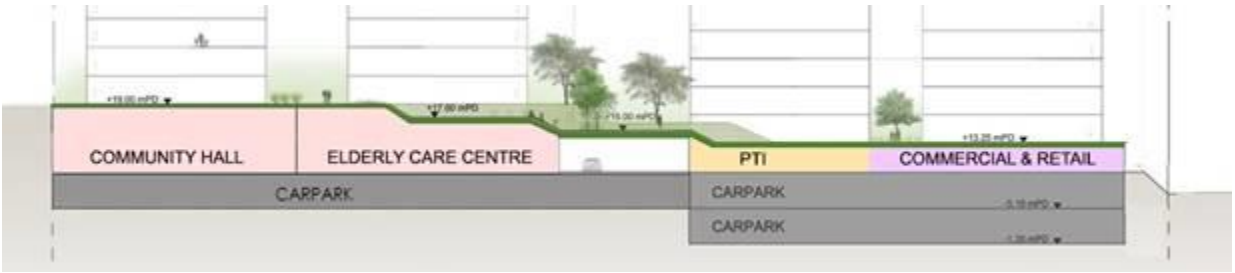


Figure 3 Terraced podium with stepping profile and edge planters for softer podium edge and better air ventilation

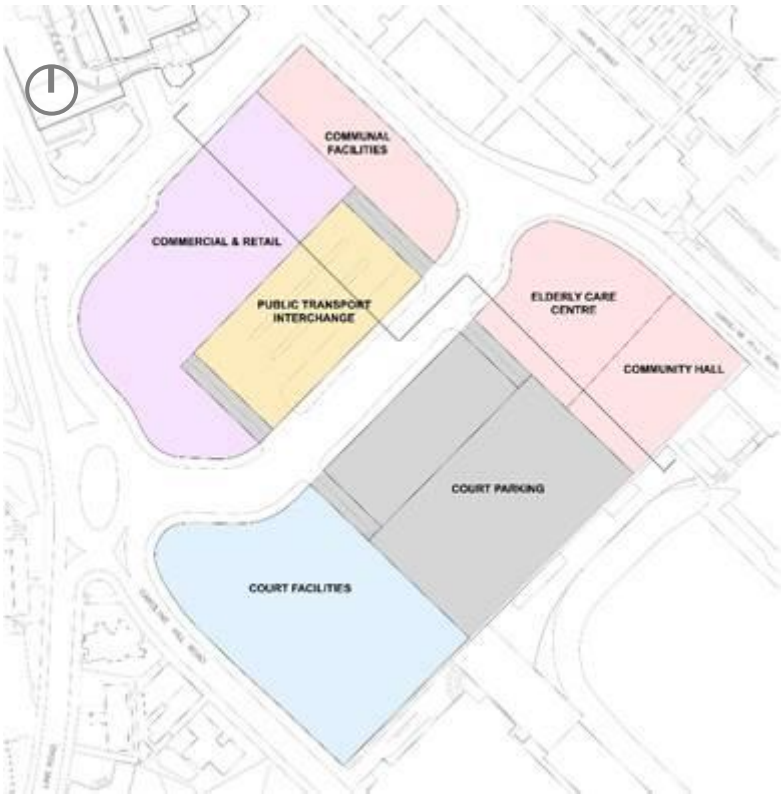


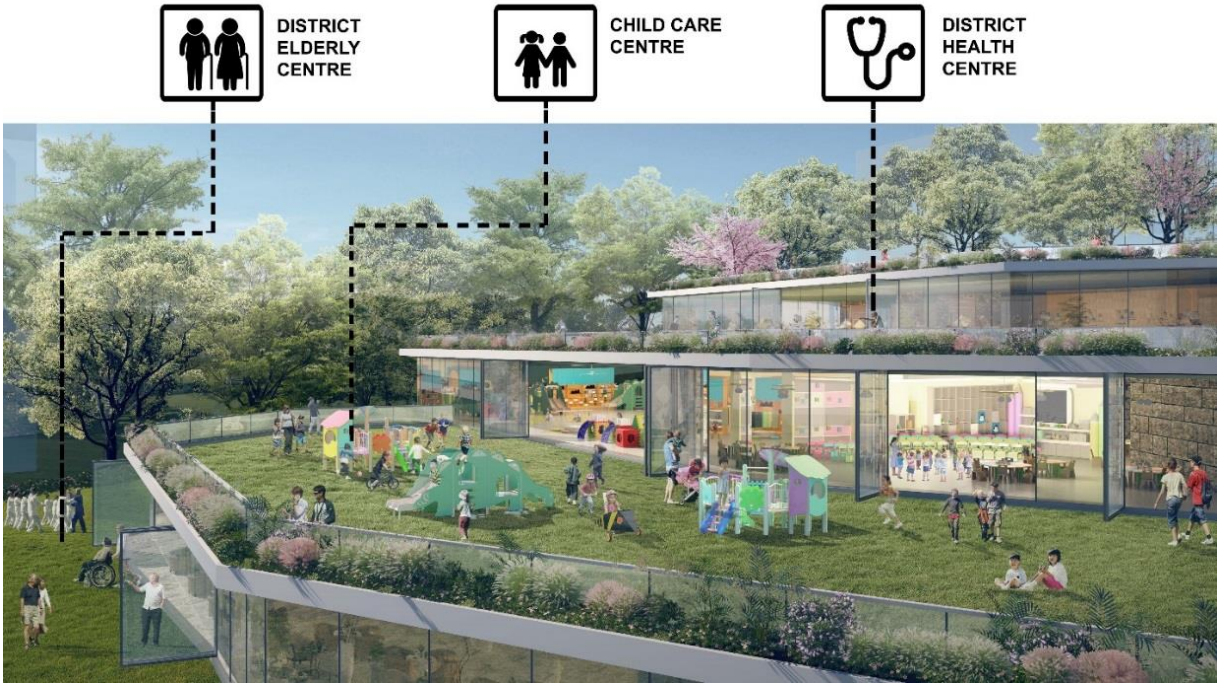
Figure 4 Ground Floor Layout Plan

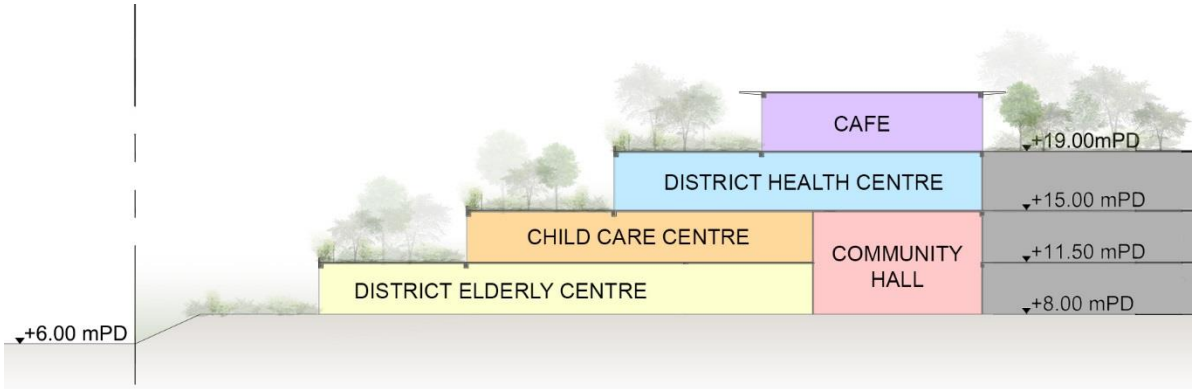
There are three components which can be used to express this vision - “Community”, “Sustainable and Green” and “Smart”.

Community: A Node of Compatible Uses

The CHR site is large enough to include significant government and community facilities. The OZP proposes the District Court, a District Health Centre and Child Care Centre. This is a convenient location which can meet many community requirements for Wan Chai District residents. The Wan Chai District Council asked for a Civic Centre and for a Residential Care Home for the Elderly (RCHE) which have not been included. An elderly residential use on the site is not really compatible with the court function or with the commercial function. But other elderly and civic functions are compatible.

If the CHR site is suitable for a District Health Centre and a Child Care Centre, then it can become a node of compatible community facilities. It is possible to expand the range of community facilities to include a District Elderly Centre, a Community Hall and study rooms. These are all compatible with and supplement the main community use, which would be the District Health Centre. The Vision should include an objective of meeting long term needs of different sectors of the community in this way. Part of this Vision should include a system of pedestrian connections. The CHR site should have an effective, pleasant series of pedestrian connections with other areas in the vicinity, from the Causeway Bay MTR Station and leading to the Hong Kong Stadium.





Figures 5 & 6 Community Facilities accommodated in a stepped podium and integrated with the landscape

Table 1 : Proposed Government and Community Facilities

	Facility	**Area Served**	**Floor Area**
1	District Court	Regional	70,000m^2 GFA
2	District Health Centre	District	1,000m^2 NOFA
3	Child Care Centre	Local	531m^2 NOFA
4	District Elderly Centre *	District	572m^2 NOFA
5	Community Hall *	Local	1,260m^2;
6	Study Rooms *	Local	200m^2
Total Floor Area (excluding District Court of 70,000m^2)			3,563m^2
Total Floor Area of G/IC uses			73,563m^2

*Additional facility proposed

The components of the Government and Community Node at the CHR site could be as in Table 1. This mix of uses will provide a health service for all ages in the community, and facilities to meet the needs of the elderly, students and children. The Community Hall would become an important cultural and leisure point for the diverse groups who live in the locality and would accommodate a wide range of activities. Collectively these facilities would provide synergy for community involvement for people in the Causeway Bay area.

Sustainable and Green – Dominant Public Open Spaces

The Vision is to create a development on the CHR site which meets the highest standards of sustainable urban design and is an example of what should be achieved in Hong Kong. The dominant visual component is the significant multi-levelled green space which reflects the existing formation levels on the site. This expansive green area can be achieved by amalgamating the commercial development into one tower, and consolidating the open spaces into bigger areas and landscaping them better. Giving a priority to creating a high quality integrated urban park means that the road cutting the site into two should be covered and landscaped and become part of a significant public green asset. A stepped structure integrated with the formation levels could accommodate the community facilities.

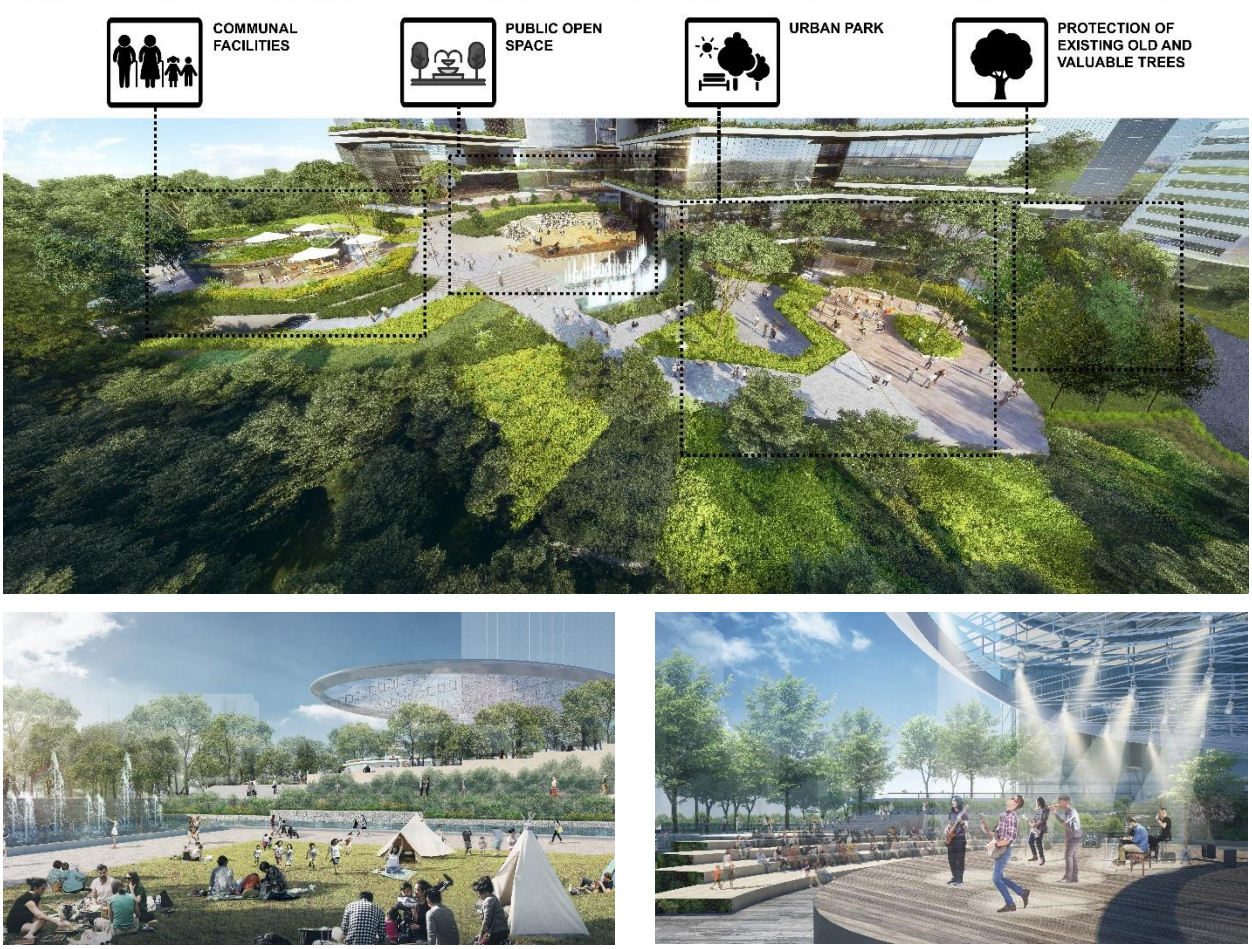


Figure 7, 8 & 9 Caroline Hill Road site as an Urban Park

The green features required by the OZP scheme are the protection of the existing Old and Valuable Trees, particularly the wall trees, and the requirement for a minimum of 6,000m^2 of open space accessible to the public. There is a requirement that the public open space be at grade facing Leighton Road and on the eastern portion of the site facing Caroline Hill Road.

The only other green reference is to air ventilation. Air ventilation is just one component to be taken into account when designing an urban scheme. The application of the air ventilation requirements to the government's conceptual plan is given more significance than required. By considering both the annual & summer wind conditions, adequate air ventilation through the site can be achieved without specifying the detailed dimensions and location of gaps between buildings (detail design enables the settings to maintain the ventilation performance). Other sustainability matters also need to be addressed, such as meeting building permeability requirements, providing more significant greening and more space within the site for the public.

Figures 5 and 6 illustrate how this could take place, with the community uses at the lower levels integrated with the flowing open space through the site. The existing variations in site levels which rise away from Leighton Road can be utilised and natural air flows though the site incorporated into the park design and created by down-wash through gaps in the podium levels.

The buildings could be designed to meet standards of sustainable building design such as Beam Plus, China 3-Star, LEED and WELL.

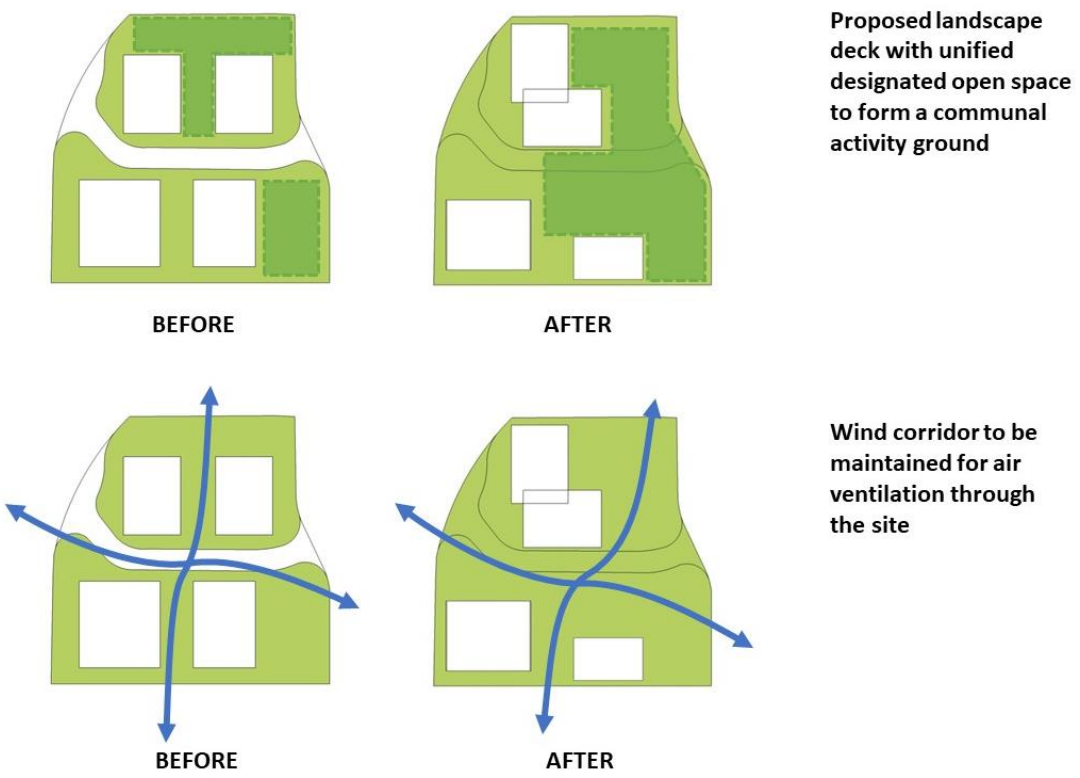


Figure 10 Wind corridor for air ventilation through the site

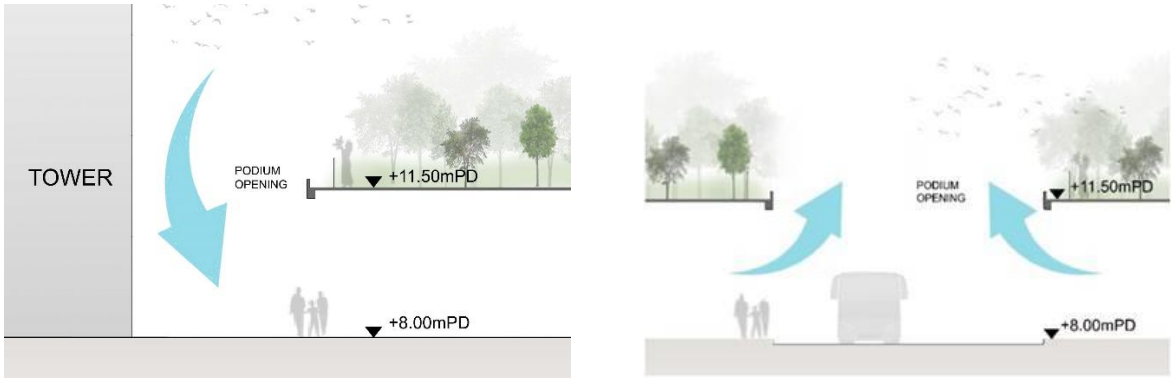


Figure 11 & 12 Down-wash through podium openings at the base of the buildings will help ensure good air ventilation to the lower levels

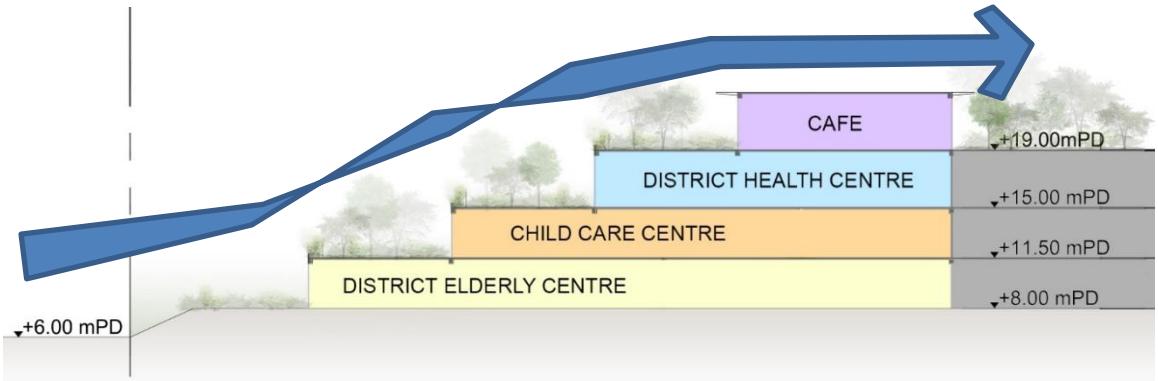


Figure 13 Terraced podium design facilitates air ventilation to the park (reference: HKPSG)

The public park would not just be a landscaped garden. It would be an area of pedestrian movement linking adjacent areas and separating people from cars. It would also be an area of communal activity including spaces for events and performances. The landscape is designed in a way to modify the microclimate of the garden area, by interacting with the sub-tropical Hong Kong weather characteristics, such as the dynamic solar and wind environment. Hence the usable period of thermal comfort throughout a year is maximized to 70% for activities. Extensive greenery will reduce heat island effect of adjacent areas at Causeway Bay. The park would provide external community areas related to the internal community facilities within the building. Holes and skylights are strategically distributed over the podium to allow wind downwash-effect from buildings to street level, and facilitate natural light penetration. The park is for the general public, and the entire development aims to achieve BEAM Plus Neighborhood Version 1.0 Platinum, with features on energy saving, water efficiency, site enhancement, community engagement and outdoor environmental quality.

To completely achieve this Vision it would be desirable that the design of the court buildings also be considered as an important component within this public open space, with public access through a garden environment into the court building. Courts have often been significant public buildings that become landmarks for the communities they are to serve. By accepting this need for a Vision, the court could be designed as an important architectural element which is a significant addition to the public amenity to be created in the CHR site.

Smart City

The nature and form of urban development is increasingly changing as the concept of "Smart City" becomes more a part of everyday life. The development on this site, including the court, the community facilities and the commercial space should include flexibility to accommodate changes in technology, transportation, retail and commercial activity. There is also a need to ensure that the community spaces are designed with a high technology component with capacity to accommodate changes in technology.

There is a need to up-grade the design and provision of the public transport facility. Natural ventilation should be provided from the down-wash created. Internally fully air conditioned waiting lounges with comfortable seating and electronic assistance to monitoring of passenger queuing and arrival of the minibuses should be provided. This transport facility is important for achieving high accessibility to the community facilities to be provided on the site. To encourage the use of public transport, a proper public transport terminus with a pleasant environment such as this should be provided in the CHR site, more than the layby proposed in Planning Department's scheme.

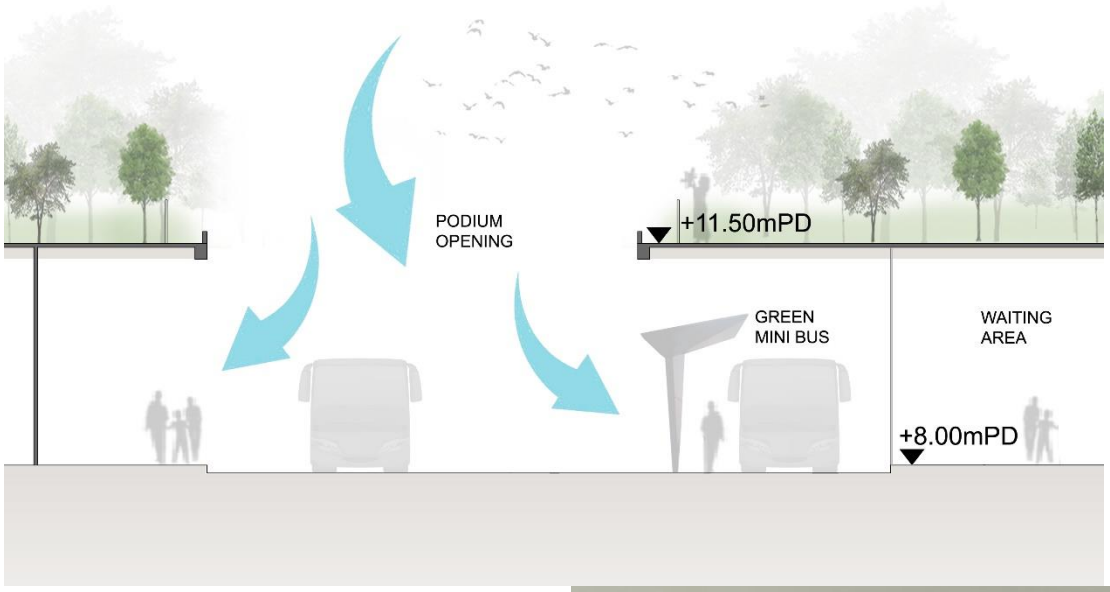


Figure 14, 15 & 16 Green Minibus Terminal with skylights and indoor waiting area creates a bright and ventilated Terminal.

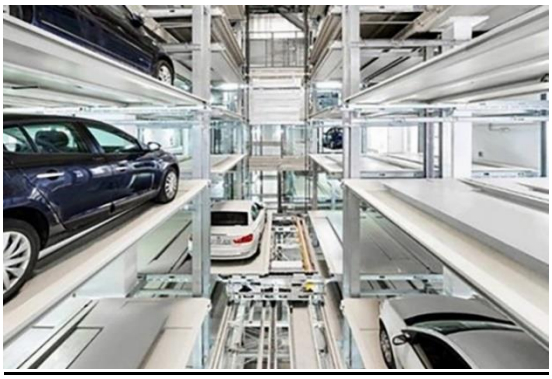
Provision of interactive digital screens broadcast minibus timings, weather and news info, free Wi-Fi connection, and phone charging ports can keep most passengers entertained while waiting.

Figure 17 Interactive digital screens

Automated Car Parking System

There is a requirement for a public car park of not less than 125 parking spaces and a public transport facility for minibuses. With constantly changing transportation components these should be provided to meet changing needs in transportation and in particular, the progression towards electric powered vehicles and artificial intelligence, and the use of smart technology in transportation management.

Implementation of automated car parking system can minimize car park area and hence allowing more area for non-parking purposes or green spaces. Meanwhile, it can also facilitate fast parking of cars and retrieval times for drivers, and improve drivers and passengers' safety without the need of walking through parking lots or garages. In addition, it also helps on reducing CO_2 emissions by eliminating the need for cars to drive while searching for parking spaces.



Figures 18 and 19 Automated car parking System

E-Parking System

Provision of online parking reservation system can allow drivers to book their parking space via both PC and Apps before their journey and hence reducing unnecessary traffic circulation on road network for searching vacant spaces. Besides, integration of online payment via mobile phone into the system can also help on reducing the processing time at the car park exit for better operation.

Figure 20 E-Parking System

Implementing a Visionary Scheme

Within the basic planning controls of building height and maximum permitted GFA, the controls on the design of the future development need to be flexible so as to achieve the best outcome. The preparation of a comprehensive design for the whole site could best be achieved if an overall Master Plan was prepared by one agency. The design, form and location of the buildings and open space on the whole CHR site need to be closely integrated. The current conceptual plan shows little integration of the court requirements with the whole of the Master Plan. If the criteria shown on the government's conceptual plan are carried forward to be included in lease conditions then the outcome will be a sub-optimal development on the site.

The Court Buildings

The scheme should be as flexible as possible by including specific technical design requirements for the court facilities, but not specifying precisely where they should be. The new court building (or buildings) should be presented as iconic representations of public architecture which reflect the role of the courts as venues for justice dispensed by the District Court, the Family Court and the Lands Tribunal. These important public functions should be presented in the building form and quality, and also in the way they relate to the neighbourhood and to the open spaces created around them.

The court site appears to be unnecessarily divided into two components by the air ventilation requirement. Before such a requirement predicates the whole form of the court buildings on the site, there needs to be a careful consideration of the need for the air ventilation corridor and then if it is required, the need for the width dimensions and location of the ventilation corridor.

An Expert in air ventilation evaluation has reviewed the proposals in of this representation and confirmed that there are alternatives which can achieve the air ventilation objectives while providing flexibility for other components to be optimised.

The Community Facilities

The community facilities are to be provided by the developer of the commercial facilities and the OZP requires the community floor space to be deducted from the total floor area available for

the commercial development, which is 100,000m^2. The Wan Chai District Council expressed requested that the priority should be for the provision of community facilities rather than for commercial development. Additional community facilities can be provided in the CHR site as proposed in Table 1. The floor area is 3,563m^2, only 2,033m^2 greater than that required by the OZP. This increase is insignificant in terms of the total development within the C(2) zone.

It is therefore possible to include a significant community component in the CHR site which will meet better meet community needs than the proposals on the OZP. A priority can be given to community facilities and it is not necessary to choose between one facility and another. Space is available.

The Public Open Space

The creation of a green park on the site must be a priority. At present it is the “left over space” after requirements for other uses. The division of the site in to small components, with a significant separation by the proposed road must be reconsidered. Significant useful public space over several levels can link the site together and enhance the sustainability of the whole development, both physically and socially.

The Commercial Component

The commercial floor space is the residual space permitted after meeting the community requirements. This creates a priority for achieving an effective and integrated community focal point for the locality. The commercial component is the means for ensuring good design and implementation of the total development. The commercial component will provide additional business and employment space which would complement the importance of Causeway Bay as an office node. It would also provide space for legal offices to support the court functions that will be located here.

The design controls should be flexible to promote the development of a Grade A office building on the site, including the opportunity to achieve an efficient floor plate to meet the changing requirements of commercial operators and to meet the highest standards of sustainable building design.

Comprehensive Design

The CHR site should be designed and implemented in a comprehensive way to achieve the best outcome. A truly comprehensive approach to the use of the site will need to start with a Vision such as outlined above.

The Role of the Town Planning Board In Achieving the Vision

The OZP does not contain a Vision for the future development within the C(2) zone and the G/IC(2) zone. It also does not contain a mechanism to ensure that a comprehensive design of the site will be achieved. The best way to achieve this would be to require the future development to be approved through an application to the TPB. Public comments on the proposal would also be possible through this process, rather than an internal process where only government departments would be involved.

Conclusion

A Vision for the development of this site has been presented in this submission. It should be included in the Explanatory Statement of the OZP. There is scope to include more community facilities and these should be required in the OZP. Flexibility should be provided to promote a comprehensive design, to minimise the impact of roads and to encourage creation of a significant public open space around the court and commercial buildings.

The suggestions included in this document, and the related proposals to change the provisions on the OZP, will go a long way towards achieving the high quality urban development that should be built on the CHR site.

Masterplan Limited

CONTINUE FROM NEXT PAGE 001

children and the aged to walk from MTR
Please considerate!

TPB/R/S/H7/20-7

城市規劃委員會
地址: 香港北角渣華道 333 號北角政府合署 15 樓
電話: 2231 4810, 2231 4835
傳真: 2877 0245, 2522 8426
EMAIL: tpbpd@pland.gov.hk

有關反對搬遷蘭芳道 21M 小巴總站

本人為龍華花園之居民，現就黃泥涌分區計劃大綱核准圖編號 **S/H/19A** 的修訂項目，反對將位於蘭芳道的 21M 小巴總站遷至加路連山道新建之商業樓宇地下總站。

新總站遠離銅鑼灣中心地帶，距離港鐵站更需要超過 10 分鐘步行路程，期間並無任何擔蓋，由於 21M 小巴仍本苑唯一的公共交通工具，大部份居民都倚賴其進出屋苑，因此計劃對本苑居民生活造成嚴重不便。

此致
城市規劃委員會

[redacted]

姓名：蘭文芸

日期：26/7/19

tpbpd

寄件者: [redacted]

寄件日期: 19日07月2019年星期五 11:24

收件者: 'tpbpd'

副本: [redacted]

主旨: OZP No. S/H7/20

TPB/R/S/H7/20-8

Dear Ms. Tse,

Thank you for your email.

Please be informed that my submission is in relation to the draft Outline Zoning Plan **OZP No. S/H7/20**. My HKID first four alphanumeric characters number is [redacted]

Best Regards,

Chan Sze Hung

From: tpbpd [mailto:tpbpd@pland.gov.hk]
Sent: Thursday, July 18, 2019 4:12 PM
To: [redacted]
Subject: RE: The Approved Causeway Bay OZP No. S/H6/17

Dear Sir/Madam,

I refer to your preceding email dated 16.7.2019.

Since the draft Outline Zoning Plan (OZP) number quoted in your submission is No. S/H6/17 and the content seems to relate to draft OZP No. S/H7/20. I would like to clarify which draft OZP your representation submission relates to. Your reply by 24.7.2019 is high appreciated.

Furthermore, your attention is specially drawn to the latest guidelines TPB PG-No 29B in relationship to the submission of representations / comments / further representation. In particular, if the full name and the first four alphanumeric characters of HKID card / passport number are not provided, the submission shall be treated as not having been made.

If there is any question, please feel free to contact me at 2231 4323. Thanks.

(Christina TSE)
Town Planning Board Secretariat

From: [redacted]
Sent: Tuesday, July 16, 2019 3:28 PM
To: tpbpd@pland.gov.hk
Cc: [redacted]
Subject: The Approved Causeway Bay OZP No. S/H6/17

Dear Sirs,

Please see the attached letter to the Town Planning Board Secretariat dated 16th July 2019 for your attention.

Best Regards,

Chan Sze Hung

tpbpd

寄件者: [redacted]
寄件日期: 16日07月2019年星期二 15:28
收件者: tpbpd@pland.gov.hk
副本: 'an'
主旨: The Approved Causeway Bay OZP No. S/H6/17
附件: SKM_C65819071615250.pdf

Dear Sirs,

Please see the attached letter to the Town Planning Board Secretariat dated 16th July 2019 for your attention.

Best Regards,

Chan Sze Hung

2199

CHAN SZE HUNG

[redacted]

16th July 2019

By email: tpbpd@pland.gov.hk and By Post

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road
North Point
Hong Kong

Dear Sirs,

Re: The Approved Causeway Bay OZP No. S/H6/17

I am a resident of Beverly [redacted] I strongly object to the re-zoning of the piece of land at the corner of Leighton Road and Caroline Hill Road for commercial purpose (**"the Land"**). The Land was previously occupied by the Hong Kong Government's Mechanical and Electrical Engineering Department which is a low density development.

The re-zoning of the Land into commercial area may entail high density commercial development which does not sit well with the predominately residential characteristic of the neighborhood and will also cause huge traffic congestion if the additional traffic already created by the developments known as Lee Gardens 1, 2, 3, 4, 5 in the vicinity is taken into account.

Further, its area is adjacent to So Kon Po and the stated purpose of the outline zoning plan is that the developments in So Kon Po are mainly for recreation and government, institution or community (**"GIC Use"**) excluding commercial use.

Hence, allowing high density commercial development in the vicinity of So Kon Po will defeat the whole purpose of the outline zoning plan.

Yours faithfully,

CHAN SZE HUNG

CSH/fw

TPB/R/S/H7/20-9

城市規劃委員會
地址: 香港北角渣華道 333 號北角政府合署 15 樓
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傳真: 2877 0245, 2522 8426
EMAIL: tpbpd@pland.gov.hk

有關反對搬遷蘭芳道 21M 小巴總站

本人為龍華花園之居民，現就黃泥涌分區計劃大綱核准圖編號 S/H/19A 的修訂項目，反對將位於蘭芳道的 21M 小巴總站遷至加路連山道新建之商業樓宇地下總站。

新總站遠離銅鑼灣中心地帶，距離港鐵站更需要超過 10 分鐘步行路程，期間並無任何遮蓋，由於 21M 小巴仍本苑唯一的公共交通工具，大部份居民都倚賴其進出屋苑，因此計劃對本苑居民生活造成嚴重不便。

此致
城市規劃委員會

姓名：黎明基 [redacted]

日期：24/7/19

城市規劃委員會
地址: 香港北角渣華道 333 號北角政府合署 15 樓
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此致
城市規劃委員會

姓名：黎明基 [redacted]

日期：24/7/19

779

TPB/R/S/H7/20-10

城市規劃委員會
地址: 香港北角渣華道 333 號北角政府合署 15 樓
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此致
城市規劃委員會

姓名：黎陽珠 [redacted]

日期：24/07/19

The distance is too far for young children and the aged to walk from MTR. Please considerate!

780

城市規劃委員會
地址: 香港北角渣華道 333 號北角政府合署 15 樓
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此致
城市規劃委員會

姓名：黎[redacted]

日期：24/07/19

The distance is too far for young children and the aged to walk from MTR = 7.80

Form No. S6 表格第 S6 號

For Official Use Only 請勿填寫此欄	Reference No. 檔案編號	TPB/R/S/H7/20-11	RECEIVED 24 JUL 2019 Town Planning Board
	Date Received 收到日期		

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

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

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

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

Full Name 姓名 / ~~名稱 (Mr. /Ms./Company/Organisation* 先生/女士/公司/機構*~~)

伍婉婷 Ng Yuen Ting, Yolanda

(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided)
(注意: 若個人提交，須填上與香港身份證／護照所載的全名)

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

Full Name 姓名 / 名稱 (Mr./ Ms./Company/Organisation* 先生/女士/公司/機構*)

(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided)
(注意: 若個人提交，須填上與香港身份證／護照所載的全名)

3. Details of the Representation 申述詳情

Draft plan to which the representation relates (please specify the name and number of the draft plan) 與申述相關的草圖 (請註明草圖名稱及編號)	The draft Wong Nai Chung OZP No. S/H7/20

* Delete as appropriate 請刪去不適用者
Please fill in "NA" for not applicable item 請在不適用的項目填寫「 不適用 」

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

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

Subject matters 有關事項@	Are you supporting or opposing the subject matter? 你支持還是反對有關事項?	Reasons 理由
將原有地帶分別改劃為「商業(2)」及「政府、機構或社區(2)」地帶	☐ support 支持 ☑ oppose 反對	該地帶規劃設計應以整體發展作考慮，不應切割為兩個獨立發展項目。
	☐ support 支持 ☐ oppose 反對	
	☐ support 支持 ☐ oppose 反對	

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

另附建議草圖。

If supporting documents (e.g. colour and/or large size plans, planning studies and technical assessments) is included in the representations, 90 copies (or 40 hard copies and 50 soft copies) of such information shall be provided.
若申述附有支持其論點的補充資料(例如彩色及／或大尺寸的圖則、規劃研究及技術評估)，則須提供 90 份複本(或 40 份印文本和 50 份電子複本)。

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

Please fill "NA" for not applicable item 請在不適用的項目填寫「 不適用 」

☑ at the appropriate box 請在適當的方格內加上 ☑ 號

敬啟者：

<u>就黃泥涌分區計劃大綱核准圖編號 S/H7/19 的修訂向城規會提出意見</u>

就黃泥涌分區計劃大綱核准圖編號 S/H7/19 的修訂，本人分別在本年 5 月 8 日及 7 月 4 日灣仔區議會會議上提出意見，包括土地用途、交通配套、行人道及公共設施等，並反對目前政府提出的方案。

是項規劃諮詢期間，本人收集了區內居民、不同持份者以及城市規劃專家意見，就有關方案提出建議如下：

1. 以整體發展規劃考慮，不應將法院用地與公共設施及商業用地切割為兩個獨立項目；
2. 增加社區用地：由原來建議的 3000 平方米增至 8000 平方米，以容納社區設計包括幼兒中心、康健中心、青年中心、長者護理中心等以回應社區需要；
3. 削減商業用地：建議將兩座大樓的設計改為一座，甚或轉為高低座設計，一方面改善城市通風、另一方面營造最佳城市空間布局，削減原商業總樓面面積最少三分之一，避免週邊交通道路超負荷，減少對周遭環境的影響；
4. 增加休憩用地：將綠化區域連貫融合為一體，營造出設計開放的公共空間。休憩用地面積由原來 6000 平方米增至 12000 平方米。
5. 改善交通配套：擴展五層地庫，包括兩層停車場、一層交通交匯處及兩層作其他用途。
6. 建議政府在項目範圍內，考慮設置地底及/或架空天橋連接系統，以便連接該發展項目與週邊地段，以便公眾到達。
7. 建議政府將項目內的兩個地段合併發展，以興建一個整合的大型地下停車場。相較分別建造兩個地庫的安排，節省成本並提高停車場的規劃和營運效率。

隨函另附建議方案，供委員會考慮。

此致
城市規劃委員會

RECEIVED
24 JUL 2019
Town Planning Board

灣仔區議員
伍婉婷
謹啟

2019 年 7 月 24 日

NEW OPTION FOR THE DEVELOPMENTS OF CAROLINE HILL ROAD SITE

加山用地新方案

- Ms Yolanda Ng, Wan Chai District Councillor
  灣仔區議員伍婉婷
- Dr Francis Cheung, Urban Designer
  城市設計師張量童博士

BACKGROUND
背景

- In her first Policy Address 2017, CE announced the plan of the construction of a District Court Complex at Caroline Hill Road to house the District Court, the Family Court and the Lands Tribunal.

  行政長官在2017年施政報告中提出，政府擬在加路連山道興建一座容納區域法院、家事法庭及土地審裁處的區域法院綜合大樓。

- The Caroline Hill Road site was originally intended for commercial development. Amendments to the relevant Outline Zoning Plan was required for the construction.

  加路連山道用地原本擬用作商業發展。為配合整個發展計劃，有關的分區計劃大綱圖需要作出修訂。

BACKGROUND
背景

- The Planning Department, together with concerned Government departments, had consulted WCDC on 8 May 2018 regarding the proposed developments at the Site. Members concerned about the site selection of the new law court and traffic impacts to the local district brought by the developments. Individual members suggested the Government to include in the site more community facilities that could benefit the entire Wan Chai district and also requested to consult WCDC again before submitting the rezoning proposal to the Town Planning Board.

  規劃署連同相關政府部門於 2018 年 5 月 8 日就用地的擬議發展諮詢灣仔區議會。議員關注新法院的選址及用地發展對該區的交通影響，亦有議員希望政府可於 用地加入更多可服務整個灣仔區的社區設施，並要求政府向城市規劃委員會提交改劃建議前再次諮詢區議會。

BACKGROUND
背景

- In January of this year, The Planning Department submitted the revised proposed developments at the Caroline Hill Road Site to the Wan Chai District Council (WCDC)

  至今年1月規劃署向區議會提交經修訂的擬議發展文件。

- The Caroline Hill Road Site will provide a total gross floor area (GFA) of not more than 170,000m2, including 100,000m2 for commercial use and 70,000m2 for the New District Court. (**Plan 1** and **Plan 2**)

  加路連山道用地擬議發展預計會提供不超過 170,000 平方米的總樓 面面積，包括 100,000 平方米的商業用途及 70,000 平方米作新區域法院(圖一及圖二)。

BACKGROUND
背景

- The Town Planning Board has announced amendments to the approved Wong Nai Chung Outline Zoning Plan in late May this year. The amendments mainly involve:

  今年五月底，城市規劃委員會（城規會）宣布修訂黃泥涌分區計劃大綱核准圖，修訂項目主要包括：

  1. Rezoning the northern and eastern parts of the Caroline Hill Road site fronting Leighton Road from "Other Specific Uses" annotated "Sports and Recreation Club" and "Government, Institution or Community" (G/IC) to "Commercial (2)" for commercial development; and

     加路連山道用地北面及東面、面向禮頓道的部分，由「其他指定用途」註明「體育及康樂會」地帶及「政府、機構或社區」地帶改劃為「商業（2）」地帶，作商業發展；

  2. Rezoning the southern part of the Caroline Hill Road site from "G/IC" to "G/IC(2)" for the establishment of the District Court and revising the site's building height restriction.

     加路連山道用地南面部分，由「政府、機構或社區」地帶改劃為「政府、機構或社區（2）」地帶，以興建區域法院，並修訂有關用地的建築物高度限制。

BACKGROUND
背景

- On 4th July, at the Wan Chai DC meeting, the council strongly objected the recent development plan proposed by the government regarding their suggestions on improving the transportation of CWB and the planning of ex-Electrical and Mechanical Services Department Headquarters Site at Caroline Hill Road. The council pointed out that while there is a lot of controversies on the recent planning on the aspects of transport support, environment and landscape, and floor area, the project may cause serious impacts to the residents.

  在7月4日舉行的灣仔區議會大會上，灣仔區議會強烈反對政府現行提出的銅鑼灣交通改善及加路連山道前機電工程署大樓改作商業用地的規劃方案，指出由於現行的方案於交通配套、環境及景觀、可建築樓面面積都存有很大的爭議，對區內居民造成嚴重的影響。

- The council requested the government to include communal facilities, civic centre and elements of public greening area, and study out a new proposal which fits the residents' needs better.

  灣仔區議會要求政府必須加入社區設施、文娛中心及公共綠化空間的元素，並擬定一個更切合當地居民需要的新方案。

- The council had passed a motion, requiring any new proposals have to be submitted to the council for discussion and approval before submitting to the Town Planning Board.

  灣仔區議會通過動議，要求任何新方案必須先提交灣仔區議會作討論，獲得通過後方能提交至規劃署及城市規劃委員會。

COMMENTS FROM DISTRICT COUNCIL
區議會意見

DEMAND FOR COMMUNAL FACILITIES
缺乏社區公共設施

- The Council had been asking for the provision of a civic centre at the location. Nevertheless, the Government not only ignored such community need, but also recovered the sites occupied by two recreation clubs to make way for commercial development. The Council urged the Government to consider how to compensate for the loss of the recreational and sports facilities due to commercial development.

  議會一直要求在加路連山道用地增建文娛中心。可是，政府不但忽視這項社區需求，並因發展商業用地而收回兩個體育會的用地。她促請政府考慮如何補償因商業發展而損失了的文娛康樂設施。

COMMENTS FROM DISTRICT COUNCIL
區議會意見

DEMAND FOR COMMUNAL FACILITIES
缺乏社區公共設施

- The Council agree that child care service was in short supply in Wan Chai. However, it doesn't mean that the health care and child care services should be provided at the expense of recreational facilities.

  認同區內的託兒服務遠遠供不應求，但不認為若要提供康健中心和幼兒中心，便必須犧牲文娛康樂設施。

COMMENTS FROM DISTRICT COUNCIL
區議會意見

AVOIDANCE OF CONGESTION
交通負荷過重

- Today's proposal which included the provision of a green minibus stand, a health care and a child care services center seemed to paint a rosy picture. However, traffic concerns raised by the Council earlier, including the severe traffic congestion at Caroline Hill Road and Leighton Road, had not been resolved at all.

  當局今天提出的方案看似美好，既有專線小巴站， 又有康健中心和幼兒中心。可是，議會之前提出的交通問題，包括加路連山道和禮頓道的嚴重交通擠塞，卻完全未曾解決。

COMMENTS FROM DISTRICT COUNCIL
區議會意見

AVOIDANCE OF CONGESTION
交通負荷過重

- It appeared that the TIA only covered a number of roads in the vicinity of Caroline Hill Road, while public concerns about other inner streets and the surrounding area of Hennessey Road, and the traffic condition on public holidays were not taken into account. Besides, if any additional public transport facilities would be provided, they should be included in the TIA as well.

  署方的交通研究似乎只圍繞加路連山道附近幾條街道，並未考慮居民對內街、軒尼詩道等一帶的關注，亦沒有納入假日的交通評估。此外，如加設任何公共交通設施，也應納入交通影響評估之內。

COMMENTS FROM DISTRICT COUNCIL
區議會意見

PLEASANT PEDESTRIAN JOURNEY
優化行人通道

- Caroline Hill Road was far away from the downtown of Causeway Bay. It was not a bad idea to encourage the public to walk. However, a pleasant walking experience should be provided to the public by ensuring easy accessibility and cleanliness of streets. In fact, making walking a pleasant experience was a key factor in today's city management. Since the CHR site was a newly developed area, the authorities should inject more innovative elements into the project.

  銅鑼灣市中心與加路連山道相距甚遠。鼓勵市民步行未嘗不可，但應為市民提供愉快的步行經驗，這包括確保道路暢通可達和整潔等。事實上，愉快的步行經驗是現代城市管理的要素。加路連山道既然是新發展用地，當局可加入更多創新元素。

LOCAL CONCERN
街坊意見

- Excessive commercialization of the future Caroline Hill Road site

  街坊擔心項目會過度商業化發展

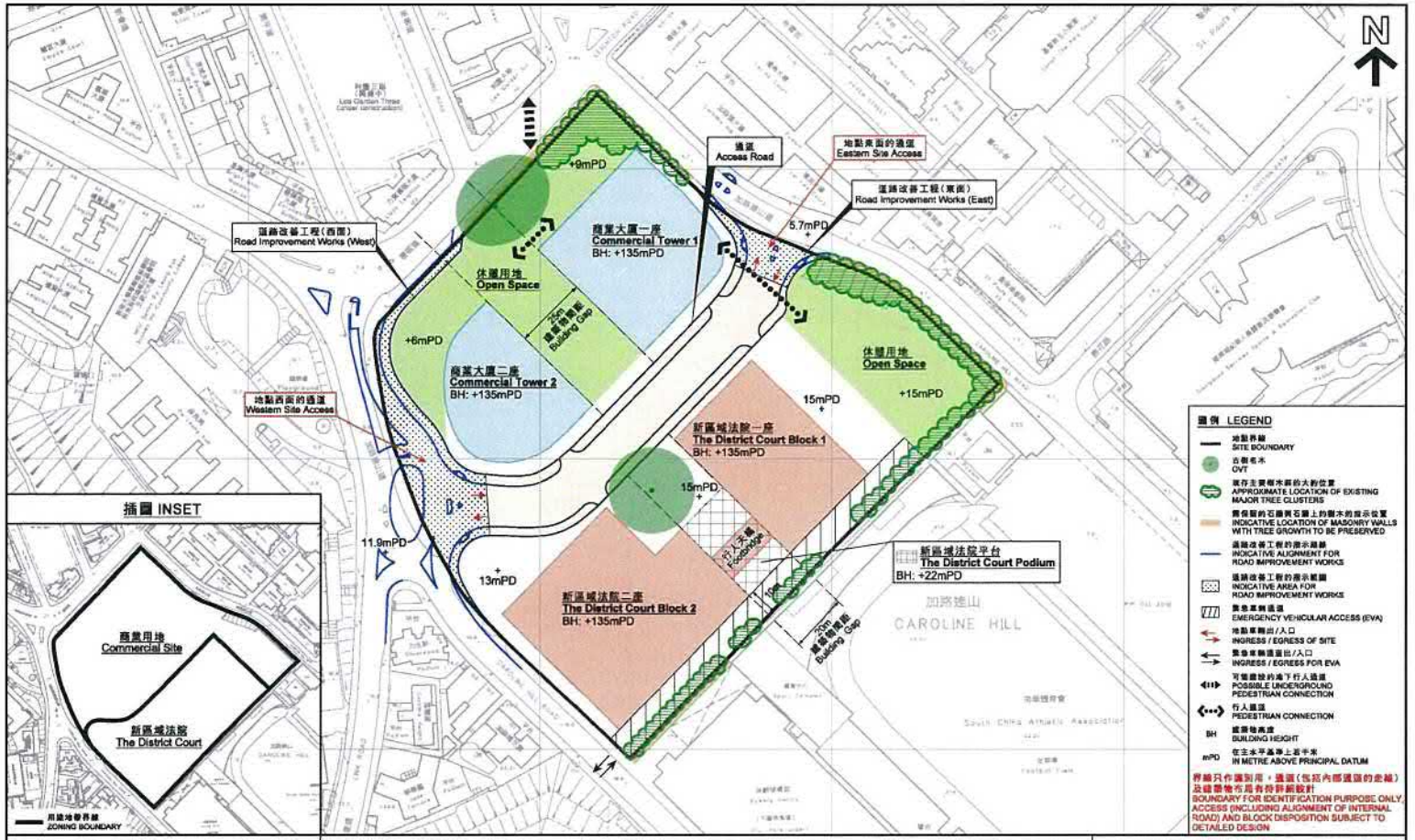
- The future commercial development could paralyze traffic in Causeway Bay

  街坊關注交通影響，銅鑼灣本來已經經常塞車，新商業發展區隨時導致交通大癱瘓

- New buildings on the site may affect ventilation and the local landscape

  加山用地建高樓大廈影響鄰近通風及景觀

GOVERNMENT PROPOSAL
政府提案



本圖摘錄於2018年12月14日繪製，所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 14.12.2018
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地規劃
LAND USE PROPOSAL FOR CAROLINE HILL ROAD SITE

SCALE 1 : 1,200 比例尺
米 METRES 20 0 20 40 60 80 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H7/18/8C

圖 PLAN
2

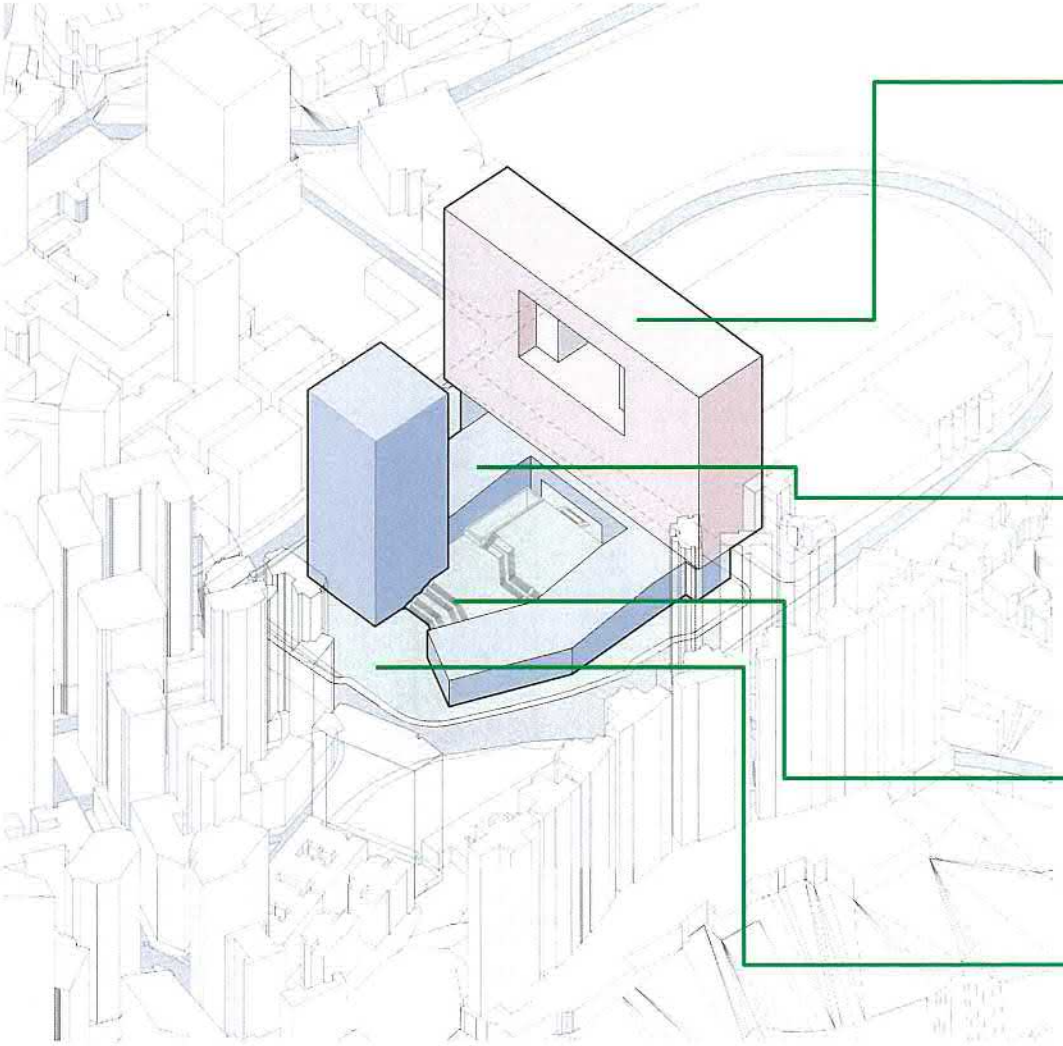
GOVERNMENT PROPOSAL
政府提案

OUR PROPOSAL

我們的設計方案

OUR SCHEME
我們的方案

OUR SCHEME
我們的方案



COURT COMPLEX
法院大樓

COMMERCIAL & COMMUNITY FACILITIES

ELDERLY CARE CENTRE, CHILD CARE CENTRE, COMMUNAL HEALTH CENTRE. YOUTH ACTIVITIES CENTRE, ELDERLY ACTIVITIES CENTRE, CIVIC CENTRE, ETC.

商業及社區設施

長者護理中心，幼兒中心、地區康健中心、青年活動中心、長者活動中心、社區會堂及其他

AMPHITHEATRE
露天廣場

ENTRANCE PLAZA
入口廣場

CONCEPT HIGHLIGHTS
設計重點

- **Increase community land:** From 3,000 square meters up considerably to 8,000 square meters. The new design will accommodate a wide range of civic facilities including an elderly care centre, a childcare centre, a district health centre, a youth activity centre and a community hall.

  增加社區用地：由原來建議的3000平方米倍增至8000平方米，可容納長者護理中心、幼兒中心和地區康健中心、青年活動中心、社區會堂等社區設施。

CONCEPT HIGHLIGHTS
設計重點

- **Reduction of commercial land use:** Reduce the number of commercial buildings from two to one, and the proposed commercial gross floor area by at least one-third to:

  i) improve urban ventilation
  ii) create the best urban space design
  iii) avoid worsening local traffic
  iv) lower the impact on the surroundings

  削減商業用地：建議將兩座大樓的設計改為一座，甚或轉為高低座設計，一方面改善城市通風、另一方面營造最佳城市空間布局，削減原商業總樓面面積最少三分之一，避免週邊交通道路超負苛，減少對周遭環境的影響。

CONCEPT HIGHLIGHTS
設計重點

- **Increase open space:** Integrating the green areas on the site can create a new public open space. The recreational space will be increased from 6,000 square meters to 12,000 square meters.

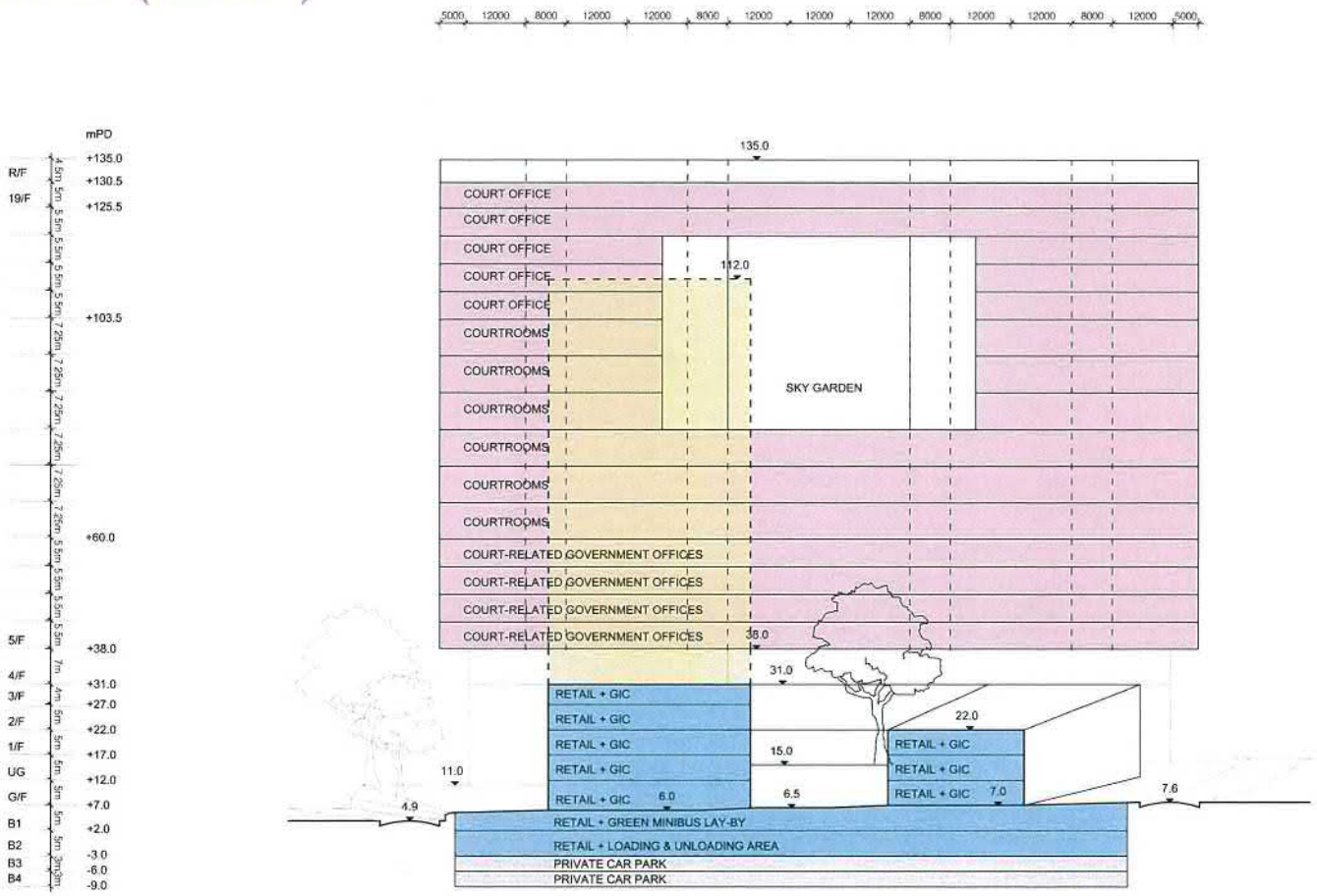
  增加休憩用地：將綠化區域連貫融合為一體，營造出設計開放的公共空間。休憩用地面積由原來6000平方米增至12000平方米。

- **Improve transport support:** Expand the site with a five-storey basement, which includes a two-storey car park, a public transport interchange and two floors for other purposes.

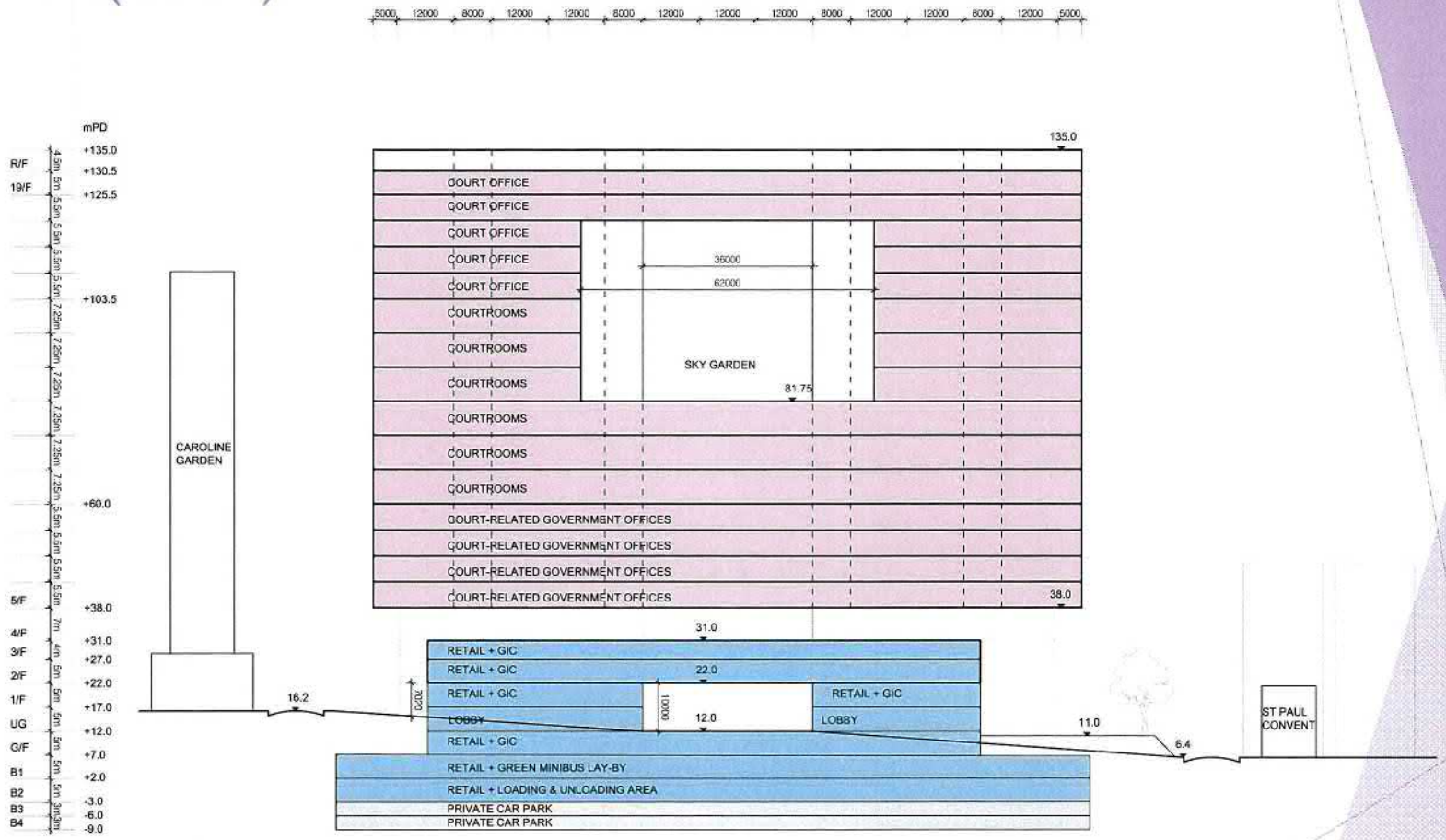
  改善交通配套：擴展五層地庫，包括兩層停車場、一層交通交匯處及兩層作其他用途。

LAYOUT PLAN
平面圖

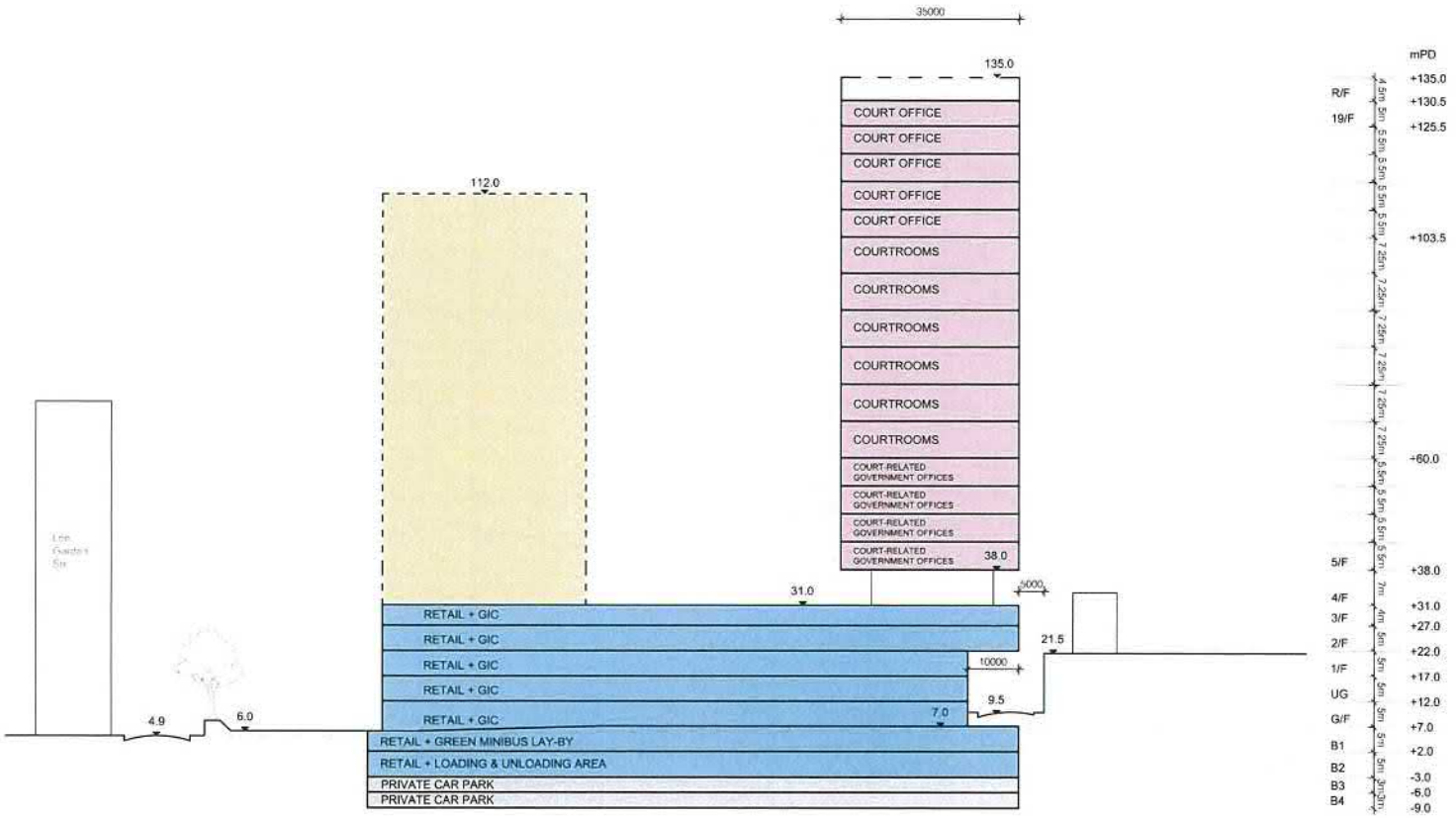
ELEVATION (NW)
立面圖 (西北)



ELEVATION(SE)
立面圖(西南)

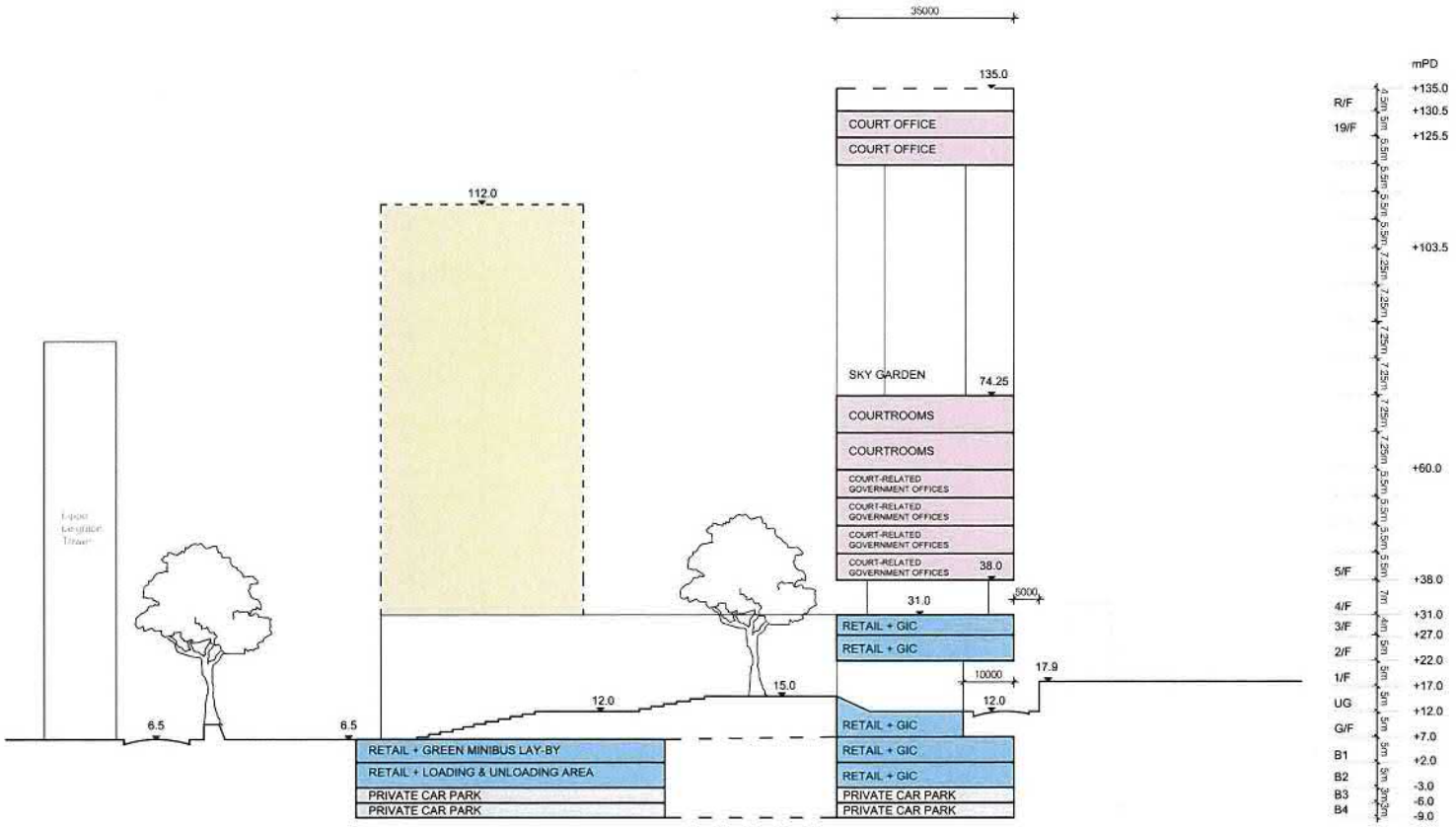


SECTION
剖面圖



SECTION A-A

SECTION
剖面圖

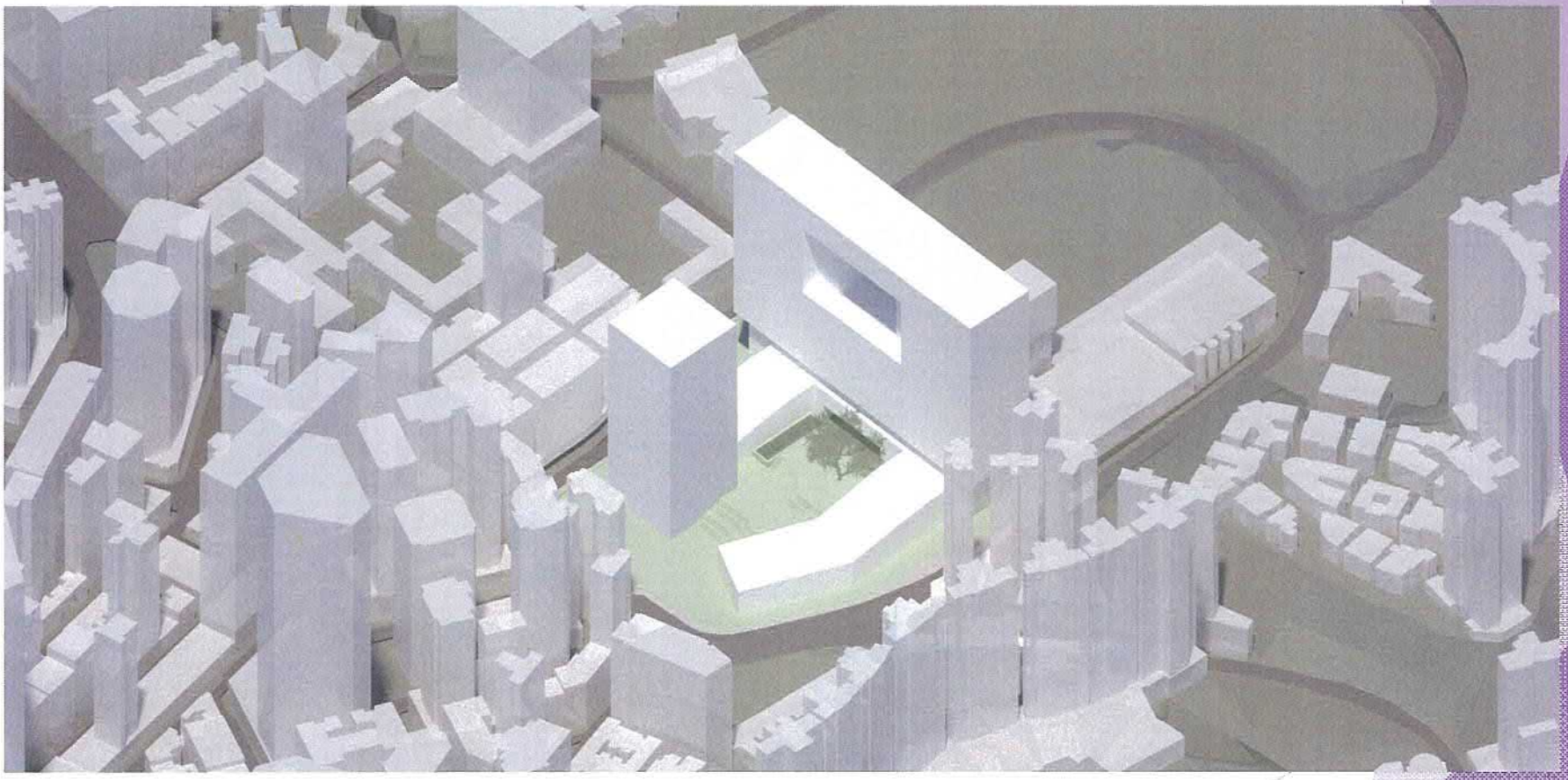


SECTION B-B

SCHEME COMPARISON
方案比較

GOVERNMENT SCHEME
政府的方案

SCHEME COMPARISON
方案比較



OUR PROPOSED SCHEME (BASE SCHEME)
我們的方案

SCHEME COMPARISON - DEVELOPMENT CONTENT
方案比較 -發展內容

		Commercial & G/IC	District Court	Total
Zoning Area		N/A	N/A	26,583 sqm
Development Site Area		Combined		26,583 sqm
GFA	Commercial	67,000 sqm*4	0 sqm	67,000 sqm
	G/IC	8,000 sqm	70,000 sqm	78,000 sqm
	Total	75,000 sqm	70,000 sqm	145,000 sqm
Plot Ratio		About 2.821	About 2.633	About 5.455
Building Height (max)		112mPD	135mPD	N/A
No. of Stories		4-24	21	N/A
Open space (sqm)		12,000sqm		12,000sqm
Commercial Parking Spaces	Car /LGV	337	N/A	337
	Motorcycle	17	N/A	17
G/IC Parking Space	Car /LGV	30	135	165
	Motorcycle	2	5	7
Loading	LGV	27		
and	HGV/Coach	15	14*3	77
Reloading	Taxi and Car	10		
Public Parking		125*2	Nil	125
Public Transport facilities		GMB Lay-bys: 105 sqm	Nil	N/A

Our Scheme

*1 Worst Situation in AECOM's traffic report

*2 125 including 100 for private car and 25 for commercial vehicles. The parking spaces for commercial vehicle shall include 15 for light goods vehicles, 5 for medium/heavy goods vehicle and 5 for coaches. subject to Transport Department's further consideration.

*3 For vehicles of Correctional Services Department and others.

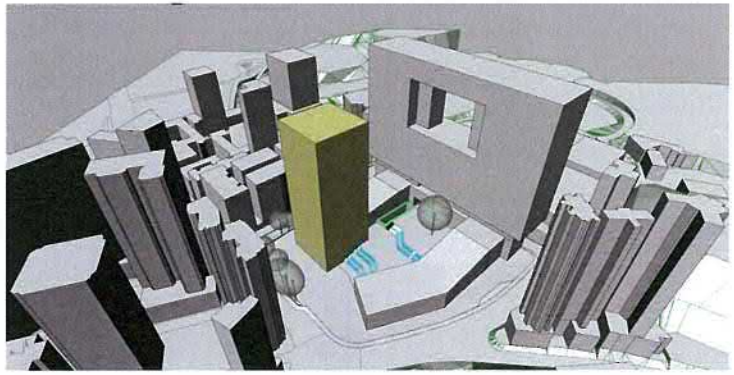
		Commercial & G/IC	District Court	Total
Zoning Area		15,963 sqm	10,620 sqm	26,583 sqm
Development Site Area		8,953 sqm	10,620 sqm	19,573 sqm
GFA	Commercial	96,726 sqm*1	0 sqm	96,726 sqm
	G/IC	3,274 sqm*1	70,000 sqm	73,274 sqm
	Total	100,000 sqm	70,000 sqm	170,000 sqm
Plot Ratio		About 6.264	About 6.592	About 6.395
Building Height (max)		135mPD	135mPD	N/A
No. of Stories		25-28	To be determined	N/A
Open space (sqm)		6000 sqm	N/A	6,000 sqm
Commercial Parking Spaces	Car /LGV	287*5	N/A	300
	Motorcycle	30	N/A	30
G/IC Parking Space	Car /LGV	13	135	148
	Motorcycle	1	5	6
Loading	LGV	28		
and	HGV/Coach	18	14*3	51
Reloading	Taxi and Car	7		
Public Parking		125*2	Nil	125
Public Transport facilities		GMB Lay-bys: 105 sqm	Nil	N/A

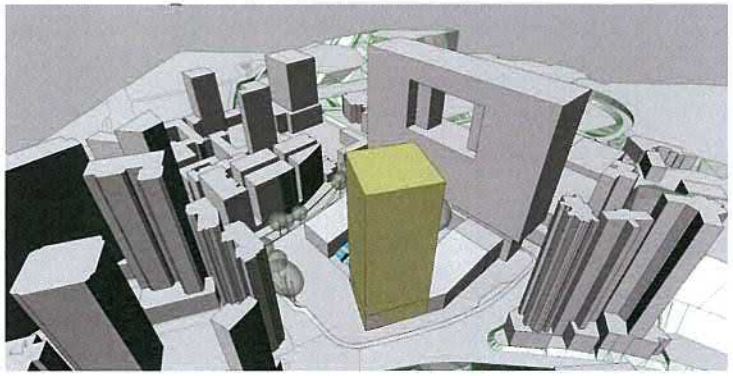
Government Scheme

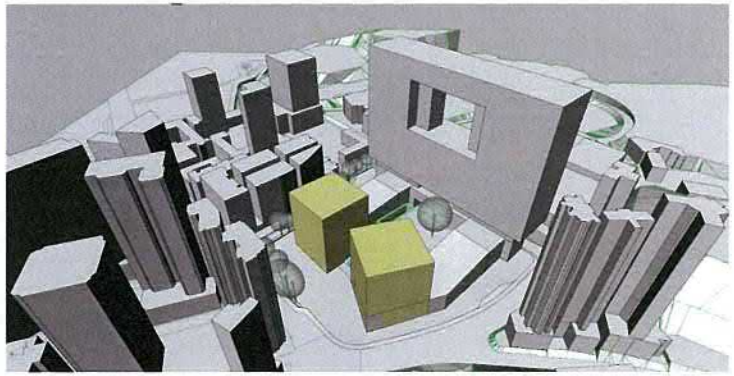
*4 Included 35000 sqm of retail GFA and 32000 sqm of office GFA.

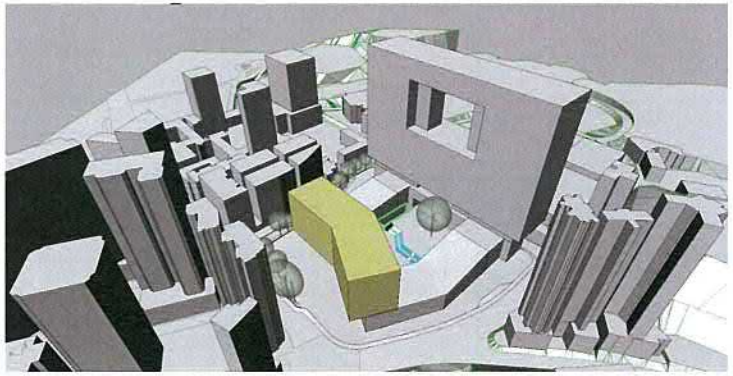
*5 Calculation based on AECOM's traffic report, in which 10000 sqm GFA of retail, 44000 sqm GFA of hotels and 42726 sqm GFA of office.

Alternative options of Allocating the Commercial floor areas in our Scheme
商業面積分布的可供選擇方案









OUR SCHEME
我們的方案

SCHEME COMPARISON – Air Ventilation
方案比較 - 城市通風效果分析 (地面)

Figure 3 wind speed of original proposal at 1.5m height in a typical day of summer

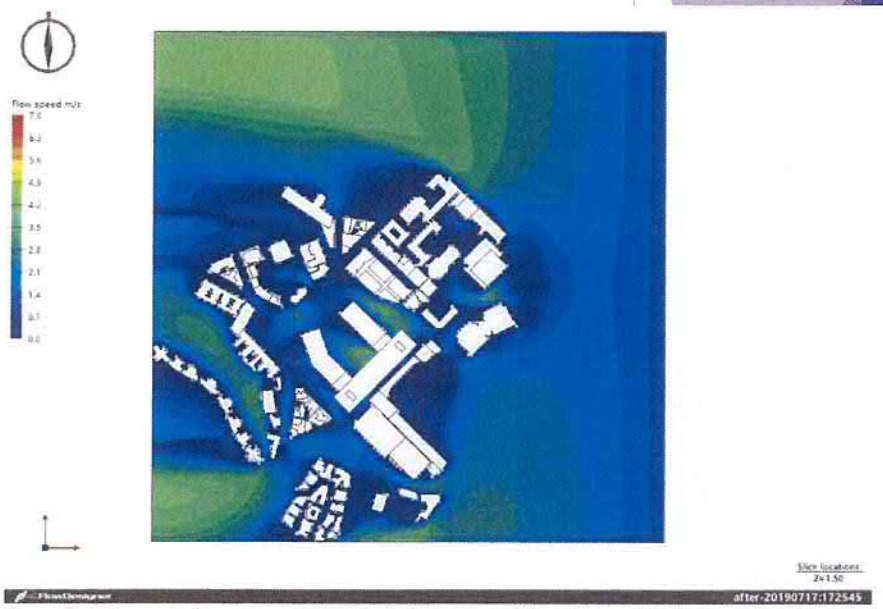


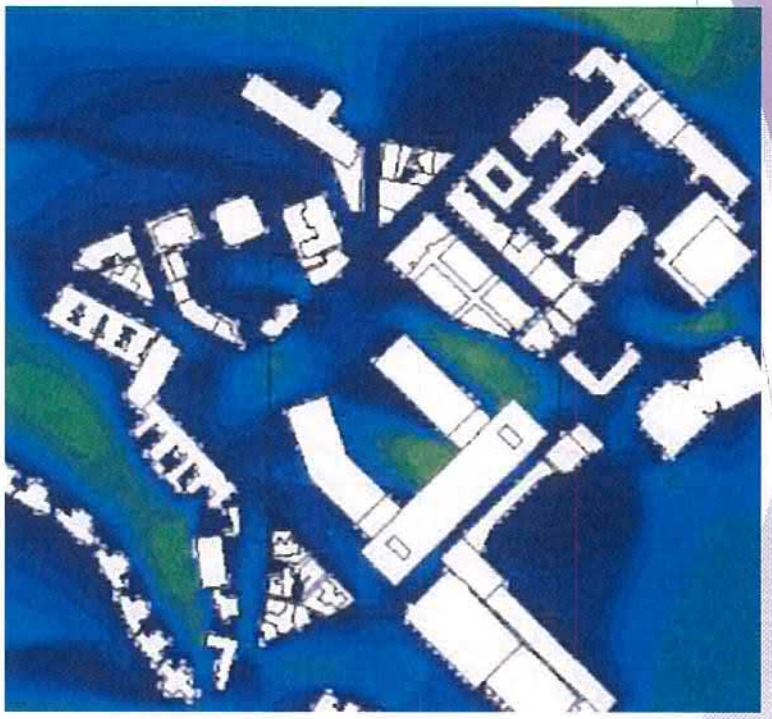
Figure 4 wind speed of new proposal at 1.5m height a typical day of summer

GOVERNMENT SCHEME
政府的方案

OUR SCHEME
我們的方案

SCHEME COMPARISON - Air Ventilation
方案比較 - 城市通風效果分析 (地面)

GOVERNMENT SCHEME
政府的方案



OUR SCHEME
我們的方案

SCHEME COMPARISON - Air Ventilation
方案比較 - 城市通風效果分析 (高空)

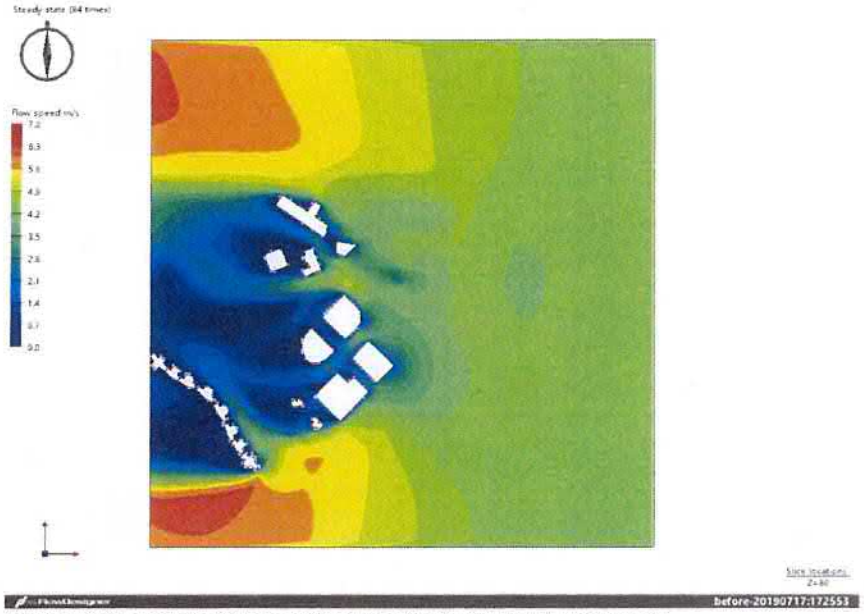


Figure 5 wind speed of original proposal at 85m height a typical day of summer

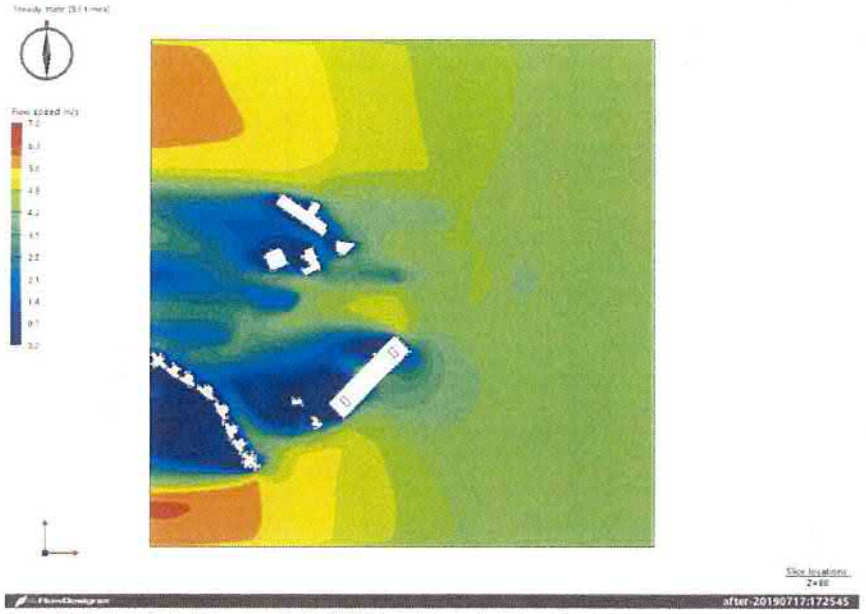
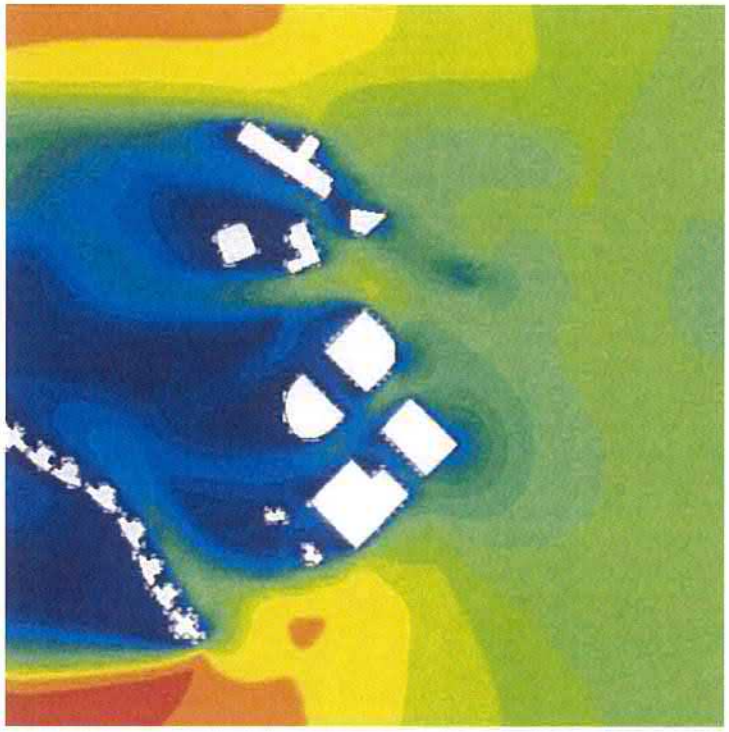


Figure 6 wind speed of new proposal at 85m height a typical day of summer

GOVERNMENT SCHEME
政府的方案

OUR SCHEME
我們的方案

SCHEME COMPARISON - Air Ventilation
方案比較 - 城市通風效果分析 (高空)



GOVERNMENT SCHEME
政府的方案

OUR SCHEME
我們的方案

TRANSPORT SUPPORT
交通配套

- PEDESTRIAN CONNECTIONS

  We strongly advise the government to consider overhead or underground pedestrian linkages connecting the site with the adjoining areas so as to improve public access and the pleasure of walking.

  建議政府在項目範圍內，考慮設置地底及/或架空天橋連接系統，以便連接該發展項目與週邊地段，以便公眾到達。

- INTEGRATED BASEMENT CARPARK

  An integrated underground carpark on an amalgamated site will offer higher efficiency in planning and provisions, reduce the costs of building two separate basements.

  建議政府將項目內的兩個地段合併發展，以興建一個整合的大型地下停車場。相較分別建造兩個地庫的安排，此安排可節省成本並提高停車場的規劃和營運效率。

TRANSPORT IMPROVEMENTS
交通改善設施

- PUBLIC TRANSPORT FACILITIES

  Provide 2 road side mini-bus and taxi stops and a Public Transport Interchange including mini-bus and taxi to create a more diverse transportation network for public access

  在項目範圍內設兩個路邊小巴及的士站及一個室內供小巴及的士停放的公共交通交匯處，方便交通接駁，以便公眾到達

- ROAD WIDENING

  Widen the roads along Leighton Road and Caroline Road to ease the traffic flow and avoid traffic congestion

  擴闊禮頓道及加路連山道以應對高流量交通，從而減少車流和交通影響

RELEVANT DC PAPERS
相關區議會文件

2018-05-08
35/2018 Rezoning of the Caroline Hill Road Site
改劃加路連山道用地
https://www.districtcouncils.gov.hk/wc/english/meetings/dcmeetings/dc_meetings_doc.php?year=2018&meeting_id=13505

2019-01-08
1/2019 Rezoning of the Caroline Hill Road Site
改劃加路連山道用地
https://www.districtcouncils.gov.hk/wc/english/meetings/dcmeetings/dc_meetings_doc.php?year=2019&meeting_id=15978

2019-07-04
43/2019 Written Motion on the Proposed Planning of ex-Electrical and Mechanical Services Department Headquarters Site at Caroline Hill Road*
關於加路連山道前機電工程署大樓用地的規劃方案的書面動議
https://www.districtcouncils.gov.hk/wc/english/meetings/dcmeetings/dc_meetings_doc.php?year=2019&meeting_id=15981

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-12

參考編號
Reference Number: 190724-165519-00127

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 16:55:19

「申述人」全名
Full Name of "Representer": 先生 Mr. 謝偉俊

「獲授權代理人」全名
Full Name of "Authorized Agent" :

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
S/H7/20 A項及B項	反對 Oppose	A 及B規劃將大大增加樂活區車流量，加劇原已非常嚴重交通擠塞問題。

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

建議參考「跑灣區關注組」修訂建議：

(1)改兩幢法院大樓為單幢，以釋放地面空間予公眾；
(2)只建一幢商廈，釋放地面空間予欲眾；
(3)將總體地積比率下調最少30%以減少對交通影響；
(4)遷移部份交通設施去地底，以減少佔用地面空間，例如上落客區、上落貨區、公共運輸交匯處等；
(5)將擬議發展的入口／出口點由兩個增至三個；
(6)增加加路連山道及棉花徑行車線；
(7)在連道、加路連山道及禮頓道交界，增設標準回旋處，以舒緩樂活道落山車龍；
(8)提供地下行人隧道將擬議發展連接港鐵站
(9)提供運動場地，彌補銅鑼灣維多利亞公園及摩頓臺損失的運動場地面積；
(10)提供社區設施，直接為跑馬地及銅鑼灣居民服務

tpbpd

TPB/R/S/H7/20-
13 to 18

寄件者: [redacted]
寄件日期: 24日07月2019年星期三 16:42
收件者: tpbpd
主旨: 就S/H7/20圖則提交申述（九）
附件: bind_clarisse.pdf; bind_carolinecourt.pdf; bind_concern.pdf; bind_1315A.pdf; bind_1719A.pdf; bind_leishun.pdf

致　城市規劃委員會：

附件內有 6 份就 S/H7/20 提出之申述，請參閱，謝謝。

楊雪盈議員辦事處　謹啟
二零一九年七月廿四日

817-822

楊雪盈議員辦事處 Office of Clarisse Yeung, District Councilor

香港銅鑼灣高士威道16-22號高威樓9樓F室
Unit F, 9/F, Causeway Tower, 16-22 Causeway Road, Causeway Bay, Hong Kong

5210 9120 clarisseysy@gmail.com 楊雪盈 Clarisse Yeung

致 城市規劃委員會秘書：

反對黃泥涌分區計劃大綱草圖S/H7/20

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：

1. 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。
2. 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。
3. 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。
4. 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展舖路。
5. 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。
6. 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。
7. 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。
8. 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

本人要求：

1. 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。
2. 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。
3. 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

4. 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性，並保留日照和通風。

5. 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。

6. 擱置小巴站搬遷的建議。

懇請城規會委員考慮本人上述意見及要求，重新審視大綱草圖對加路連山道政府用地的修訂。

灣仔區議員
楊雪盈　謹啟

二零一九年七月二十四日

申述人姓名：楊雪盈

申述人身份證號碼：[redacted]

申述人電郵地址：[redacted]

香港希雲街十三號至十五號 A 業主立案法團

TPB/R/S/H7/20-14

敬啟者：

本業主立案法團反對城規會於 2019 年 5 月 24 日就《黃泥涌分區計劃大綱草圖 S/17/20》提出申述，反對大綱草圖的修訂項目。

本法團認為更改土地為商業用途，以及放寬高度限制至 135 米，會對鄰近的交通、景觀、通風等構成嚴重負面影響。有關修訂的規劃文件，包括交通影響評估、景觀影響評估等，並未完全反映區內實際情況，鄰近居民的需求亦被漠視。

本法團亦就加路連山道的發展方案提出以下反建議：

1. 更改用地內的空間編排，將公共空間改置於南邊；
2. 調低法院大樓高度限制至 13 層；
3. 城規會亦應指示政府部門重新進行交通影響評估，並依照新的評估結果，考慮降低商業用地樓面面積；

希望城規會予以考慮上述建議。

反對大綱草圖的修訂項目的詳細理由及反建議的詳情載於本信件之附件內。

此致

城市規劃委員會秘書

二零一九年七月十五日

申述人： 香港希雲街十三號至十五號 A 業主立案法團

申述人代表姓名：Ling Wing Kei Danny

申述人代表身份證號碼：[redacted]

地址：[redacted]

THE INCORPORATED OWNERS OF 13-15A, HAVEN STREET
香港希雲街十三號至十五號A業主立案法團

820

附件

We refer to MCP Paper No. 5/19 for consideration by The Metro Planning Committee on 3.5.2019, regarding further consideration of proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H7/20, and would like to make a representation to the Town Planning Board in respect of the draft plan and the revised Explanatory Statement(ES) on the following issues:

A. Inadequacies on the Traffic Impact Assessment on the proposed development scheme

We found that there are multiple inadequacies on the traffic impact assessment conducted by Planning Department and Arup, which as a result provides inaccurate baseline traffic statistics and affect the credibility of the conclusion drawn.

1. The traffic figures shown in the baseline scenario is recorded in 2017. The figures may be outdated and may not reflect the recent traffic situation around the site.

2. The baseline scenario is projected based only on one "typical weekday" and during rush hours. The traffic situation in weekends and non-peak hours were not considered. However, in fact, due to presence of multiple schools and other public services in the proximity, the traffic volume is the highest during the afternoon hours. Moreover, the traffic is hugely affected adversely during events at the Hong Kong Stadium and Happy Valley Racecourse. Since the proposed retail space, open space, District Health Centre and Child Care Centre generates traffic volume in non-peak hours and weekends, the absence of traffic impact estimation in these hours cannot be justified.

3. The floor area of commercial, District Health Centre, and Child Care Centre assumed in the TIA is different from Planning Department's latest development scheme. This affects the vehicle attraction/generation rate and yield inaccurate model results.

4. The remained capacities of the junctions are based solely on counting vehicles passing through, yet the queuing effect and weaving effect are not taken into account. Such measuring methodology would underestimate the traffic flow.

Since the development scale, i.e. the GFA of the commercial development relies on the remaining capacity of the road networks, the inadequacies of the TIA mentioned above makes the conclusion on the remaining capacity questionable. We hereby request the Town Planning Board to hold the OZP amendment and request a more comprehensive and updated TIA, and to review the scale of the commercial development based on the updated TIA result.

B. <u>Justification on the Disposition of District Court and adjacent Open Space</u>

1. The disposition of the District Court as shown in the Conceptual Layout Plan did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road West, Link Road and Broadwood Road. Actually, the whole planning document including the technical assessment report, did not take into account of the said Residential Zone. The AVA report only provides limited views. The disposition of the proposed 135m tall District Court will cause extreme

negative impact on the sunlight penetration and ventilation, which will adversely affect the health of the residents. We want to stress that whenever there is room for a better planning, a layout just fulfilling the min. requirement of the Building Regulations is not the function of Planning Department and Town Planning Board. This planning proposal is said to be against the aim of the Town Planning Ordinance Cap.131 "To promote the health, safety, convenience and general welfare of the community." We understand that the conceptual Layout Plan only provide the framework for the scope, height and site area and GFA etc., the detail layout will be subject to future design. However, if the basic framework did not set in a rational and acceptable manner from the very beginning, the future layout will likely to be further deviate from a good planning.

1.1 The disposition of District Court largely reduced the sunlight penetration to the adjacent residential blocks along Caroline Hill Road West, Link Road and Broadwood Road.

a.) District Court Block 2 is directly abutting Caroline Hill Road West, leaving only a 20m gap with the opposite building (Caroline Garden). Given the fact that District Court Block 2 is proposed to be 135mPD, whereas Caroline Garden is only 100mPD, therefore, the whole residential block will be under shadow during most of the days. Even worse, the living, dinning, master bedroom and kitchen of the whole block of Caroline Garden are directly facing the proposed District Court Block 2.

b.) Please refer to the attached drawing no. CHR-Plan1 & CHR-Sec1, showing the proposed Conceptual Layout Plan attached to MCP Paper No. 5/19. The residential zone along Caroline Hill Road West and Link Road will likely to be under shadow for most of the days due to the blockage of sunlight by the District Court.

c.) A further study is carried out to demonstrate the health impact to the neighbourhood. A shadow analysis is conducted to simulate the shading effect (in terms of number of hours without direct sunlight penetration in a typical day) casted by the proposed buildings during summertime. Result indicates that in a typical summer day, the residential zone mentioned in 1.1b, especially whole façade of Caroline Garden and part of Silverwood cannot receive direct sunlight in most of the daytime. Please refer to the attached shadow analysis Fig. 7.

1.2 The District Court largely reduced the visual permeability and ventilation to the adjacent residential blocks along Caroline Hill Road West, Link Road and Broadwood Road.

a.) Please refer to the attached photomontage Fig.1, Fig. 2, Fig. 3, Fig. 4 and Zoomed in view of 3D model Fig. 5, Fig.6. The photos have shown clearly the visual and ventilation impact brought about by the two massive blocks to the neighbourhood.

b.) As shown in the proposed Conceptual Layout Plan and ES for OZP No. S/H7/19A, a clear building gap of not less than 25m in width shall be provided to facilitate better ventilation within the commercial zone. However, the layout did not consider that the disposition of the District court alternately resulting a narrow gap of less than 25m with the opposite building (Caroline Garden). Given the fact that the opposite building is a

residential building, a generous width of more than 25m should be provided to facilitate better ventilation and permeability.

1.3 According to the Conceptual Layout Plan, the existing OVT No. EMSD WCH/1 would be surrounded by the proposed District Court. And due to security reason, the OVT would be fenced off from the public. We strongly object the layout of the proposed District Court, as it did not fully utilize the valuable resources in the community for public enhancement. Please refer to attached drawing no. CHR-Plan2, showing the Conceptual Layout Plan with the OVT being fenced off by the District Court without connection to the public open space.

2. Disposition of the Open Space adjacent to the District Court Block 1

2.1 The Open Space adjacent to the proposed District Court Block 1 at the east bound of the subject site is proposed to be located at 15mPD. However, the level of the adjacent Caroline Hill Road east is at 5.7mPD. With a 10m of level differences, the pedestrian connection to the open space is proposed to be via an elevated link or underground crossing from the commercial development. Clearly, the disposition of the open space did not facilitate easy accessibility by the public, especially for the elderlies and the disabled. In addition, disabled access such as ramp and disabled lift should be provided, which will take up a large part of the narrow open space. As a result, the proposed open space will eventually become an isolated, left-over space, located at the far end corner of the site.

2.2 Please refer to attached drawing no. CHR-Plan2, showing the level differences between the proposed open space and the adjacent Caroline Hill Road east.

C. Justification of the Height of the District Court

1. According to the draft plan, the subject site is proposed to rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 135mPD, in order to facilitate the Wan Chai District Court development.

2. According to the development proposal, the total G.F.A of the District Court is 70,000m2. And with reference to the proposed Conceptual Layout Plan for the CHR site (Plan 5), the floor area of the District Court is approx. 5,300m2 /fl (Block 1 +Block 2). It is noted that the Judiciary indicated that they would not accept a district court of reduced area not fully meeting its functional and operational requirements. Therefore, the floor area cannot be substantially reduced in achieving a taller building. In this regard, the maximum no. of floors of the District Court should be maximum 13 storeys.

3. Below is the table showing the comparison of the development data between the proposed District Court, the existing Wan Chai District Court and the West Kowloon Law Court. It is noted that, with a similar floor area and total G.F.A

comparing with the proposed District Court, the West Kowloon Law Court is only 11 storeys high, which is only around 60m tall. Therefore, it is not justify to rezone the maximum building height of G/IC to 135mPD.

	Proposed District Court	Existing Wanchai District Court	West Kowloon Law Court
Site Area (m2)	10,620.00	2,189.30	7,509.00
G.F.A. (m2)	70,000.00	30,776.20	60,320.00
Floor Area (m2)	District Court 1+ District Court 2= 5300 approx.	N/A	5483.6
Building Height (m)	135	50 (Approx.)	60 (Approx.)
	No. of storey = To be determined	No. of storeys = 14	No. of storeys = 11

D. **Schedule of Uses as attached to Wong Nai Chung OZP No.S/H7/20**

Hotel is falling in Column 1 (Uses always permitted) under Commercial zone. We strongly object this item as Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.

E. **Proposed amendments to the draft plan**

Based on the above concerns, we would like to submit our proposed amendments to the draft plan. We have come up in a counterproposal.

Scheme A *(Please refer to attached drawing no. SchemeA-Plan)*

Merits of Scheme A

(a) enhance sunlight penetration, ventilation and visual openness to the neighbourhood;
(b) ensure the open space to be easily accessed by the public;
(c) add value to the development by incorporating the OVT to the public open space;
(d) relocation of open space can serve as a buffer zone against the densely populated district

1. The District Court is moved eastward, and the Open Space is moved southward. The south-west façade of the District Court abutting Caroline Hill Road west is set

back 50m away from the principal façade of the opposite building (Caroline Garden). Therefore, allowing more sunlight penetration, ventilation and visual permeability. A shadow analysis is carried out (refer to Fig. 8) and shows that the sunlight cast towards the residential blocks along Caroline Hill Road west is much better than that in the original plan (Fig.7). Please note that this layout will not affect the 4-5 storeys high St. Paul's Convent opposite the District Court Block along Caroline Hill Road East.

2. The level of the Open Space at southern portion is at 13mPD, while the adjacent Caroline Hill Road West is at 13-13.5mPD, which is actually at-grade level. This revised layout can ensure easy accessibility by the public.

3. The revised location of open space can also serve as a buffer zone against the heavy traffic at the proposed round-about. This revised layout can alleviate the noise impact to the District Court.

4. Unlike the draft plan with the Open Space located at the far end corner of Caroline Hill Road east, resulting a left-over isolated space, this revised layout can allow the Open Space to serve as an extension and a continuous green belt to the adjacent neighbourhood. And by incorporating the existing OVT No. EMSD WCH/1 to the open space, such valuable resources can add value to the community and to enhance public enjoyment. Please refer to attached drawing no. CHR-Plan3, showing the location of the green belt.

5. It is noted that a revised conceptual layout plan (Plan FC-3) attached to the planning document has been trying to address the issue of set back from Caroline Hill Road west. However, the layout would result in an even more Isolated, gloomy and narrow open space at eastbound, being surrounded by concrete walls of the District Court. Moreover, the "open space" created from this set back at Caroline Hill Road west cannot be served for public use due to security reason. Similarly, the OVT being fenced off by the District Court also cannot be incorporated into the public open space due to security reason.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site and the District Court as shown in attached drawing no. SchemeA-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial***
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A "...To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided <u>at-grade in the southern portion facing Caroline Hill Road</u> and at-grade in the northern portion fronting Leighton Road. The future developer will be required to submit a landscape plan***

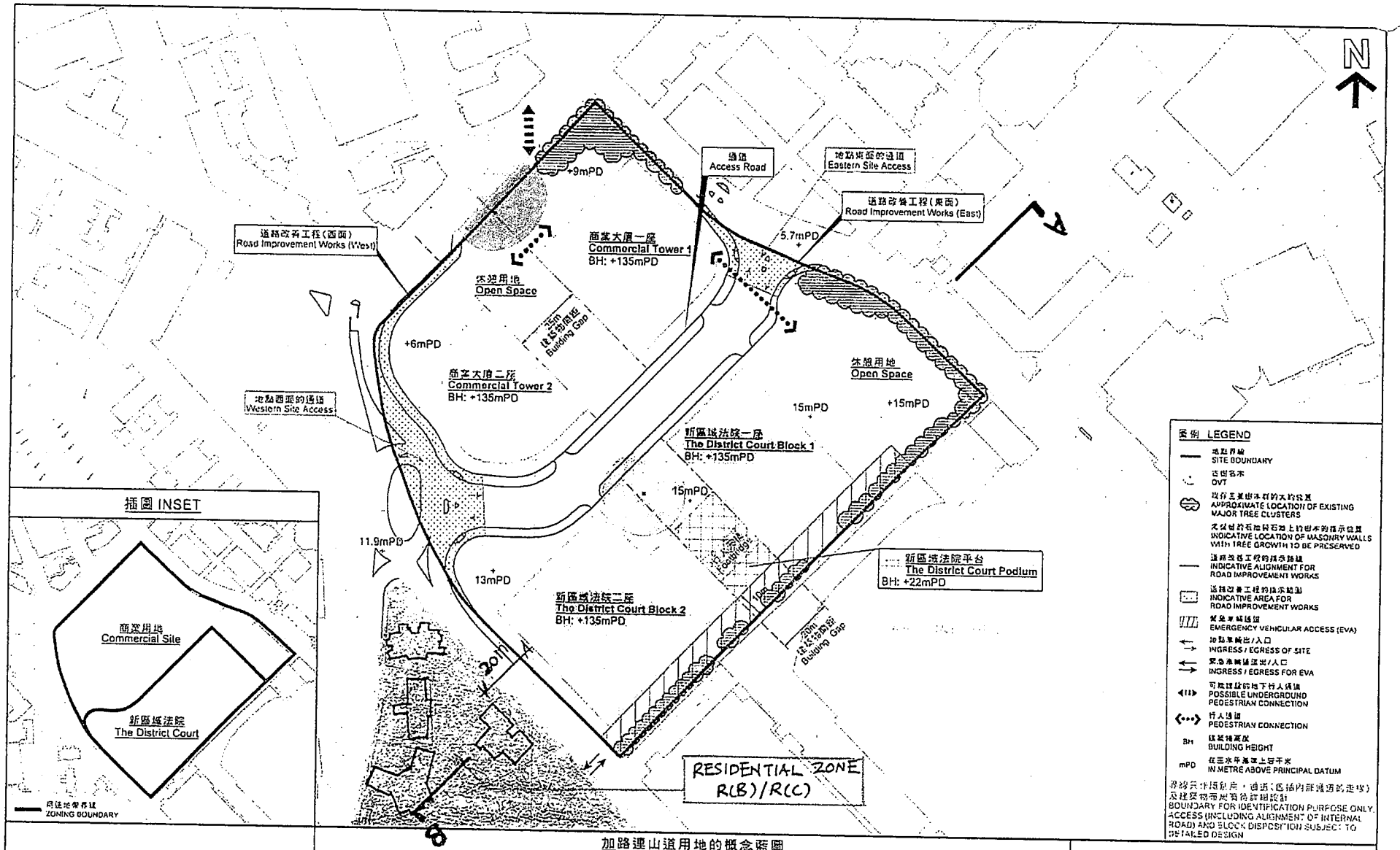
under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern and eastern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved....")

5. *Amendments to the Explanatory Statement Item 8.5.6 of OZP S/H7/19A*
   The "G/IC(2)" site at Caroline Hill Road is earmarked for accommodating a district court for future expansion of judiciary facilities. Development and/or redevelopment is restricted to a maximum gross floor area of 70,000m2. A clear gap of not less than 50m in width, measuring from the principal façade of Caroline Garden facing Caroline Hill Road to the south-west or the nearest façade, whichever is the closest, of the development and/or redevelopment shall be provided, to facilitate sunlight penetration, better air ventilation and visual permeability. The stone retaining wall along the southern periphery of the site shall be preserved...

附件

Attachments

Drawing no. CHR-Plan1
Drawing no. CHR-Sec1
Fig. 1
Fig. 2
Fig. 3
Fig. 4
Fig. 5
Fig. 6
Drawing no. CHR-Plan2
Drawing no. CHR-Plan3
Drawing no. SchemeA-Plan
Drawing no. SchemeA-OZP
Fig. 7
Fig. 8



本摘要圖於2019年2月28日製作，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28 2 2019
BASED ON SURVEY SHEET No
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1:1200 比例尺

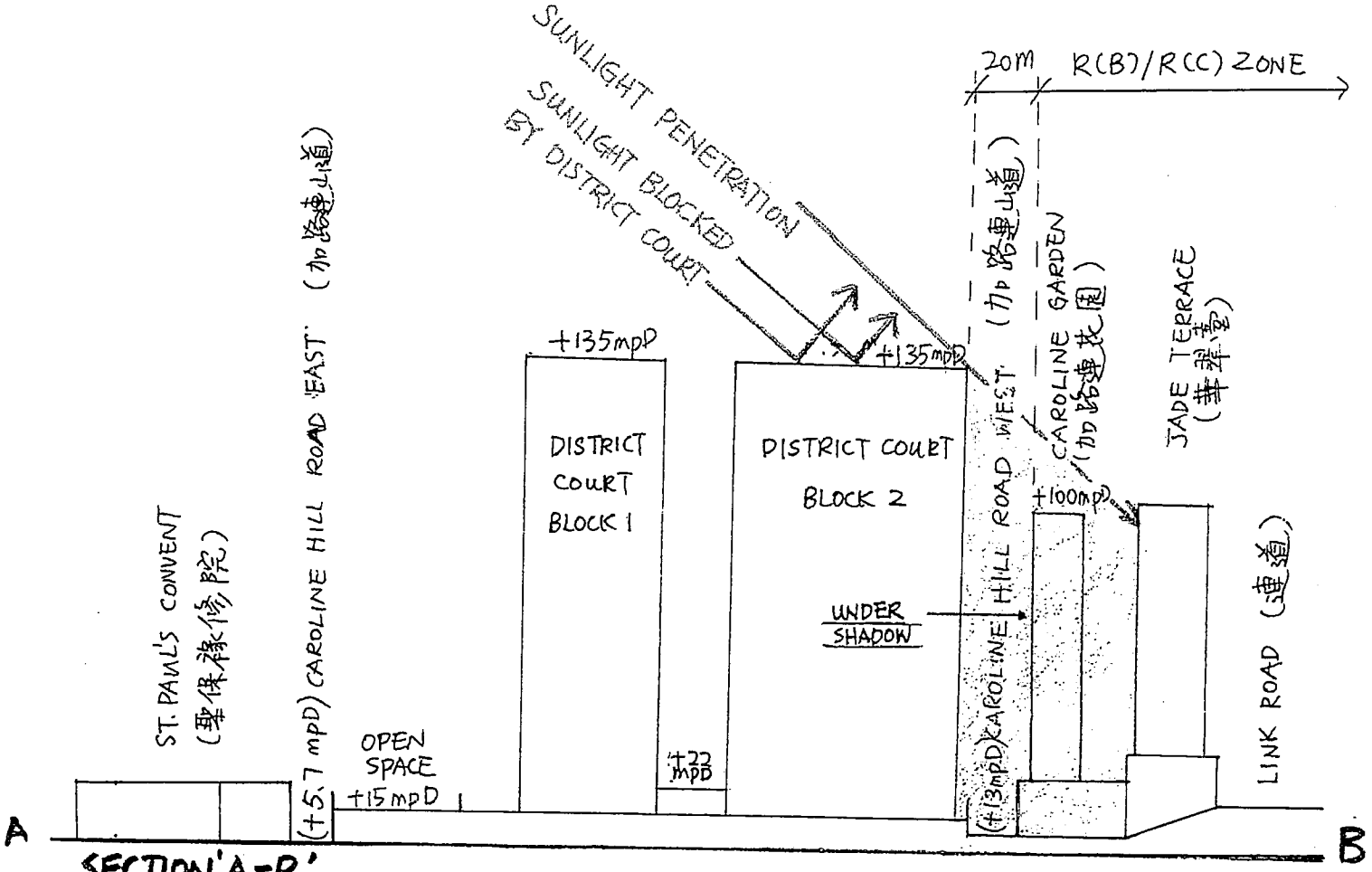
米 METRES 20 0 20 40 60 80 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.

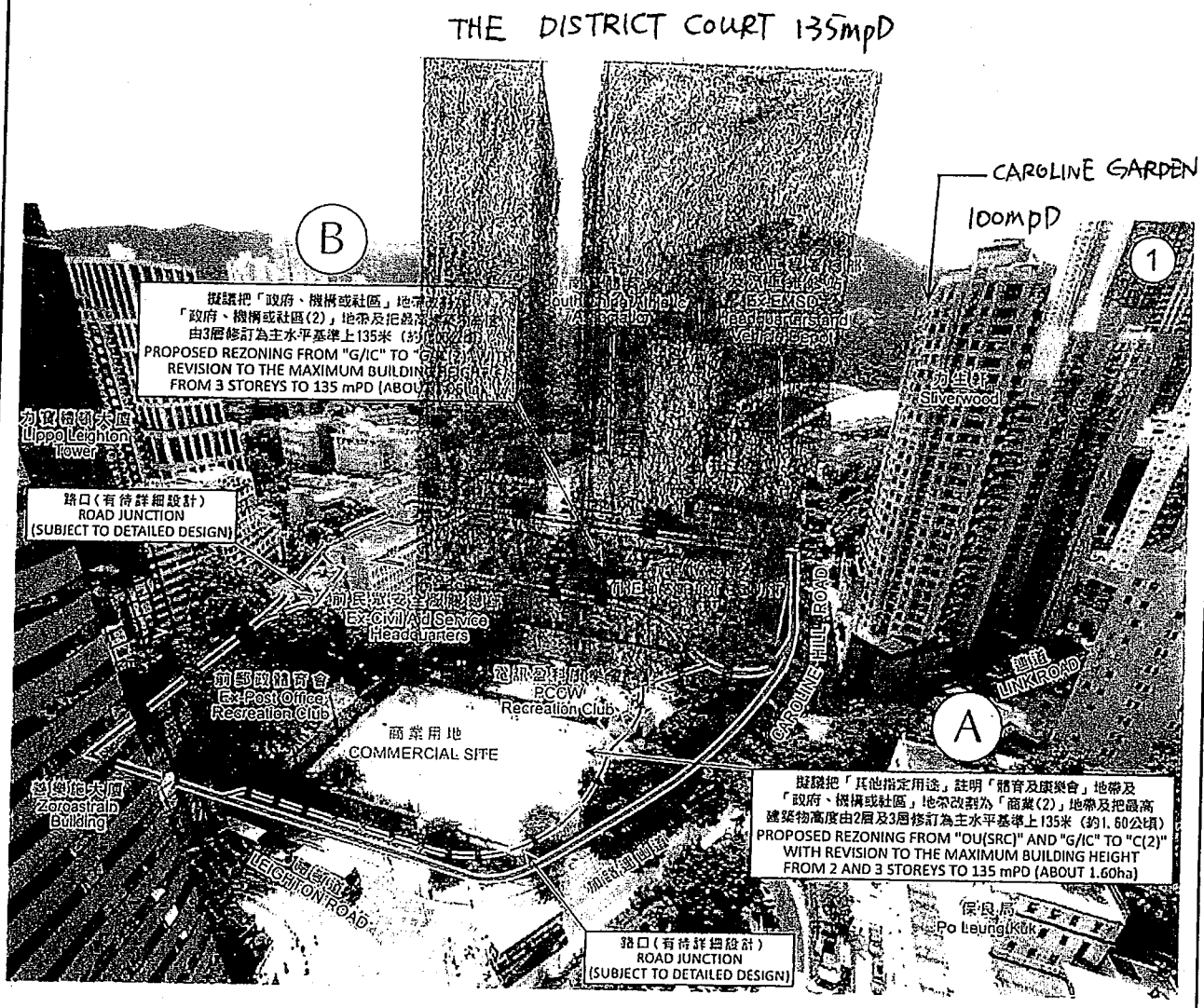
圖 PLAN

Drawing no. CHR-Plan1



SECTION 'A-B'

Drawing no. CHR-Sec1



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月28日擬備，所根據的資料為攝於2018年5月16日的實地照片 PLAN PREPARED ON 28.2.2019 BASED ON SITE PHOTO TAKEN ON 16.5.2018	實地照片 SITE PHOTO 重新發展銅鑼灣加路連山道用地作商業用途及新區域法院 REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT	規劃署 PLANNING DEPARTMENT 參考編號 REFERENCE No. M/H7/19/3 圖 PLAN Fig.1

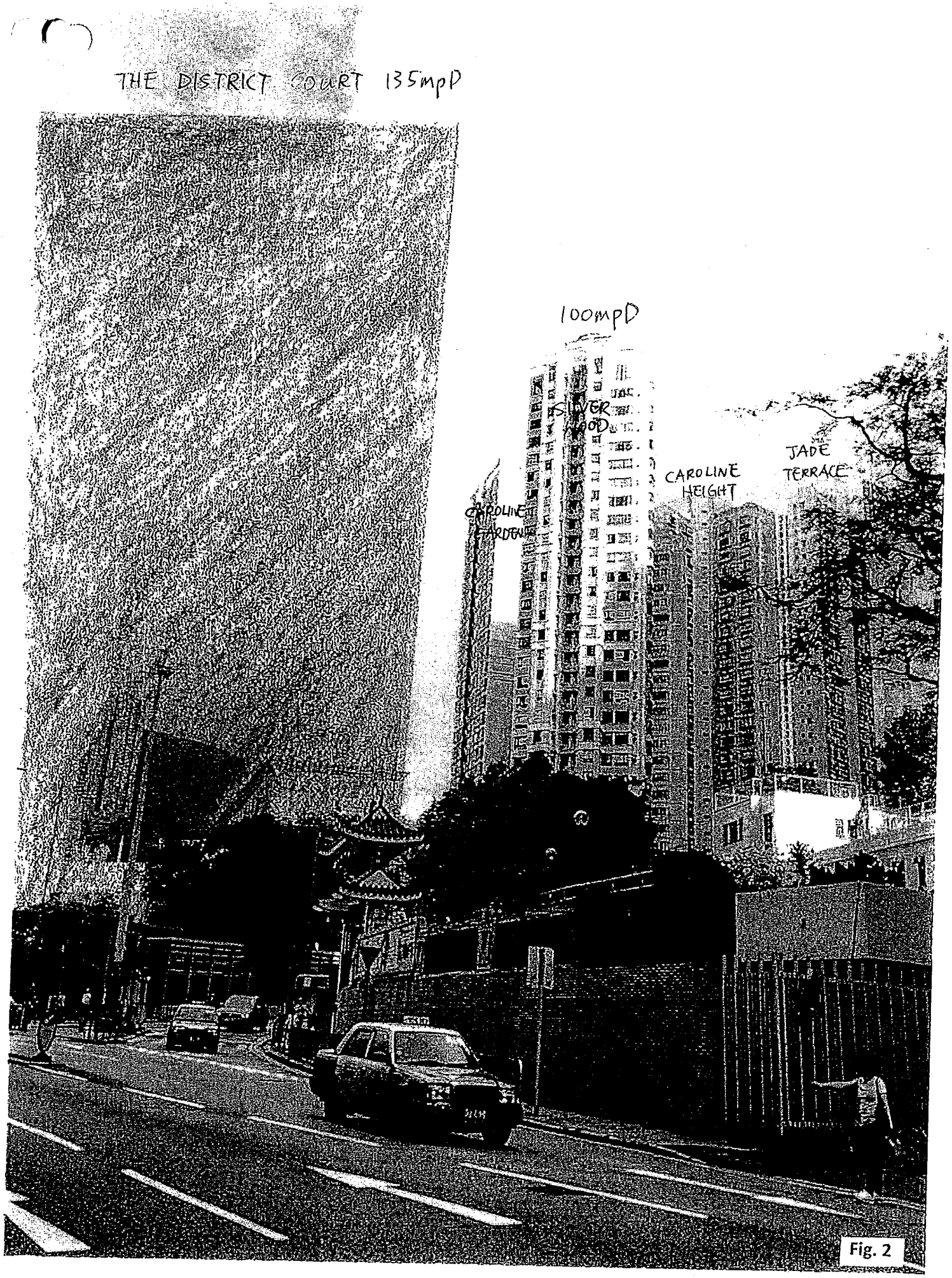

THE DISTRICT COURT 135mpD
100mpD
SILVER WOOD
CAROLINE GARDENS
CAROLINE HEIGHT
JADE TERRACE

Fig. 2

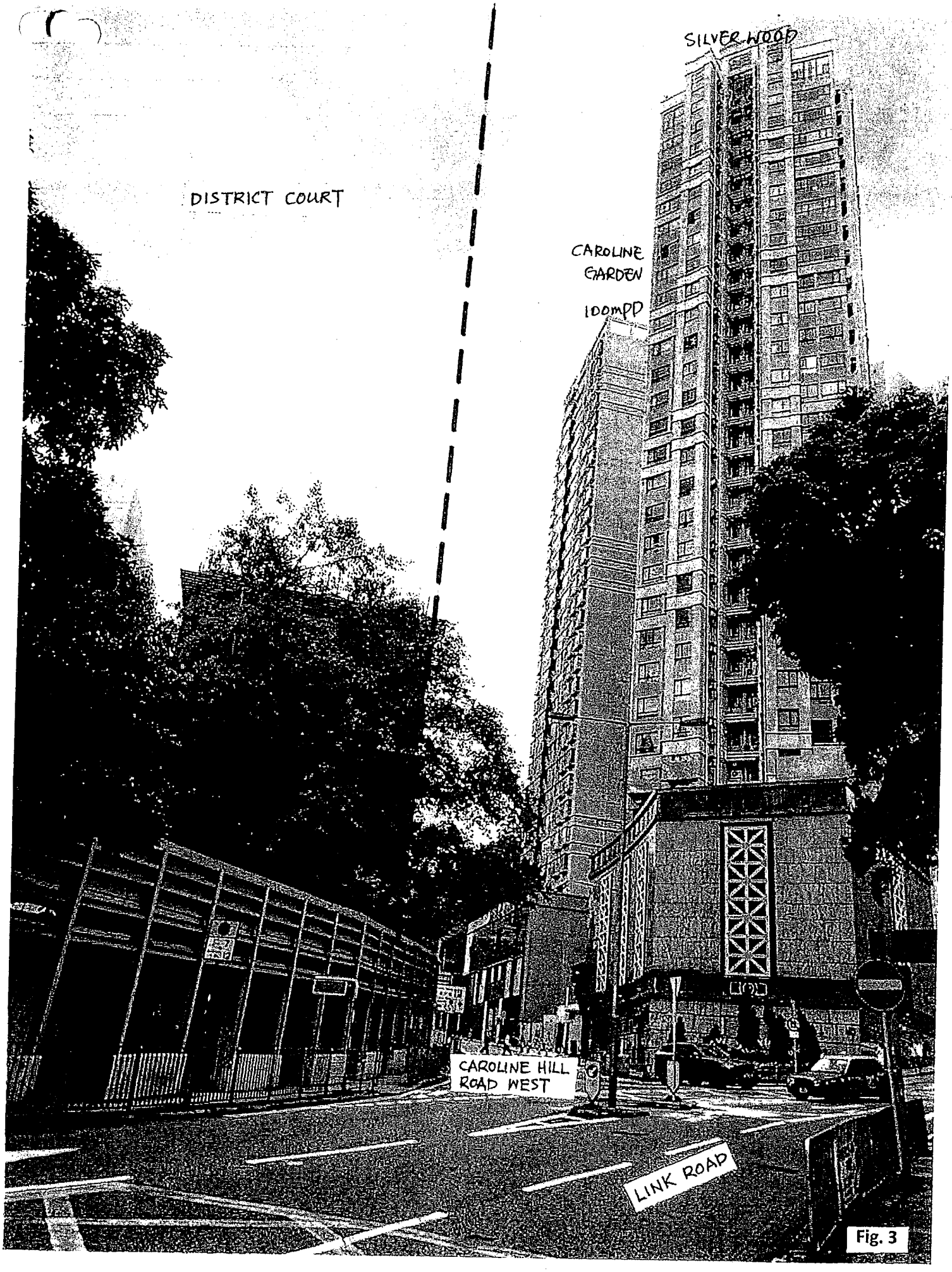

SILVERWOOD
DISTRICT COURT
CAROLINE GARDEN
100mPD
CAROLINE HILL ROAD WEST
LINK ROAD

Fig. 3

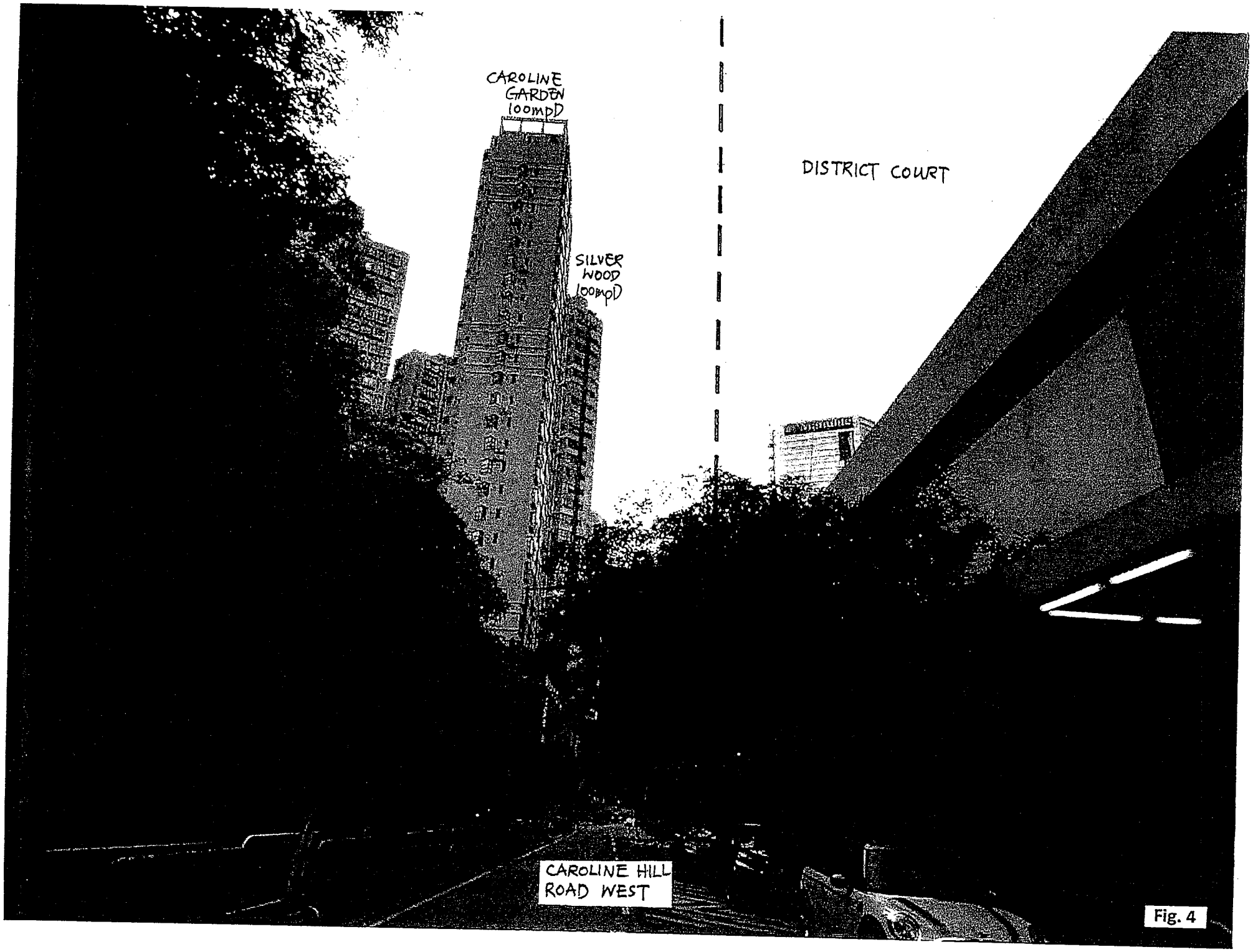

CAROLINE GARDEN 100mpD
SILVER WOOD 100mpD
DISTRICT COURT
CAROLINE HILL ROAD WEST

Fig. 4

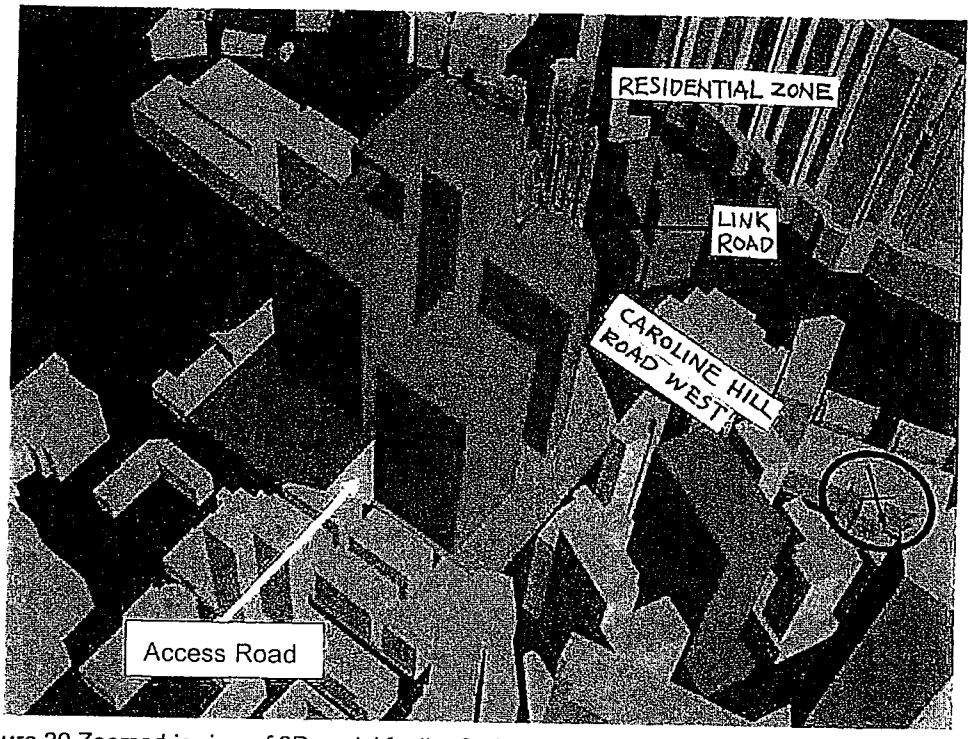


Figure 20 Zoomed-in view of 3D model for the Optional Scheme from north

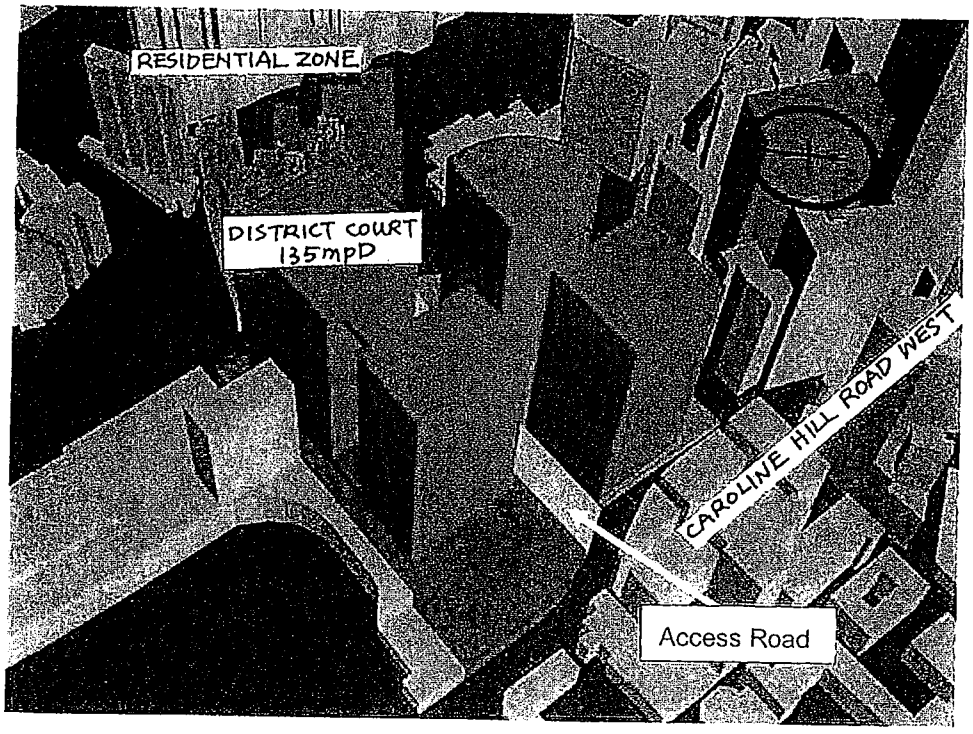


Figure 21 Zoomed-in view of 3D model for the Optional Scheme from east

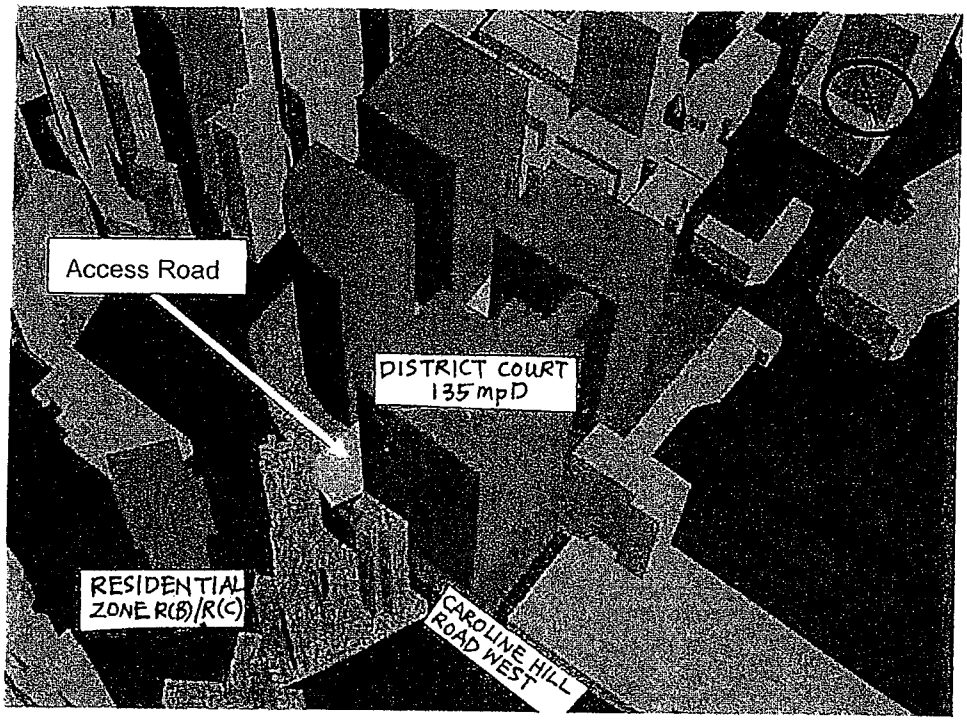


Figure 22 Zoomed-in view of 3D model for the Optional Scheme from south

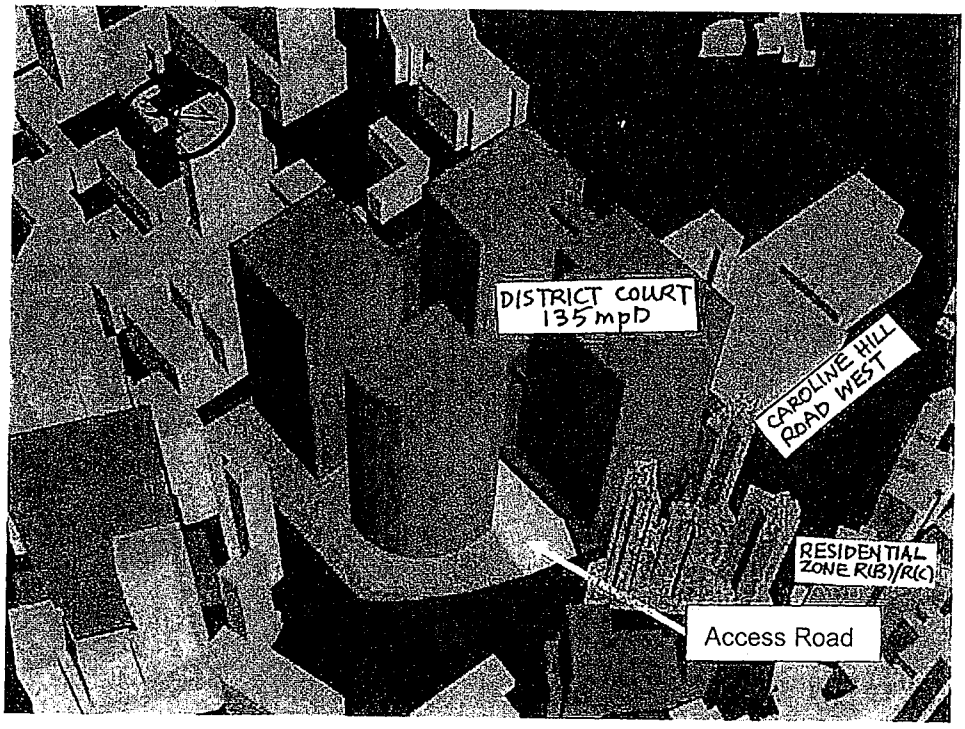
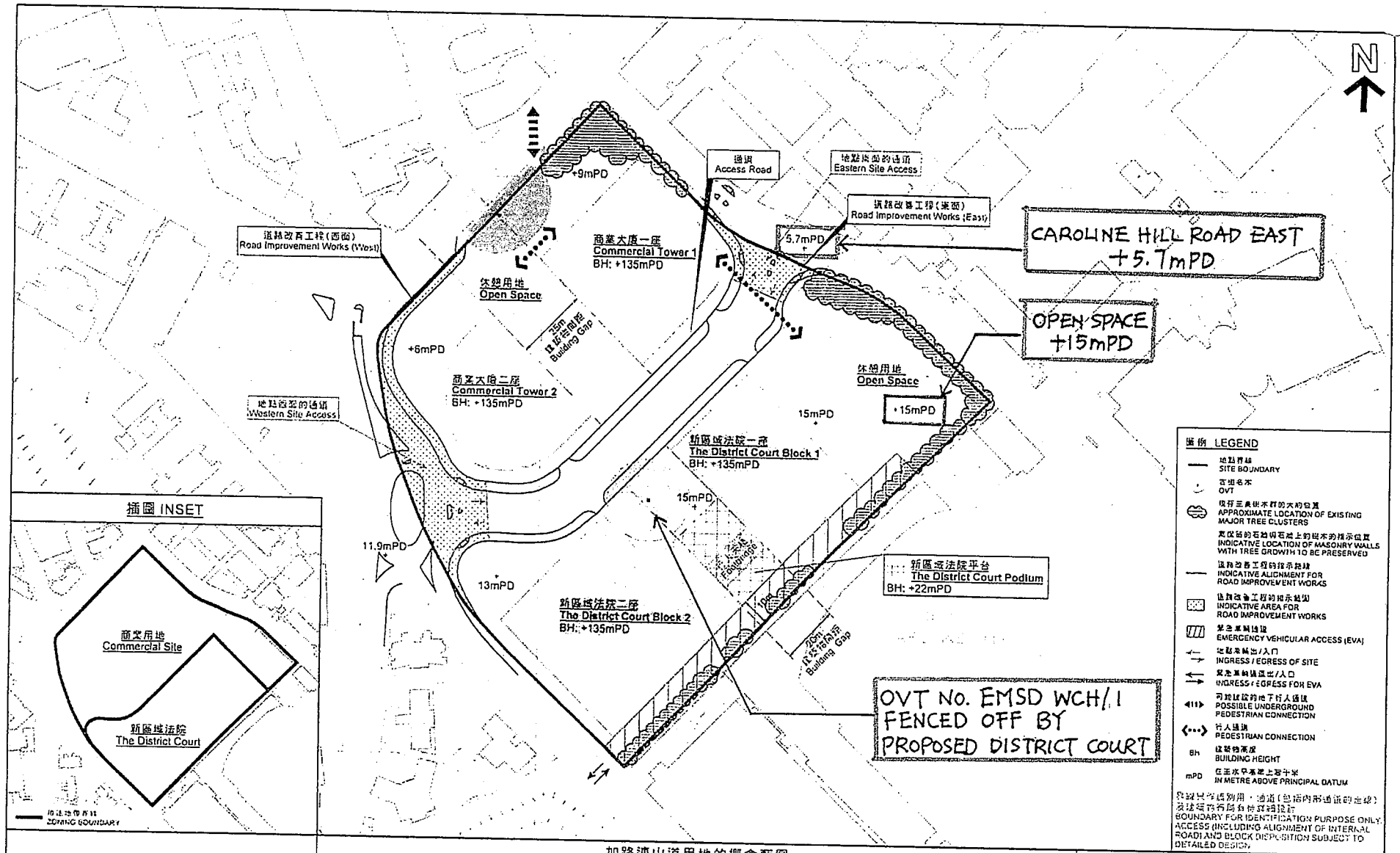


Figure 23 Zoomed-in view of 3D model for the Optional Scheme from west



本圖摘錄於2019年2月28日製備，所根據的資料為測量圖編號
11-SW-158

EXTRACT PLAN PREPARED ON 28 2 2019
BASED ON SURVEY SHEET No
11-SW-158

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1:1 200 比例尺

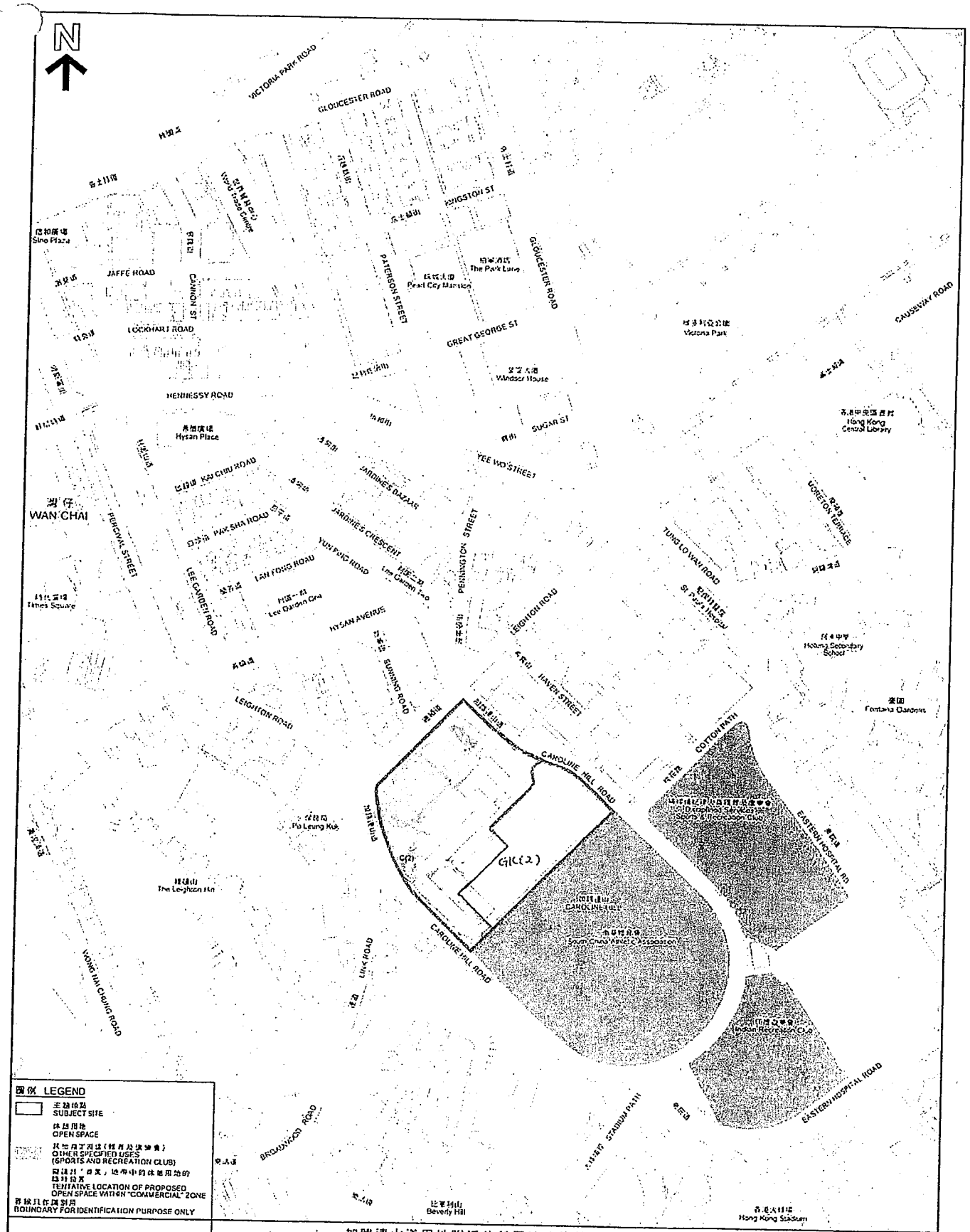
米 METRES 20 0 20 40 60 80 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.

圖 PLAN

Drawing no. CHR-Plan2



本摘要圖於2019年4月29日擬備，
所根據的資料為測量圖編號
11-SE-6C、11A及11C和
11-SW-10D、15B及15D

EXTRACT PLAN PREPARED ON 29.4.2019
BASED ON SURVEY SHEETS No
11-SE-6C, 11A & 11C AND
11-SW-10D, 15B & 15D

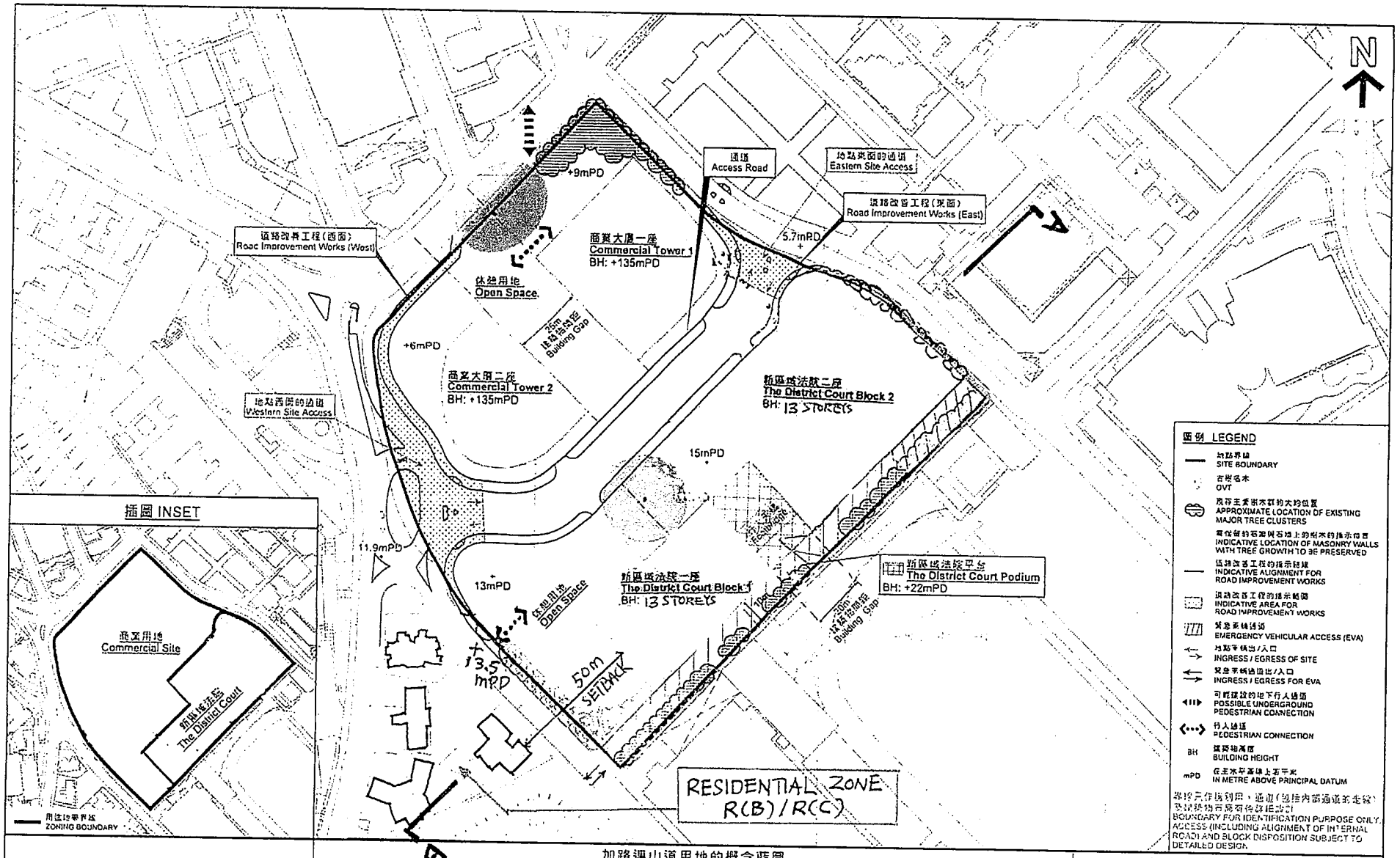
加路連山道用地附近休憩用地的位置圖
LOCATION PLAN SHOWING THE OPEN SPACE
IN THE VICINITY OF THE CAROLONE HILL ROAD SITE

黃泥涌分區計劃大綱核准圖編號S/H7/19的擬議修訂項目
PROPOSED AMENDMENTS TO THE APPROVED WONG NAI CHUNG
OUTLINE ZONING PLAN No. S/H7/19

SCALE 1 : 3 000 比例尺

米 METRES 50 0 50 100 150 200 250 米 METRES

Drawing no. CHR-Plan3



本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-158

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-158

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

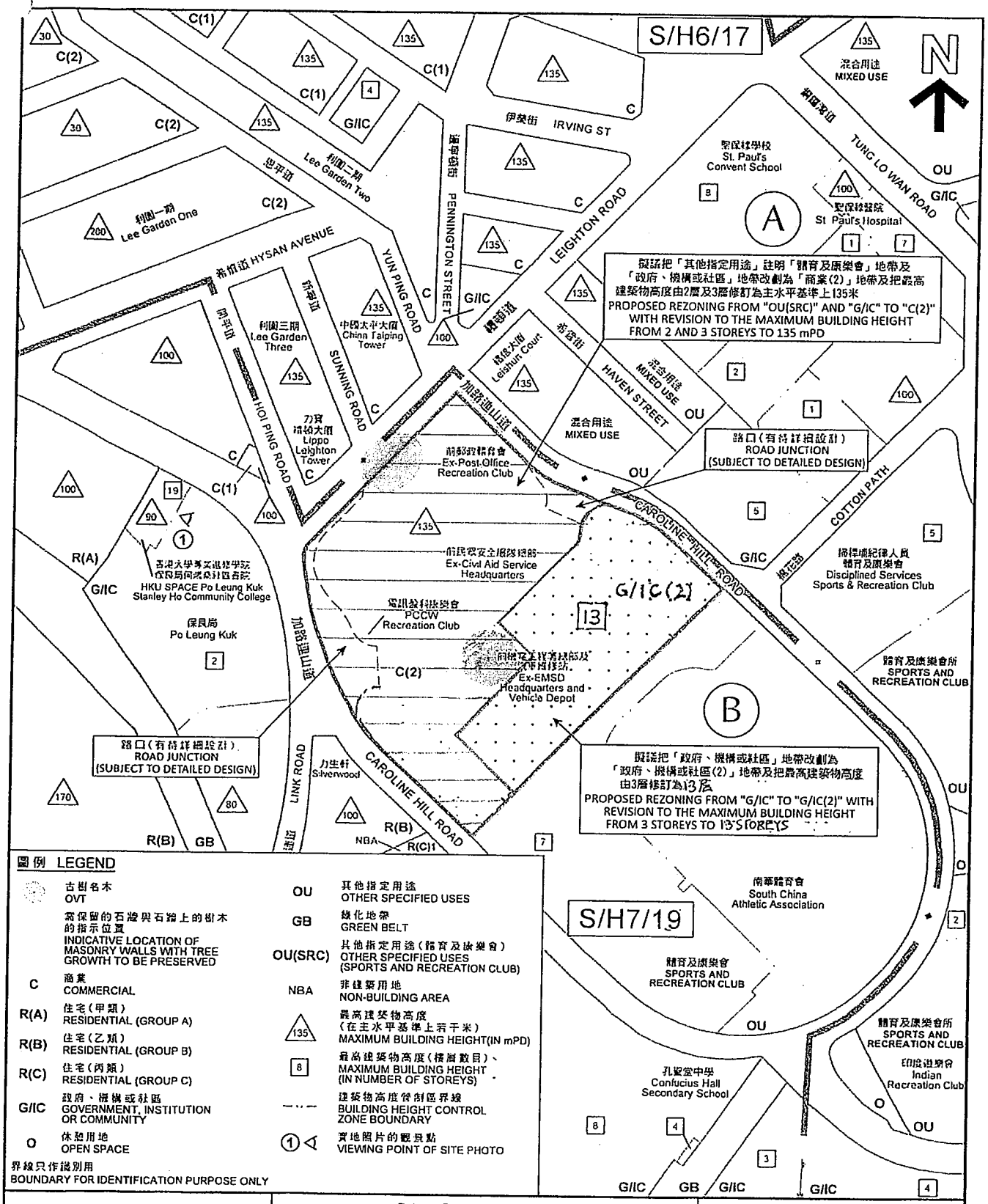
SCALE 1 : 1 200 比例尺

METRES 20 0 20 40 60 80 METRES

SCHEME A

DRAWING NO.

SchemeA-Plan



本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號 11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME A

DRAWING NO.

SchemeA-OZP

Fig. 7 Shadow analysis based on Planning Department's proposal

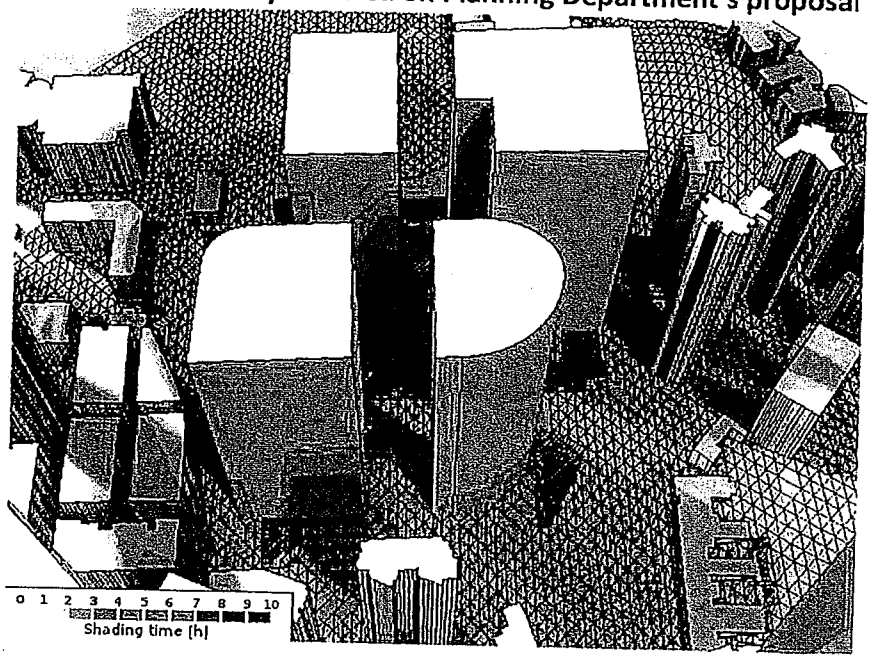
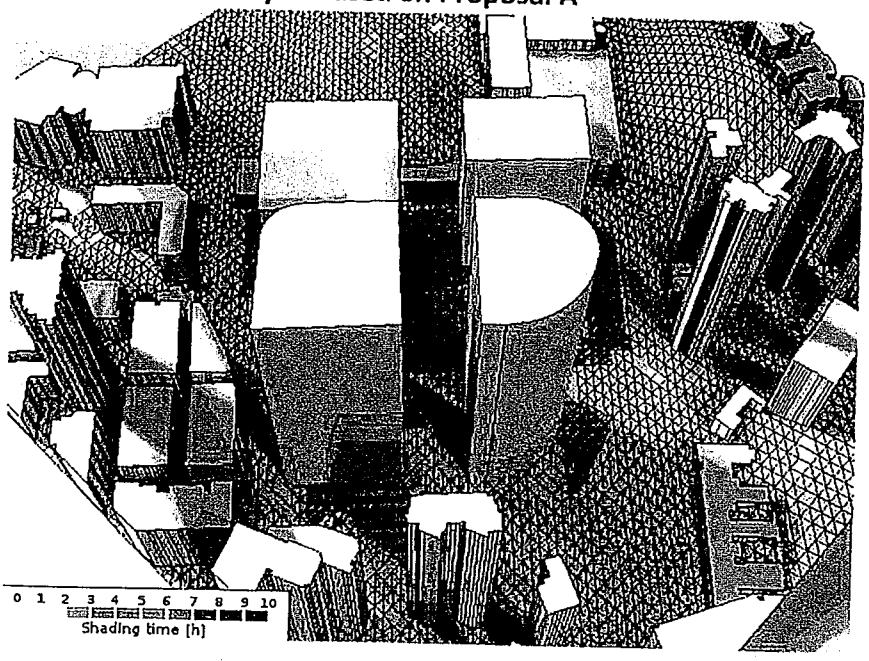


Fig. 8 Shadow analysis based on Proposal A



香港希雲街十七號至十九號 A 業主立案法團

TPB/R/S/H7/20-15

敬啟者：

本業主立案法團反對城規會於 2019 年 5 月 24 日就《黃泥涌分區計劃大綱草圖 S/17/20》提出申述，反對大綱草圖的修訂項目。

本法團認為更改土地為商業用途，以及放寬高度限制至 135 米，會對鄰近的交通、景觀、通風等構成嚴重負面影響。有關修訂的規劃文件，包括交通影響評估、景觀影響評估等，並未完全反映區內實際情況，鄰近居民的需求亦被漠視。

本法團亦就加路連山道的發展方案提出以下反建議：

1. 更改用地內的空間編排，將公共空間改置於南邊；
2. 調低法院大樓高度限制至 13 層；
3. 城規會亦應指示政府部門重新進行交通影響評估，並依照新的評估結果，考慮降低商業用地樓面面積；

希望城規會予以考慮上述建議。

反對大綱草圖的修訂項目的詳細理由及反建議的詳情載於本信件之附件內。

此致

城市規劃委員會秘書

二零一九年七月十五日

申述人： 香港希雲街十七號至十九號 A 業主立案法團

申述人代表姓名：

申述人代表身份證號碼：[redacted]

地址：[redacted]

THE INCORPORATED OWNERS OF 17-19A, HAVEN STREET, HONG KONG
香港希雲街十七號至十九號A業主立案法團

821

附件

We refer to MCP Paper No. 5/19 for consideration by The Metro Planning Committee on 3.5.2019, regarding further consideration of proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H7/20, and would like to make a representation to the Town Planning Board in respect of the draft plan and the revised Explanatory Statement(ES) on the following issues:

A. Inadequacies on the Traffic Impact Assessment on the proposed development scheme

We found that there are multiple inadequacies on the traffic impact assessment conducted by Planning Department and Arup, which as a result provides inaccurate baseline traffic statistics and affect the credibility of the conclusion drawn.

1. The traffic figures shown in the baseline scenario is recorded in 2017. The figures may be outdated and may not reflect the recent traffic situation around the site.

2. The baseline scenario is projected based only on one "typical weekday" and during rush hours. The traffic situation in weekends and non-peak hours were not considered. However, in fact, due to presence of multiple schools and other public services in the proximity, the traffic volume is the highest during the afternoon hours. Moreover, the traffic is hugely affected adversely during events at the Hong Kong Stadium and Happy Valley Racecourse. Since the proposed retail space, open space, District Health Centre and Child Care Centre generates traffic volume in non-peak hours and weekends, the absence of traffic impact estimation in these hours cannot be justified.

3. The floor area of commercial, District Health Centre, and Child Care Centre assumed in the TIA is different from Planning Department's latest development scheme. This affects the vehicle attraction/generation rate and yield inaccurate model results.

4. The remained capacities of the junctions are based solely on counting vehicles passing through, yet the queuing effect and weaving effect are not taken into account. Such measuring methodology would underestimate the traffic flow.

Since the development scale, i.e. the GFA of the commercial development relies on the remaining capacity of the road networks, the inadequacies of the TIA mentioned above makes the conclusion on the remaining capacity questionable. We hereby request the Town Planning Board to hold the OZP amendment and request a more comprehensive and updated TIA, and to review the scale of the commercial development based on the updated TIA result.

B. <u>Justification on the Disposition of District Court and adjacent Open Space</u>

1. The disposition of the District Court as shown in the Conceptual Layout Plan did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road West, Link Road and Broadwood Road. Actually, the whole planning document including the technical assessment report, did not take into account of the said Residential Zone. The AVA report only provides limited views. The disposition of the proposed 135m tall District Court will cause extreme

negative impact on the sunlight penetration and ventilation, which will adversely affect the health of the residents. We want to stress that whenever there is room for a better planning, a layout just fulfilling the min. requirement of the Building Regulations is not the function of Planning Department and Town Planning Board. This planning proposal is said to be against the aim of the Town Planning Ordinance Cap.131 "To promote the health, safety, convenience and general welfare of the community." We understand that the conceptual Layout Plan only provide the framework for the scope, height and site area and GFA etc., the detail layout will be subject to future design. However, if the basic framework did not set in a rational and acceptable manner from the very beginning, the future layout will likely to be further deviate from a good planning.

1.1 The disposition of District Court largely reduced the sunlight penetration to the adjacent residential blocks along Caroline Hill Road West, Link Road and Broadwood Road.

a.) District Court Block 2 is directly abutting Caroline Hill Road West, leaving only a 20m gap with the opposite building (Caroline Garden). Given the fact that District Court Block 2 is proposed to be 135mPD, whereas Caroline Garden is only 100mPD, therefore, the whole residential block will be under shadow during most of the days. Even worse, the living, dinning, master bedroom and kitchen of the whole block of Caroline Garden are directly facing the proposed District Court Block 2.

b.) Please refer to the attached drawing no. CHR-Plan1 & CHR-Sec1, showing the proposed Conceptual Layout Plan attached to MCP Paper No. 5/19. The residential zone along Caroline Hill Road West and Link Road will likely to be under shadow for most of the days due to the blockage of sunlight by the District Court.

c.) A further study is carried out to demonstrate the health impact to the neighbourhood. A shadow analysis is conducted to simulate the shading effect (in terms of number of hours without direct sunlight penetration in a typical day) casted by the proposed buildings during summertime. Result indicates that in a typical summer day, the residential zone mentioned in 1.1b, especially whole façade of Caroline Garden and part of Silverwood cannot receive direct sunlight in most of the daytime. Please refer to the attached shadow analysis Fig. 7.

1.2 The District Court largely reduced the visual permeability and ventilation to the adjacent residential blocks along Caroline Hill Road West, Link Road and Broadwood Road.

a.) Please refer to the attached photomontage Fig.1, Fig. 2, Fig. 3, Fig. 4 and Zoomed in view of 3D model Fig. 5, Fig.6. The photos have shown clearly the visual and ventilation impact brought about by the two massive blocks to the neighbourhood.

b.) As shown in the proposed Conceptual Layout Plan and ES for OZP No. S/H7/19A, a clear building gap of not less than 25m in width shall be provided to facilitate better ventilation within the commercial zone. However, the layout did not consider that the disposition of the District court alternately resulting a narrow gap of less than 25m with the opposite building (Caroline Garden). Given the fact that the opposite building is a

residential building, a generous width of more than 25m should be provided to facilitate better ventilation and permeability.

1.3 According to the Conceptual Layout Plan, the existing OVT No. EMSD WCH/1 would be surrounded by the proposed District Court. And due to security reason, the OVT would be fenced off from the public. We strongly object the layout of the proposed District Court, as it did not fully utilize the valuable resources in the community for public enhancement. Please refer to attached drawing no. CHR-Plan2, showing the Conceptual Layout Plan with the OVT being fenced off by the District Court without connection to the public open space.

2. Disposition of the Open Space adjacent to the District Court Block 1

2.1 The Open Space adjacent to the proposed District Court Block 1 at the east bound of the subject site is proposed to be located at 15mPD. However, the level of the adjacent Caroline Hill Road east is at 5.7mPD. With a 10m of level differences, the pedestrian connection to the open space is proposed to be via an elevated link or underground crossing from the commercial development. Clearly, the disposition of the open space did not facilitate easy accessibility by the public, especially for the elderlies and the disabled. In addition, disabled access such as ramp and disabled lift should be provided, which will take up a large part of the narrow open space. As a result, the proposed open space will eventually become an isolated, left-over space, located at the far end corner of the site.

2.2 Please refer to attached drawing no. CHR-Plan2, showing the level differences between the proposed open space and the adjacent Caroline Hill Road east.

C. Justification of the Height of the District Court

1. According to the draft plan, the subject site is proposed to rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 135mPD, in order to facilitate the Wan Chai District Court development.

2. According to the development proposal, the total G.F.A of the District Court is 70,000m2. And with reference to the proposed Conceptual Layout Plan for the CHR site (Plan 5), the floor area of the District Court is approx. 5,300m2 /fl (Block 1 +Block 2). It is noted that the Judiciary indicated that they would not accept a district court of reduced area not fully meeting its functional and operational requirements. Therefore, the floor area cannot be substantially reduced in achieving a taller building. In this regard, the maximum no. of floors of the District Court should be maximum 13 storeys.

3. Below is the table showing the comparison of the development data between the proposed District Court, the existing Wan Chai District Court and the West Kowloon Law Court. It is noted that, with a similar floor area and total G.F.A

comparing with the proposed District Court, the West Kowloon Law Court is only 11 storeys high, which is only around 60m tall. Therefore, it is not justify to rezone the maximum building height of G/IC to 135mPD.

	Proposed District Court	Existing Wanchai District Court	West Kowloon Law Court
Site Area (m2)	10,620.00	2,189.30	7,509.00
G.F.A. (m2)	70,000.00	30,776.20	60,320.00
Floor Area (m2)	District Court 1+ District Court 2= 5300 approx.	N/A	5483.6
Building Height (m)	135	50 (Approx.)	60 (Approx.)
	No. of storey = To be determined	No. of storeys = 14	No. of storeys = 11

D. **Schedule of Uses as attached to Wong Nai Chung OZP No.S/H7/20**

Hotel is falling in Column 1 (Uses always permitted) under Commercial zone. We strongly object this item as Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.

E. **Proposed amendments to the draft plan**

Based on the above concerns, we would like to submit our proposed amendments to the draft plan. We have come up in a counterproposal.

Scheme A *(Please refer to attached drawing no. SchemeA-Plan)*

Merits of Scheme A

(a) enhance sunlight penetration, ventilation and visual openness to the neighbourhood;
(b) ensure the open space to be easily accessed by the public;
(c) add value to the development by incorporating the OVT to the public open space;
(d) relocation of open space can serve as a buffer zone against the densely populated district

1. The District Court is moved eastward, and the Open Space is moved southward. The south-west façade of the District Court abutting Caroline Hill Road west is set

back 50m away from the principal façade of the opposite building (Caroline Garden). Therefore, allowing more sunlight penetration, ventilation and visual permeability. A shadow analysis is carried out (refer to Fig. 8) and shows that the sunlight cast towards the residential blocks along Caroline Hill Road west is much better than that in the original plan (Fig.7). Please note that this layout will not affect the 4-5 storeys high St. Paul's Convent opposite the District Court Block along Caroline Hill Road East.

2. The level of the Open Space at southern portion is at 13mPD, while the adjacent Caroline Hill Road West is at 13-13.5mPD, which is actually at-grade level. This revised layout can ensure easy accessibility by the public.

3. The revised location of open space can also serve as a buffer zone against the heavy traffic at the proposed round-about. This revised layout can alleviate the noise impact to the District Court.

4. Unlike the draft plan with the Open Space located at the far end corner of Caroline Hill Road east, resulting a left-over isolated space, this revised layout can allow the Open Space to serve as an extension and a continuous green belt to the adjacent neighbourhood. And by incorporating the existing OVT No. EMSD WCH/1 to the open space, such valuable resources can add value to the community and to enhance public enjoyment. Please refer to attached drawing no. CHR-Plan3, showing the location of the green belt.

5. It is noted that a revised conceptual layout plan (Plan FC-3) attached to the planning document has been trying to address the issue of set back from Caroline Hill Road west. However, the layout would result in an even more Isolated, gloomy and narrow open space at eastbound, being surrounded by concrete walls of the District Court. Moreover, the "open space" created from this set back at Caroline Hill Road west cannot be served for public use due to security reason. Similarly, the OVT being fenced off by the District Court also cannot be incorporated into the public open space due to security reason.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site and the District Court as shown in attached drawing no. SchemeA-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial***
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A "...To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided <u>at-grade in the southern portion facing Caroline Hill Road</u> and at-grade in the northern portion fronting Leighton Road. The future developer will be required to submit a landscape plan***

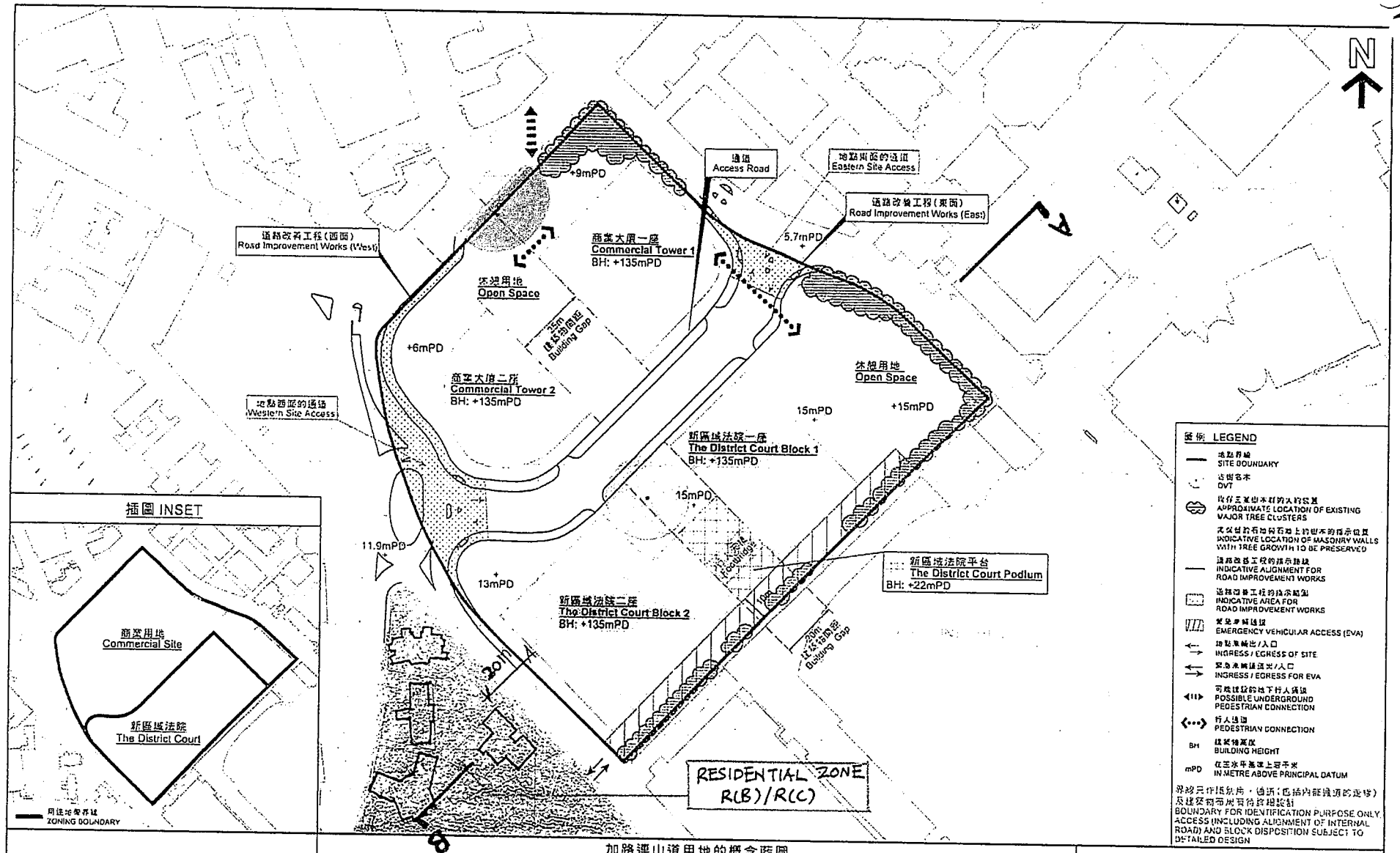
under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern and eastern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved....")

5. *Amendments to the Explanatory Statement Item 8.5.6 of OZP S/H7/19A*
   The "G/IC(2)" site at Caroline Hill Road is earmarked for accommodating a district court for future expansion of judiciary facilities. Development and/or redevelopment is restricted to a maximum gross floor area of 70,000m2. A clear gap of not less than 50m in width, measuring from the principal façade of Caroline Garden facing Caroline Hill Road to the south-west or the nearest façade, whichever is the closest, of the development and/or redevelopment shall be provided, to facilitate sunlight penetration, better air ventilation and visual permeability. The stone retaining wall along the southern periphery of the site shall be preserved...

附件

Attachments

Drawing no. CHR-Plan1
Drawing no. CHR-Sec1
Fig. 1
Fig. 2
Fig. 3
Fig. 4
Fig. 5
Fig. 6
Drawing no. CHR-Plan2
Drawing no. CHR-Plan3
Drawing no. SchemeA-Plan
Drawing no. SchemeA-OZP
Fig. 7
Fig. 8



本摘要圖於2019年2月28日擬案，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28 2 2019
BASED ON SURVEY SHEET No
11-SW-15B

加路運山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路運山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 1 200 比例尺

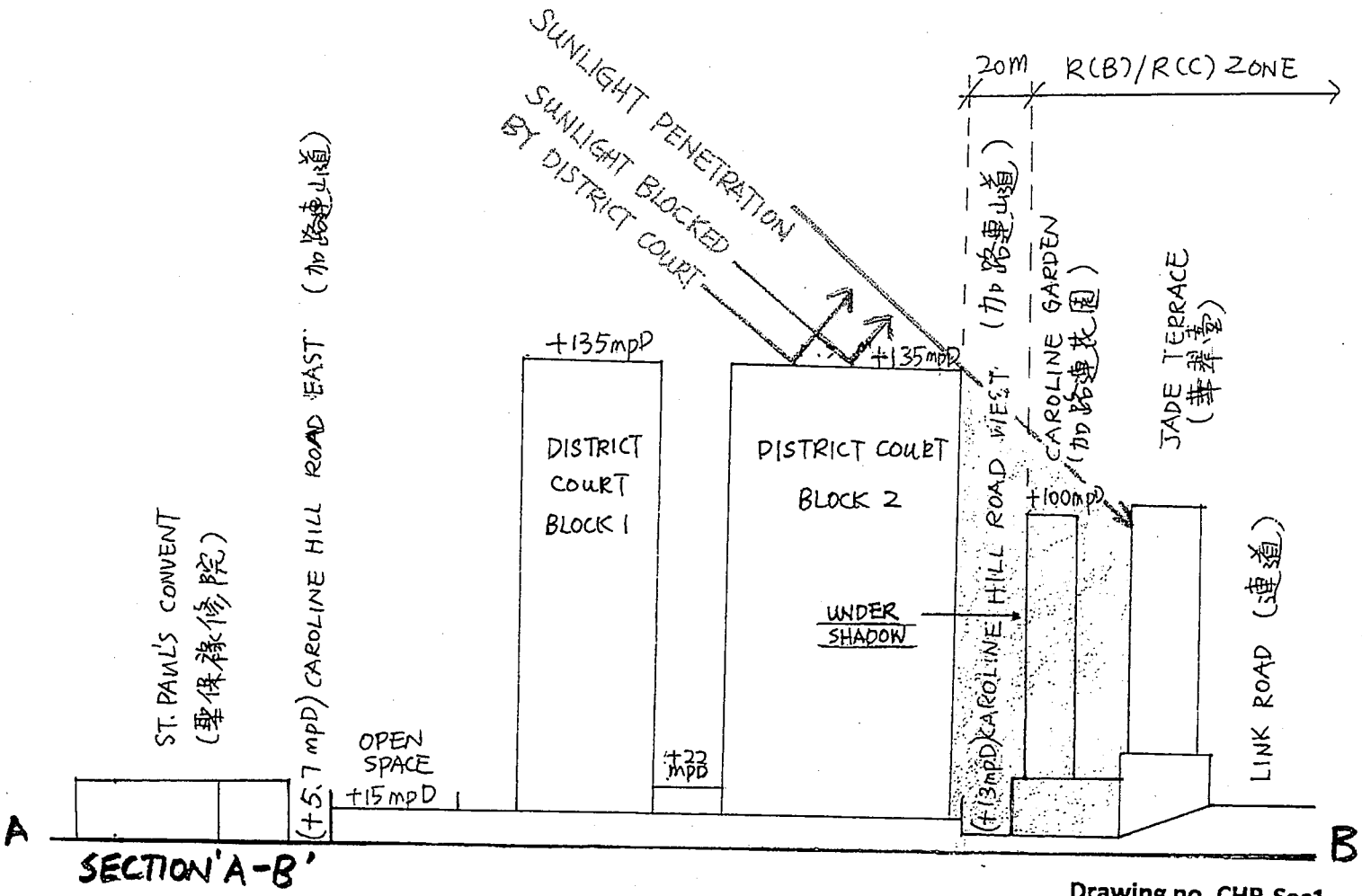
米 METRES 30 0 30 40 60 80 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.

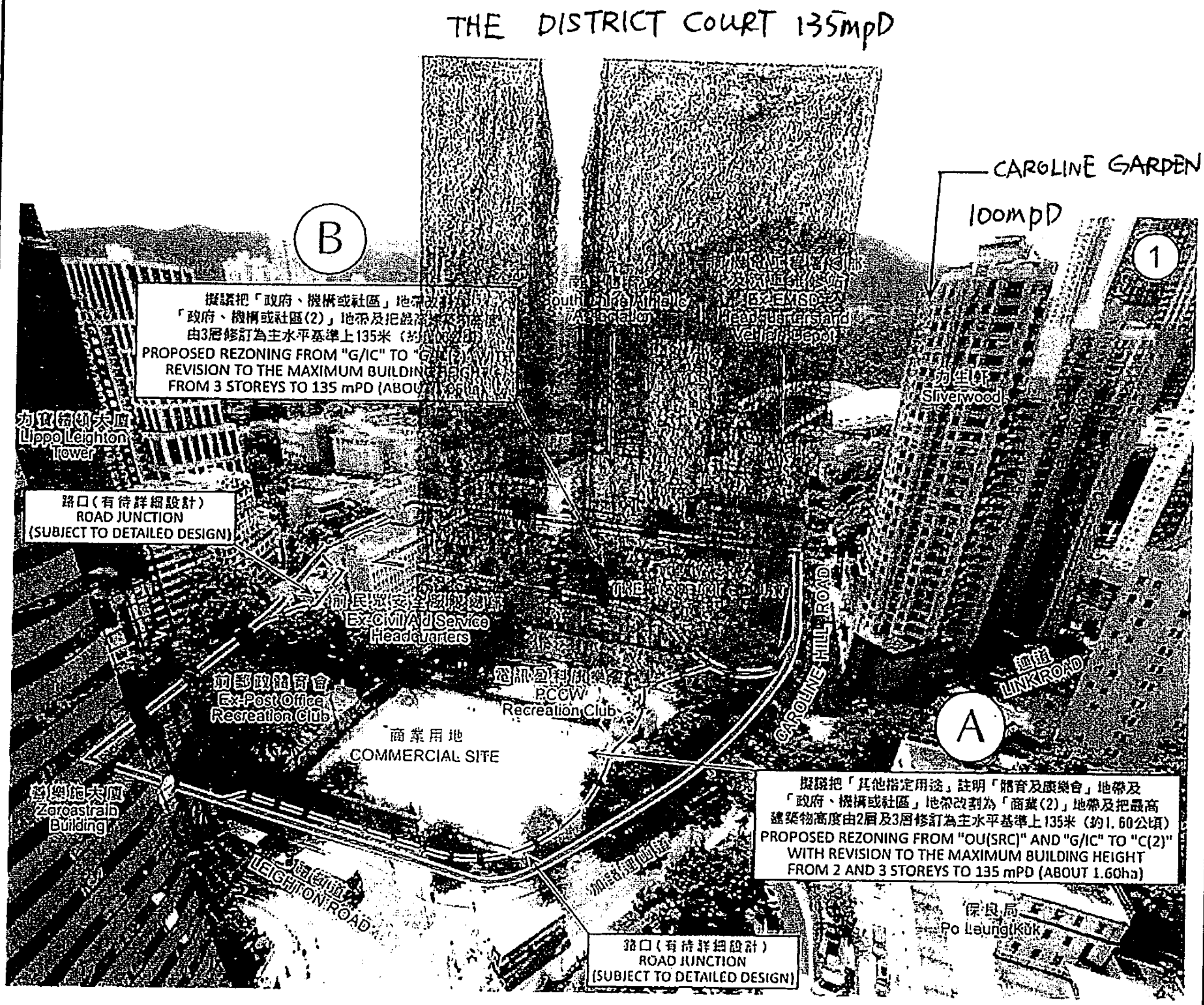
圖 PLAN

Drawing no. CHR-Plan1



SECTION 'A-B'

Drawing no. CHR-Sec1



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月28日擬備，所根據的資料為攝於2018年5月16日的實地照片

PLAN PREPARED ON 28.2.2019
BASED ON SITE PHOTO
TAKEN ON 16.5.2018

實地照片 SITE PHOTO

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H7/19/3

圖 PLAN
Fig.1

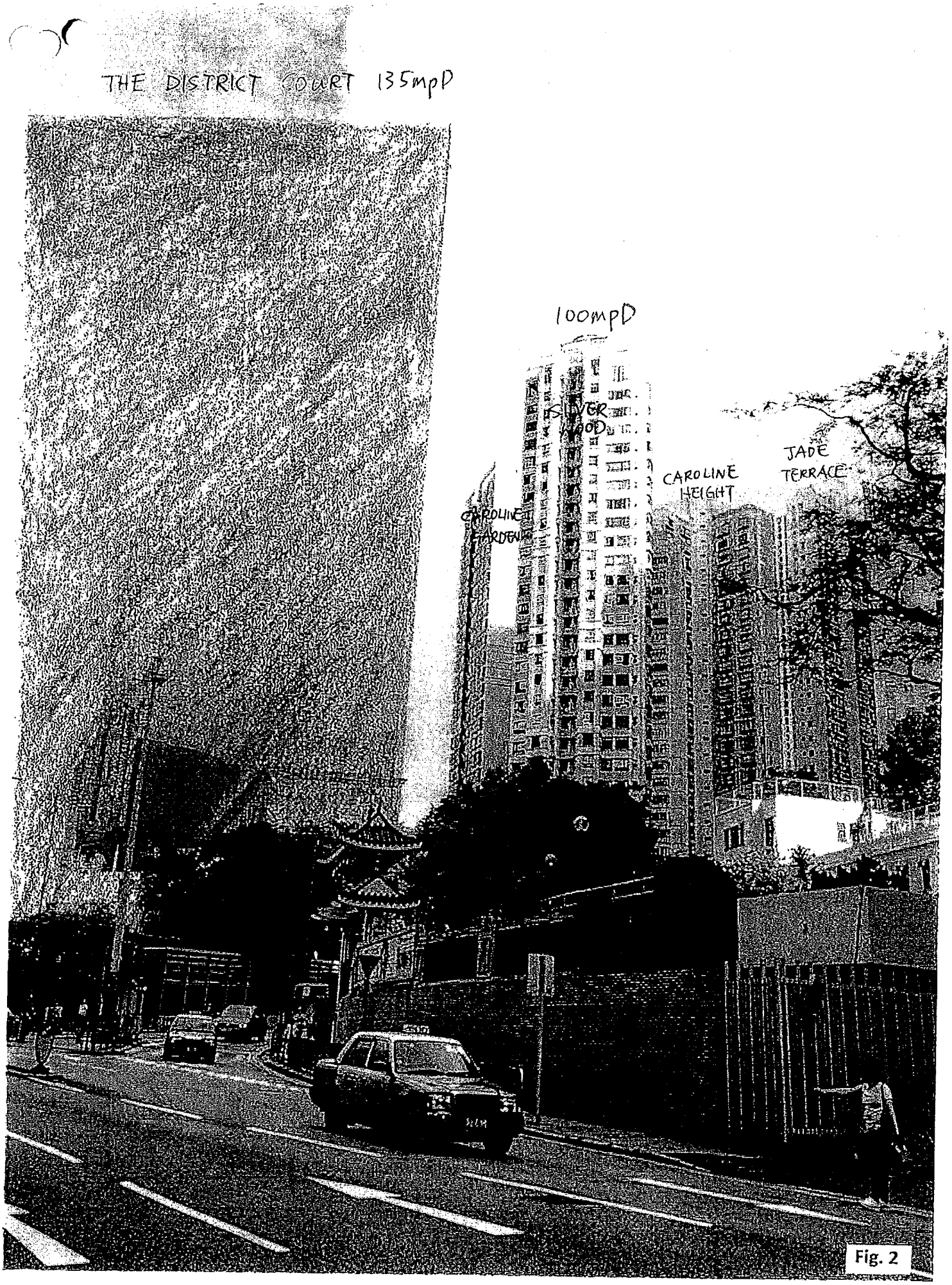

THE DISTRICT COURT 135mpD
100mpD
SILVER WOOD
CAROLINE GARDEN
CAROLINE HEIGHT
JADE TERRACE

Fig. 2

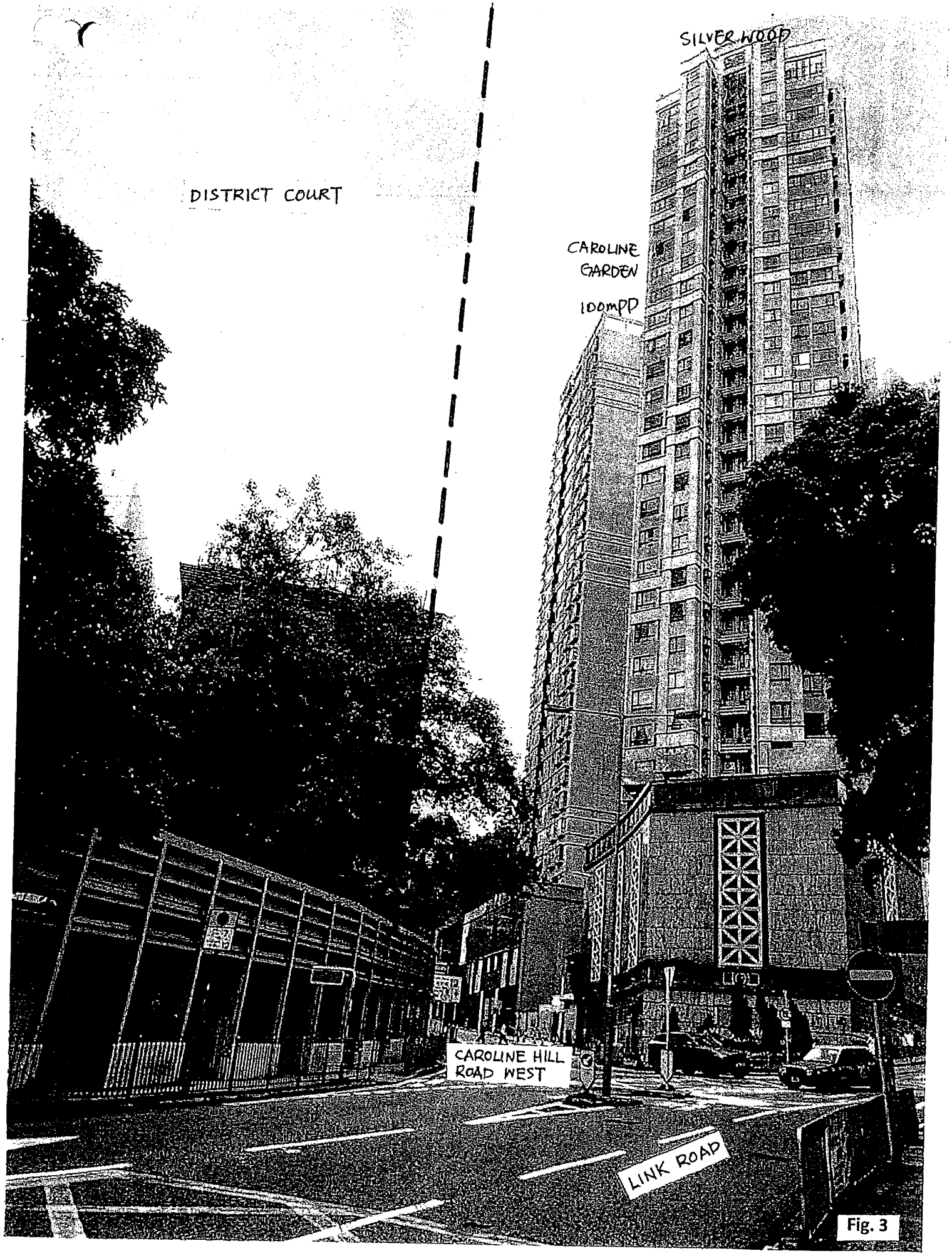

SILVER WOOD
DISTRICT COURT
CAROLINE
GARDEN
100mPD
CAROLINE HILL
ROAD WEST
LINK ROAD

Fig. 3

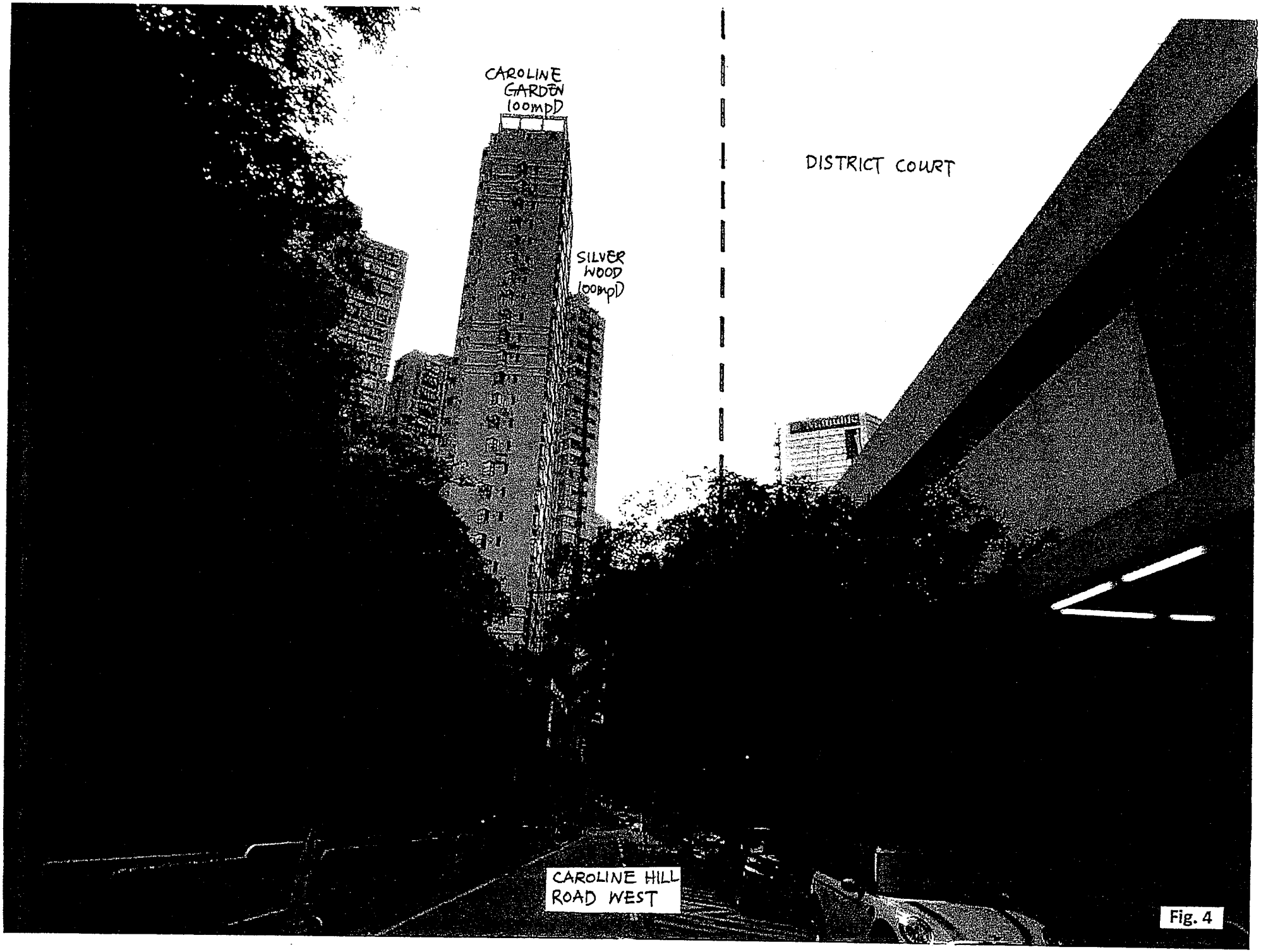

CAROLINE GARDEN 100mpD
SILVER WOOD 100mpD
DISTRICT COURT
CAROLINE HILL ROAD WEST

Fig. 4

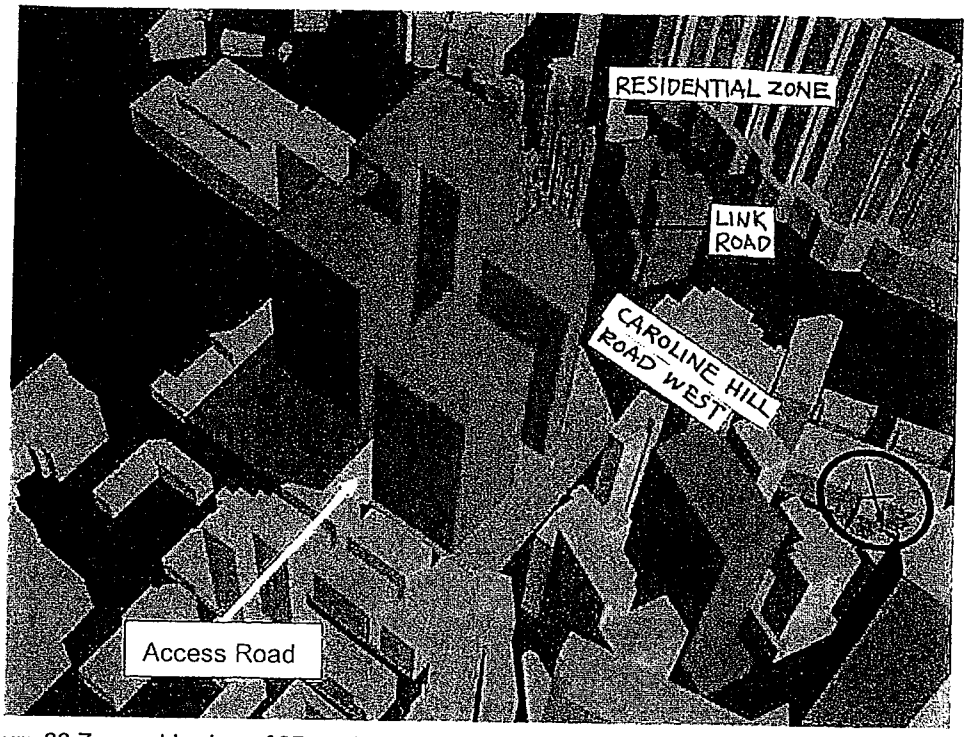


Figure 20 Zoomed-in view of 3D model for the Optional Scheme from north

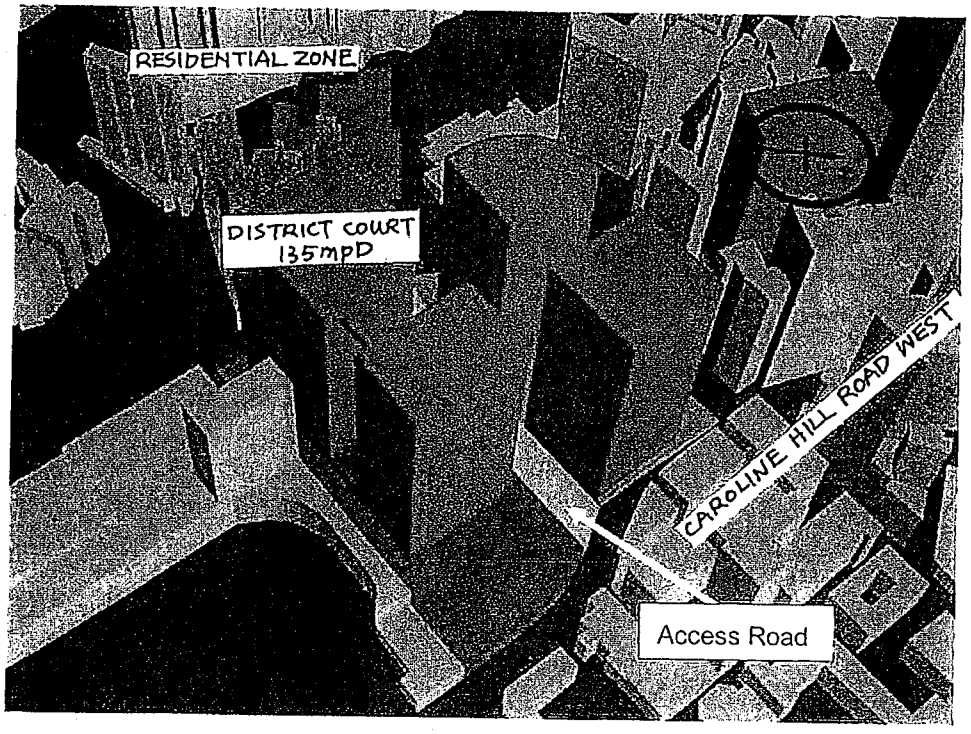


Figure 21 Zoomed-in view of 3D model for the Optional Scheme from east

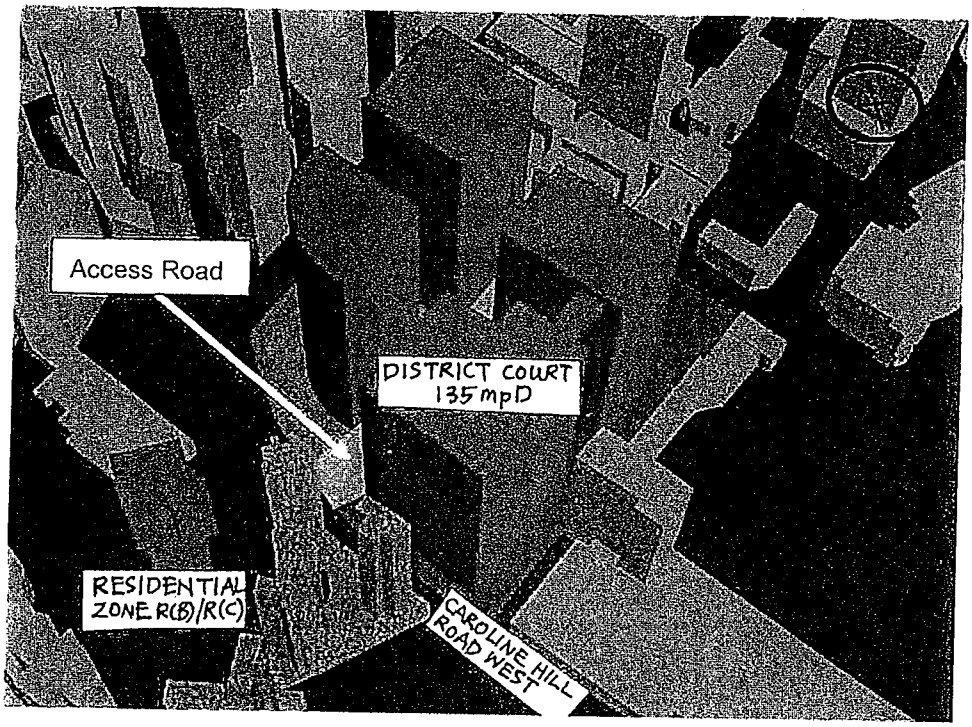


Figure 22 Zoomed-in view of 3D model for the Optional Scheme from south

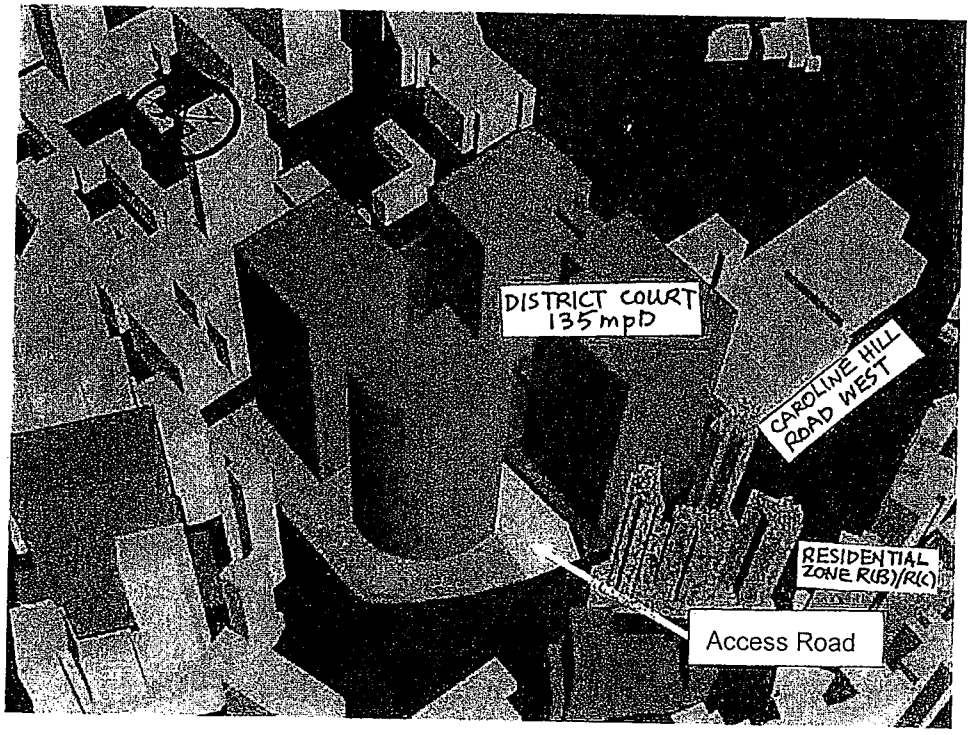
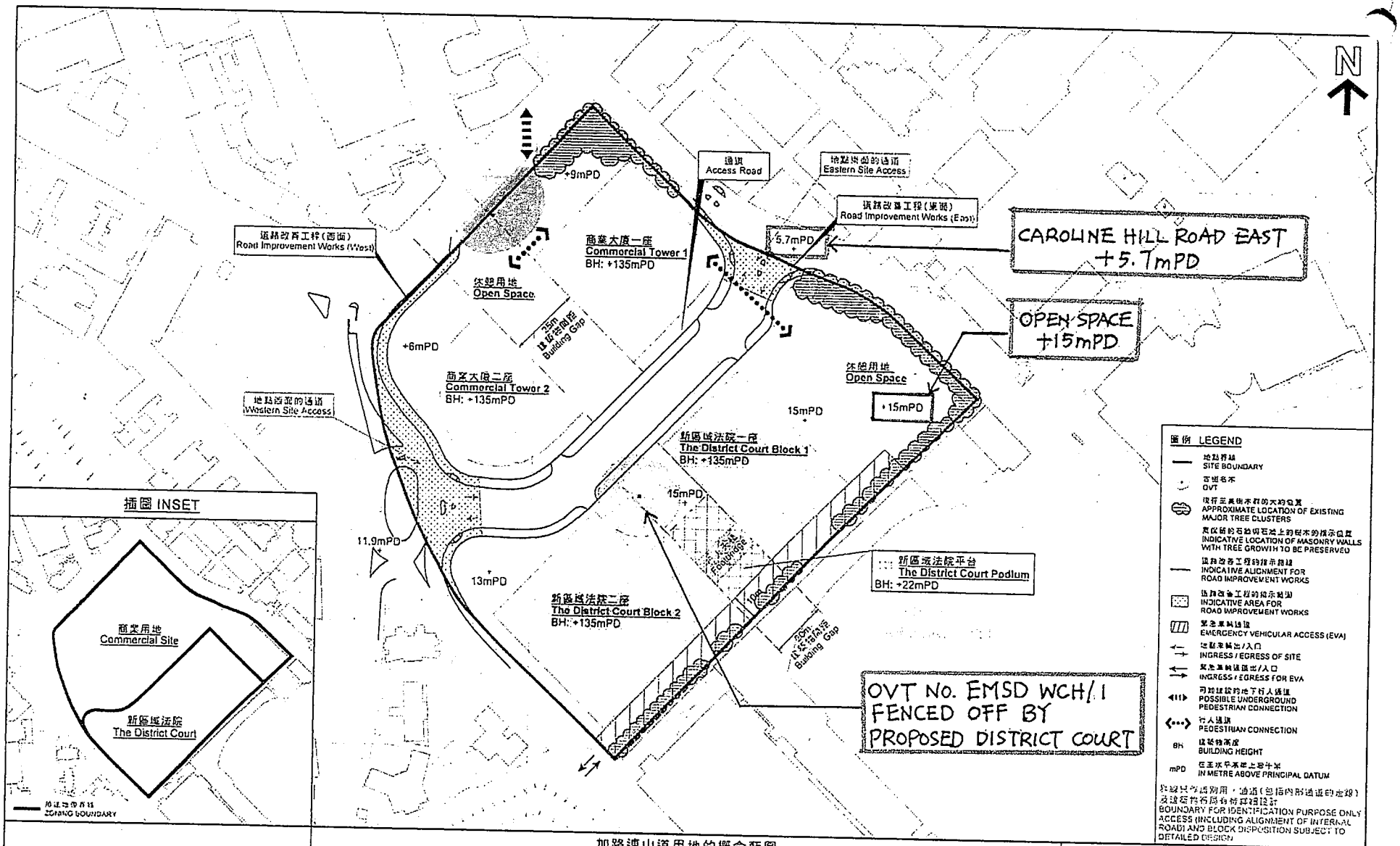


Figure 23 Zoomed-in view of 3D model for the Optional Scheme from west



本擬議區於2019年2月28日擬備，
所根據的資料為測量圖模號
11-SW-15B

EXTRACT PLAN PREPARED ON 28 2 2019
BASED ON SURVEY SHEET No
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 1 200 比例尺

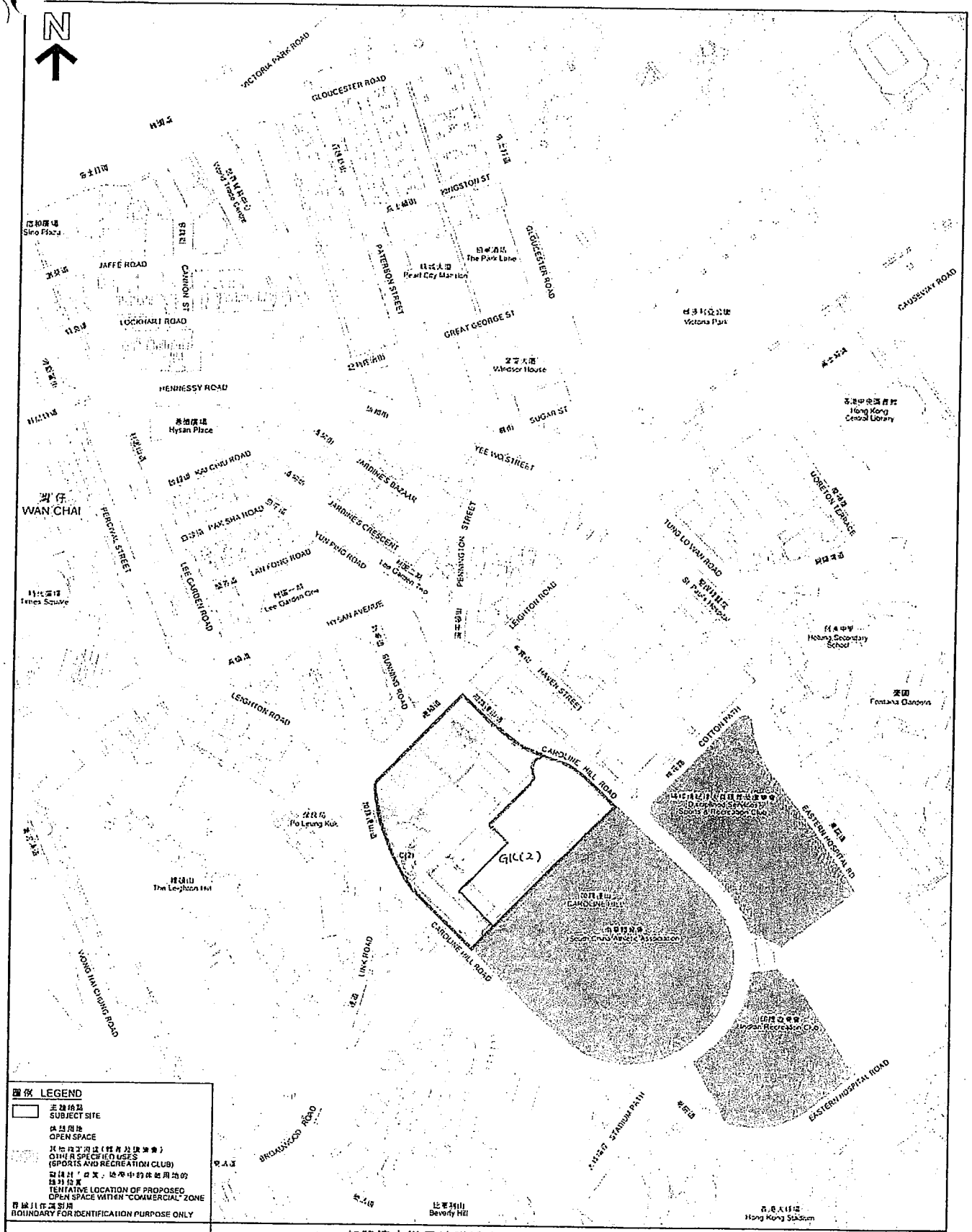
米 METRES 20 0 20 40 60 80 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.

圖 PLAN

Drawing no. CHR-Plan2



本摘要圖於2019年4月29日擬備，
所根據的資料為測量圖編號
11-SE-6C、11A及11C和
11-SW-10D、15B及15D

EXTRACT PLAN PREPARED ON 29.4.2019
BASED ON SURVEY SHEETS No
11-SE-6C, 11A & 11C AND
11-SW-10D, 15B & 15D

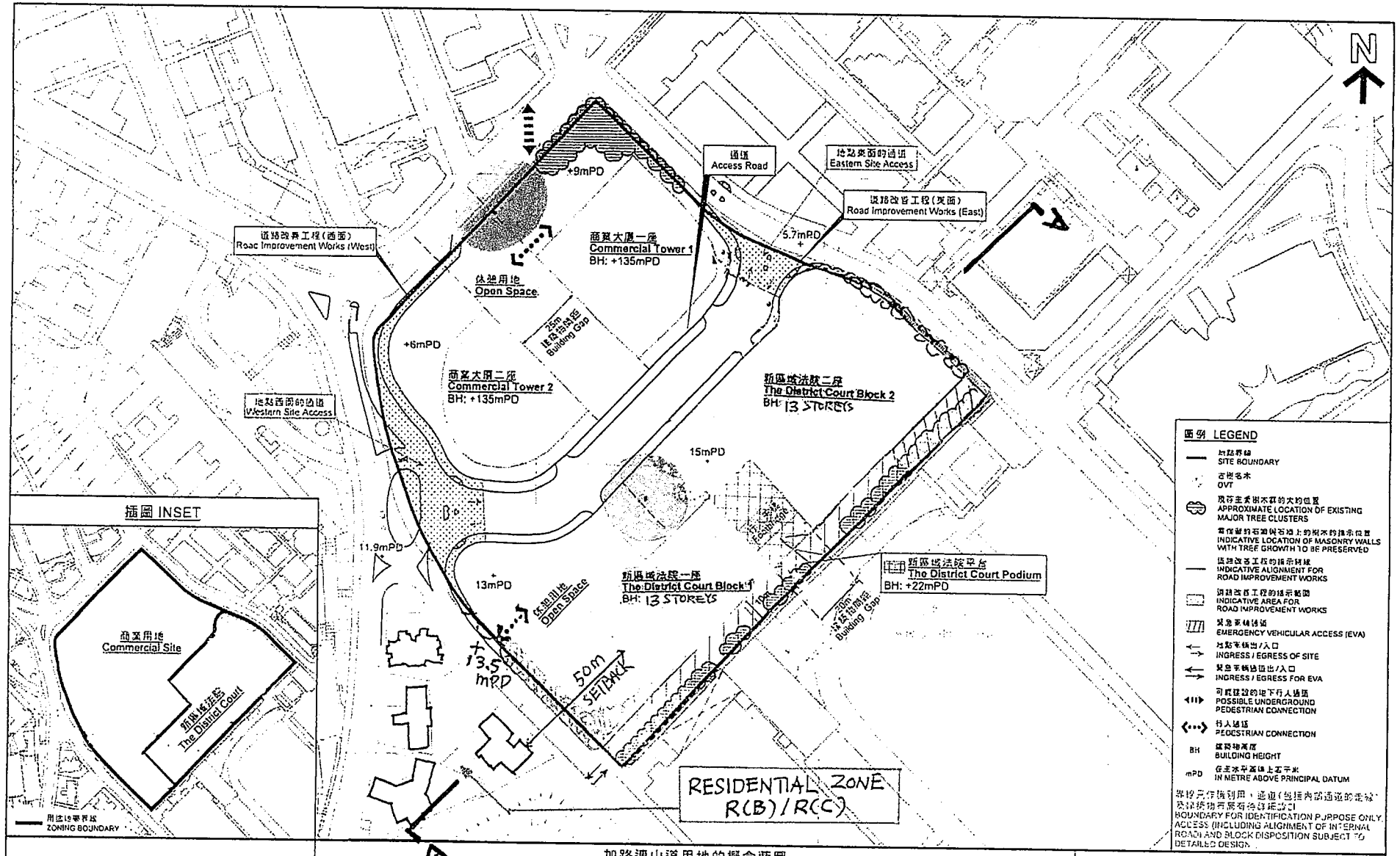
加路連山道用地附近休憩用地的位置圖
LOCATION PLAN SHOWING THE OPEN SPACE
IN THE VICINITY OF THE CAROLONE HILL ROAD SITE

黃泥涌分區計劃大綱核准圖編號S/H7/19的擬議修訂項目
PROPOSED AMENDMENTS TO THE APPROVED WONG NAI CHUNG
OUTLINE ZONING PLAN No. S/H7/19

SCALE 1 : 3 000 比例尺

米 METRES 50 0 50 100 150 200 250 米 METRES

Drawing no. CHR-Plan3



本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

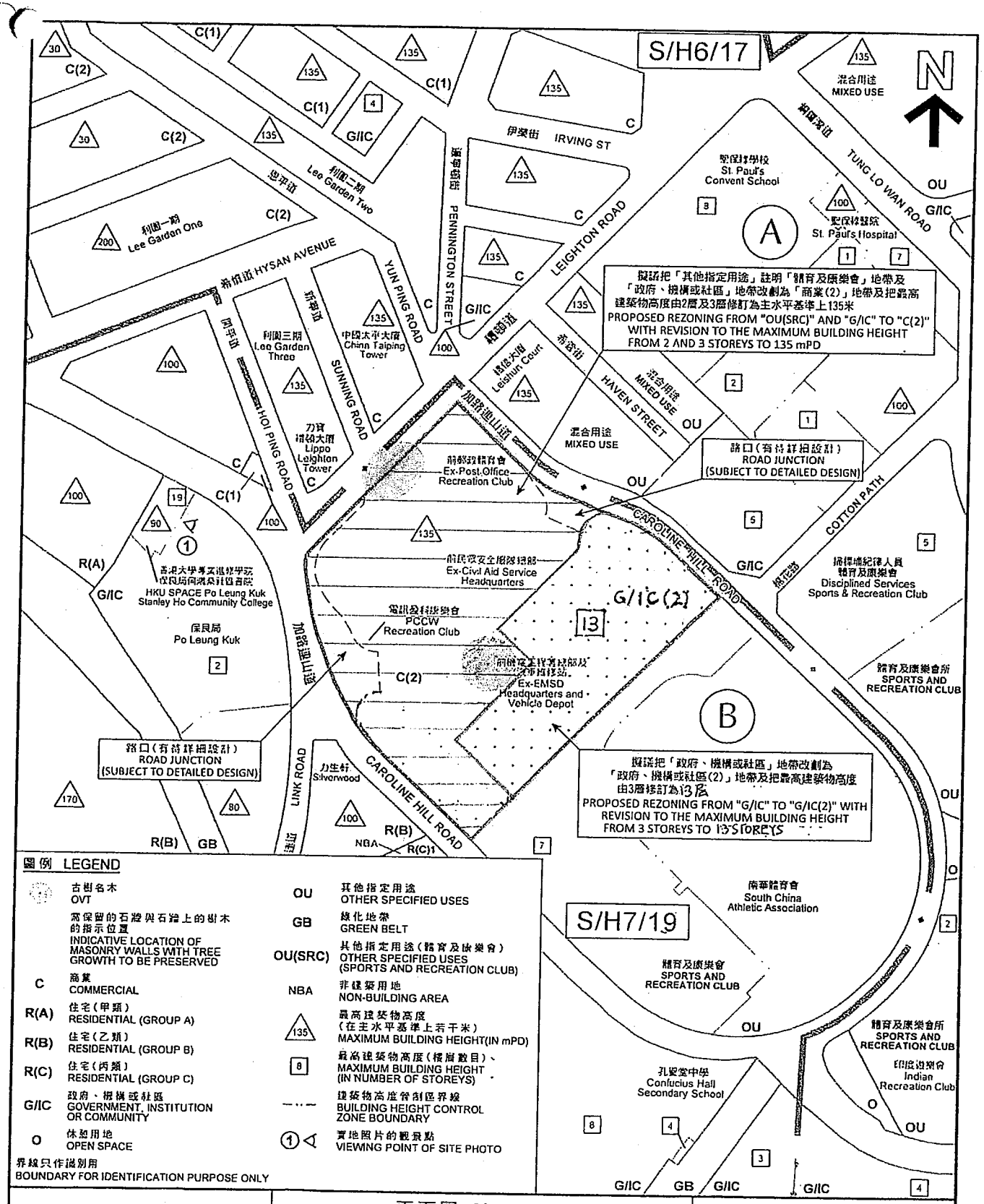
SCALE 1 : 1 200 比例尺

METRES 20 0 20 40 60 80 METRES

SCHEME A

DRAWING NO.

SchemeA-Plan



本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號 11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME A

DRAWING NO.

SchemeA-OZP

Fig. 7 Shadow analysis based on Planning Department's proposal

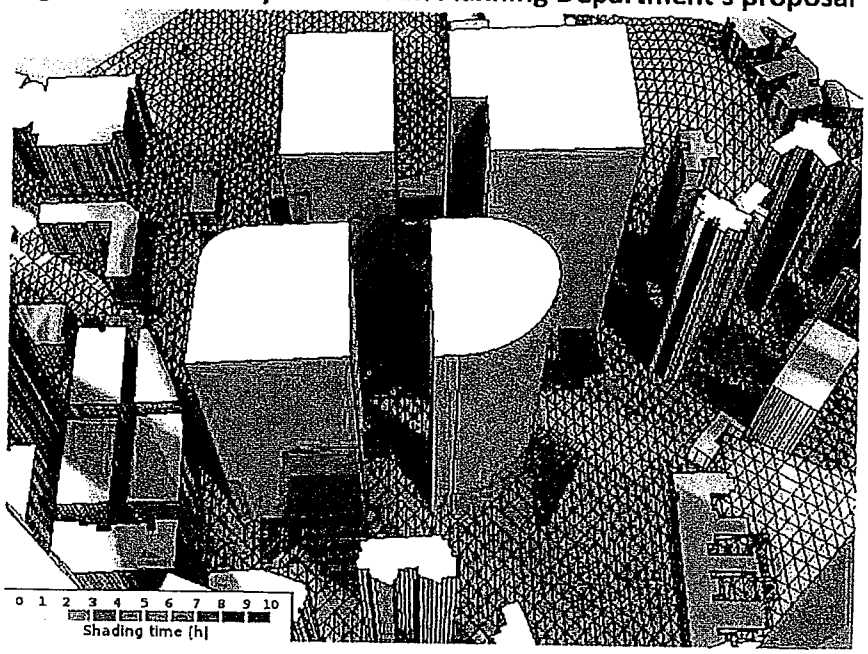
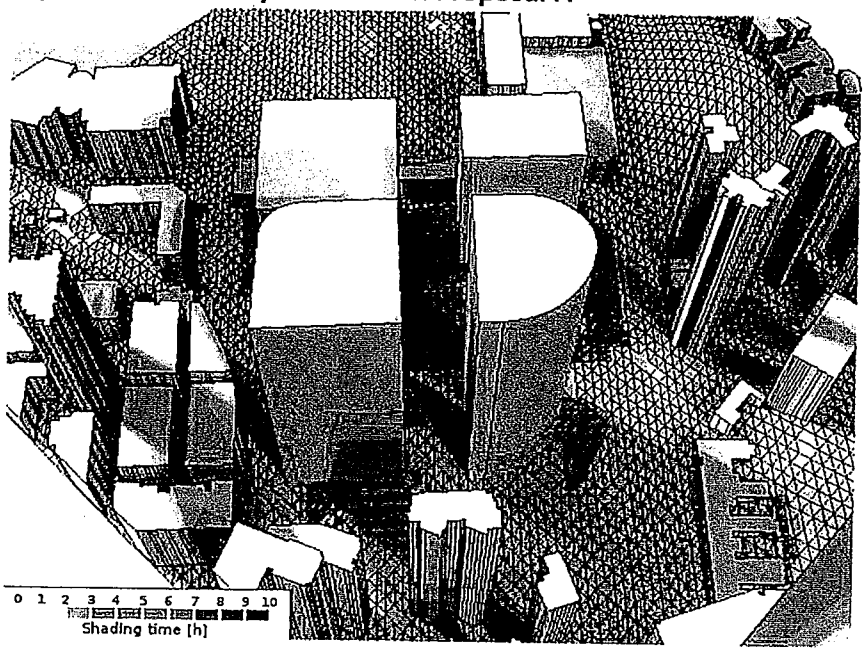


Fig. 8 Shadow analysis based on Proposal A



禮信大廈業主立案法團

TPB/R/S/H7/20-16

敬啟者：

本業主立案法團反對城規會於 2019 年 5 月 24 日就《黃泥涌分區計劃大綱草圖 S/17/20》提出申述，反對大綱草圖的修訂項目。

本法團認為更改土地為商業用途，以及放寬高度限制至 135 米，會對鄰近的交通、景觀、通風等構成嚴重負面影響。有關修訂的規劃文件，包括交通影響評估、景觀影響評估等，並未完全反映區內實際情況，鄰近居民的需求亦被漠視。

本法團亦就加路連山道的發展方案提出以下反建議：

1. 更改用地內的空間編排，將公共空間改置於南邊；
2. 調低法院大樓高度限制至 13 層；
3. 城規會亦應指示政府部門重新進行交通影響評估，並依照新的評估結果，考慮降低商業用地樓面面積；

希望城規會予以考慮上述建議。

反對大綱草圖的修訂項目的詳細理由及反建議的詳情載於本信件之附件內。

此致

城市規劃委員會秘書

二零一九年七月十五日

THE INCORPORATED OWNERS OF LEI SHUN COURT 禮信大廈 業主立案法團

申述人： 禮信大廈業主立案法團

申述人代表姓名： CHEUNG CHI HUNG, DAVID

申述人代表身份證號碼： [redacted]

地址： [redacted]

附件

We refer to MCP Paper No. 5/19 for consideration by The Metro Planning Committee on 3.5.2019, regarding further consideration of proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H7/20, and would like to make a representation to the Town Planning Board in respect of the draft plan and the revised Explanatory Statement(ES) on the following issues:

A. Inadequacies on the Traffic Impact Assessment on the proposed development scheme

We found that there are multiple inadequacies on the traffic impact assessment conducted by Planning Department and Arup, which as a result provides inaccurate baseline traffic statistics and affect the credibility of the conclusion drawn.

1. The traffic figures shown in the baseline scenario is recorded in 2017. The figures may be outdated and may not reflect the recent traffic situation around the site.

2. The baseline scenario is projected based only on one "typical weekday" and during rush hours. The traffic situation in weekends and non-peak hours were not considered. However, in fact, due to presence of multiple schools and other public services in the proximity, the traffic volume is the highest during the afternoon hours. Moreover, the traffic is hugely affected adversely during events at the Hong Kong Stadium and Happy Valley Racecourse. Since the proposed retail space, open space, District Health Centre and Child Care Centre generates traffic volume in non-peak hours and weekends, the absence of traffic impact estimation in these hours cannot be justified.

3. The floor area of commercial, District Health Centre, and Child Care Centre assumed in the TIA is different from Planning Department's latest development scheme. This affects the vehicle attraction/generation rate and yield inaccurate model results.

4. The remained capacities of the junctions are based solely on counting vehicles passing through, yet the queuing effect and weaving effect are not taken into account. Such measuring methodology would underestimate the traffic flow.

Since the development scale, i.e. the GFA of the commercial development relies on the remaining capacity of the road networks, the inadequacies of the TIA mentioned above makes the conclusion on the remaining capacity questionable. We hereby request the Town Planning Board to hold the OZP amendment and request a more comprehensive and updated TIA, and to review the scale of the commercial development based on the updated TIA result.

B. <u>Justification on the Disposition of District Court and adjacent Open Space</u>.

1. The disposition of the District Court as shown in the Conceptual Layout Plan did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road West, Link Road and Broadwood Road. Actually, the whole planning document including the technical assessment report, did not take into account of the said Residential Zone. The AVA report only provides limited views. The disposition of the proposed 135m tall District Court will cause extreme

negative impact on the sunlight penetration and ventilation, which will adversely affect the health of the residents. We want to stress that whenever there is room for a better planning, a layout just fulfilling the min. requirement of the Building Regulations is not the function of Planning Department and Town Planning Board. This planning proposal is said to be against the aim of the Town Planning Ordinance Cap.131 "To promote the health, safety, convenience and general welfare of the community." We understand that the conceptual Layout Plan only provide the framework for the scope, height and site area and GFA etc., the detail layout will be subject to future design. However, if the basic framework did not set in a rational and acceptable manner from the very beginning, the future layout will likely to be further deviate from a good planning.

1.1 The disposition of District Court largely reduced the sunlight penetration to the adjacent residential blocks along Caroline Hill Road West, Link Road and Broadwood Road.

a.) District Court Block 2 is directly abutting Caroline Hill Road West, leaving only a 20m gap with the opposite building (Caroline Garden). Given the fact that District Court Block 2 is proposed to be 135mPD, whereas Caroline Garden is only 100mPD, therefore, the whole residential block will be under shadow during most of the days. Even worse, the living, dinning, master bedroom and kitchen of the whole block of Caroline Garden are directly facing the proposed District Court Block 2.

b.) Please refer to the attached drawing no. CHR-Plan1 & CHR-Sec1, showing the proposed Conceptual Layout Plan attached to MCP Paper No. 5/19. The residential zone along Caroline Hill Road West and Link Road will likely to be under shadow for most of the days due to the blockage of sunlight by the District Court.

c.) A further study is carried out to demonstrate the health impact to the neighbourhood. A shadow analysis is conducted to simulate the shading effect (in terms of number of hours without direct sunlight penetration in a typical day) casted by the proposed buildings during summertime. Result indicates that in a typical summer day, the residential zone mentioned in 1.1b, especially whole façade of Caroline Garden and part of Silverwood cannot receive direct sunlight in most of the daytime. Please refer to the attached shadow analysis Fig. 7.

1.2 The District Court largely reduced the visual permeability and ventilation to the adjacent residential blocks along Caroline Hill Road West, Link Road and Broadwood Road.

a.) Please refer to the attached photomontage Fig.1, Fig. 2, Fig. 3, Fig. 4 and Zoomed in view of 3D model Fig. 5, Fig.6. The photos have shown clearly the visual and ventilation impact brought about by the two massive blocks to the neighbourhood.

b.) As shown in the proposed Conceptual Layout Plan and ES for OZP No. S/H7/19A, a clear building gap of not less than 25m in width shall be provided to facilitate better ventilation within the commercial zone. However, the layout did not consider that the disposition of the District court alternately resulting a narrow gap of less than 25m with the opposite building (Caroline Garden). Given the fact that the opposite building is a

residential building, a generous width of more than 25m should be provided to facilitate better ventilation and permeability.

1.3 According to the Conceptual Layout Plan, the existing OVT No. EMSD WCH/1 would be surrounded by the proposed District Court. And due to security reason, the OVT would be fenced off from the public. We strongly object the layout of the proposed District Court, as it did not fully utilize the valuable resources in the community for public enhancement. Please refer to attached drawing no. CHR-Plan2, showing the Conceptual Layout Plan with the OVT being fenced off by the District Court without connection to the public open space.

2. Disposition of the Open Space adjacent to the District Court Block 1

2.1 The Open Space adjacent to the proposed District Court Block 1 at the east bound of the subject site is proposed to be located at 15mPD. However, the level of the adjacent Caroline Hill Road east is at 5.7mPD. With a 10m of level differences, the pedestrian connection to the open space is proposed to be via an elevated link or underground crossing from the commercial development. Clearly, the disposition of the open space did not facilitate easy accessibility by the public, especially for the elderlies and the disabled. In addition, disabled access such as ramp and disabled lift should be provided, which will take up a large part of the narrow open space. As a result, the proposed open space will eventually become an isolated, left-over space, located at the far end corner of the site.

2.2 Please refer to attached drawing no. CHR-Plan2, showing the level differences between the proposed open space and the adjacent Caroline Hill Road east.

C. Justification of the Height of the District Court

1. According to the draft plan, the subject site is proposed to rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 135mPD, in order to facilitate the Wan Chai District Court development.

2. According to the development proposal, the total G.F.A of the District Court is 70,000m2. And with reference to the proposed Conceptual Layout Plan for the CHR site (Plan 5), the floor area of the District Court is approx. 5,300m2 /fl (Block 1 +Block 2). It is noted that the Judiciary indicated that they would not accept a district court of reduced area not fully meeting its functional and operational requirements. Therefore, the floor area cannot be substantially reduced in achieving a taller building. In this regard, the maximum no. of floors of the District Court should be maximum 13 storeys.

3. Below is the table showing the comparison of the development data between the proposed District Court, the existing Wan Chai District Court and the West Kowloon Law Court. It is noted that, with a similar floor area and total G.F.A

comparing with the proposed District Court, the West Kowloon Law Court is only 11 storeys high, which is only around 60m tall. Therefore, it is not justify to rezone the maximum building height of G/IC to 135mPD.

	Proposed District Court	Existing Wanchai District Court	West Kowloon Law Court
Site Area (m2)	10,620.00	2,189.30	7,509.00
G.F.A. (m2)	70,000.00	30,776.20	60,320.00
Floor Area (m2)	District Court 1+ District Court 2= 5300 approx.	N/A	5483.6
Building Height (m)	135	50 (Approx.)	60 (Approx.)
	No. of storey = To be determined	No. of storeys = 14	No. of storeys = 11

D. **Schedule of Uses as attached to Wong Nai Chung OZP No.S/H7/20**

Hotel is falling in Column 1 (Uses always permitted) under Commercial zone. We strongly object this item as Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.

E. **Proposed amendments to the draft plan**

Based on the above concerns, we would like to submit our proposed amendments to the draft plan. We have come up in a counterproposal.

Scheme A *(Please refer to attached drawing no. SchemeA-Plan)*

Merits of Scheme A

(a) enhance sunlight penetration, ventilation and visual openness to the neighbourhood;
(b) ensure the open space to be easily accessed by the public;
(c) add value to the development by incorporating the OVT to the public open space;
(d) relocation of open space can serve as a buffer zone against the densely populated district

1. The District Court is moved eastward, and the Open Space is moved southward. The south-west façade of the District Court abutting Caroline Hill Road west is set

back 50m away from the principal façade of the opposite building (Caroline Garden). Therefore, allowing more sunlight penetration, ventilation and visual permeability. A shadow analysis is carried out (refer to Fig. 8) and shows that the sunlight cast towards the residential blocks along Caroline Hill Road west is much better than that in the original plan (Fig.7). Please note that this layout will not affect the 4-5 storeys high St. Paul's Convent opposite the District Court Block along Caroline Hill Road East.

2. The level of the Open Space at southern portion is at 13mPD, while the adjacent Caroline Hill Road West is at 13-13.5mPD, which is actually at-grade level. This revised layout can ensure easy accessibility by the public.

3. The revised location of open space can also serve as a buffer zone against the heavy traffic at the proposed round-about. This revised layout can alleviate the noise impact to the District Court.

4. Unlike the draft plan with the Open Space located at the far end corner of Caroline Hill Road east, resulting a left-over isolated space, this revised layout can allow the Open Space to serve as an extension and a continuous green belt to the adjacent neighbourhood. And by incorporating the existing OVT No. EMSD WCH/1 to the open space, such valuable resources can add value to the community and to enhance public enjoyment. Please refer to attached drawing no. CHR-Plan3, showing the location of the green belt.

5. It is noted that a revised conceptual layout plan (Plan FC-3) attached to the planning document has been trying to address the issue of set back from Caroline Hill Road west. However, the layout would result in an even more Isolated, gloomy and narrow open space at eastbound, being surrounded by concrete walls of the District Court. Moreover, the "open space" created from this set back at Caroline Hill Road west cannot be served for public use due to security reason. Similarly, the OVT being fenced off by the District Court also cannot be incorporated into the public open space due to security reason.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site and the District Court as shown in attached drawing no. SchemeA-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial***
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A "...To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided <u>at-grade in the southern portion facing Caroline Hill Road</u> and at-grade in the northern portion fronting Leighton Road. The future developer will be required to submit a landscape plan***

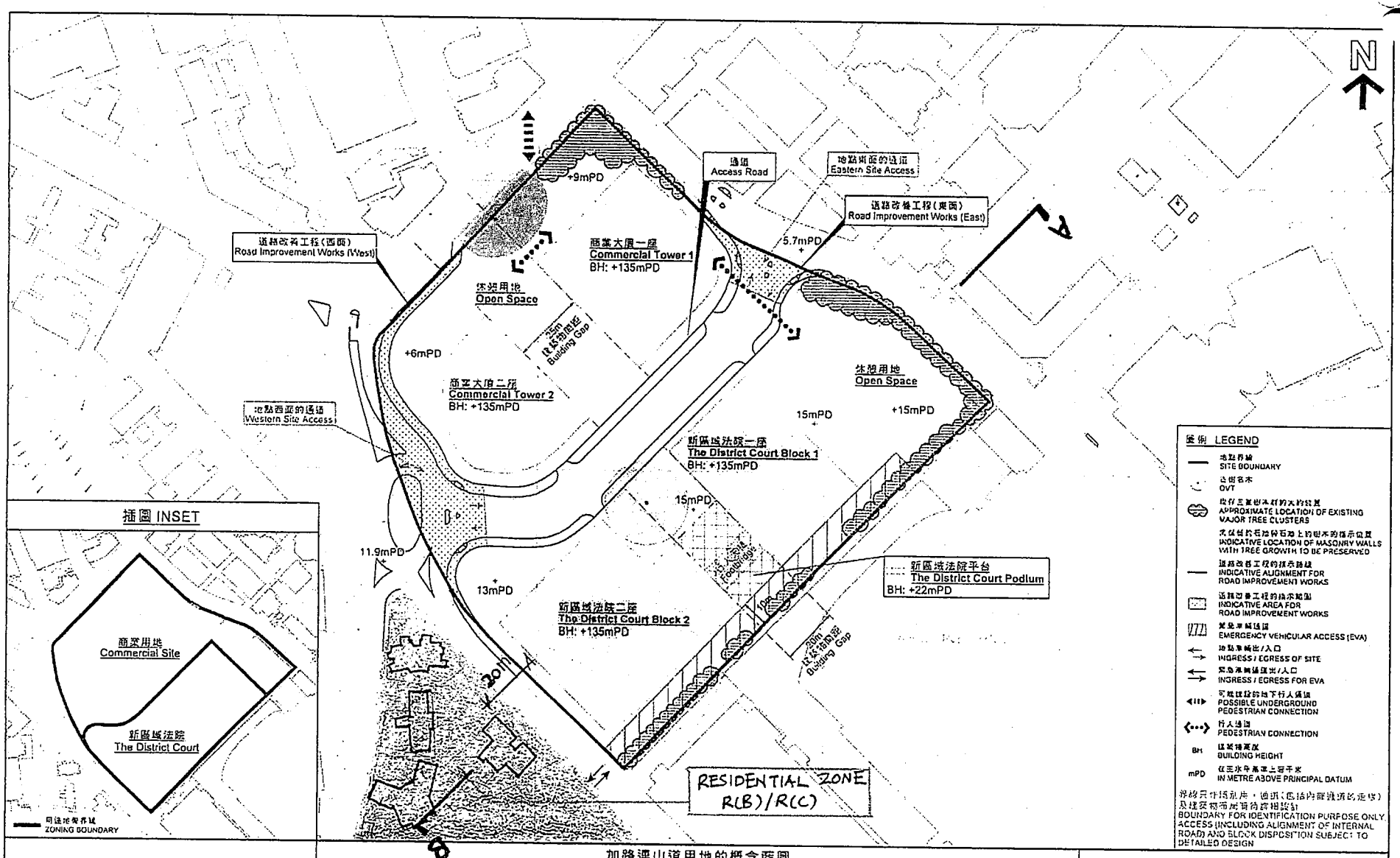
under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern and eastern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved....")

5. *Amendments to the Explanatory Statement Item 8.5.6 of OZP S/H7/19A*
   The "G/IC(2)" site at Caroline Hill Road is earmarked for accommodating a district court for future expansion of judiciary facilities. Development and/or redevelopment is restricted to a maximum gross floor area of 70,000m2. A clear gap of not less than 50m in width, measuring from the principal façade of Caroline Garden facing Caroline Hill Road to the south-west or the nearest façade, whichever is the closest, of the development and/or redevelopment shall be provided, to facilitate sunlight penetration, better air ventilation and visual permeability. The stone retaining wall along the southern periphery of the site shall be preserved...

附件

Attachments

Drawing no. CHR-Plan1
Drawing no. CHR-Sec1
Fig. 1
Fig. 2
Fig. 3
Fig. 4
Fig. 5
Fig. 6
Drawing no. CHR-Plan2
Drawing no. CHR-Plan3
Drawing no. SchemeA-Plan
Drawing no. SchemeA-OZP
Fig. 7
Fig. 8



本線圖於2019年2月28日製作，所根據的資料為測量圖編號 11-SW-15B

EXTRACT PLAN PREPARED ON 28 2 2019
BASED ON SURVEY SHEET No
11-SW-15B

加路運山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展鏡灣加路運山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

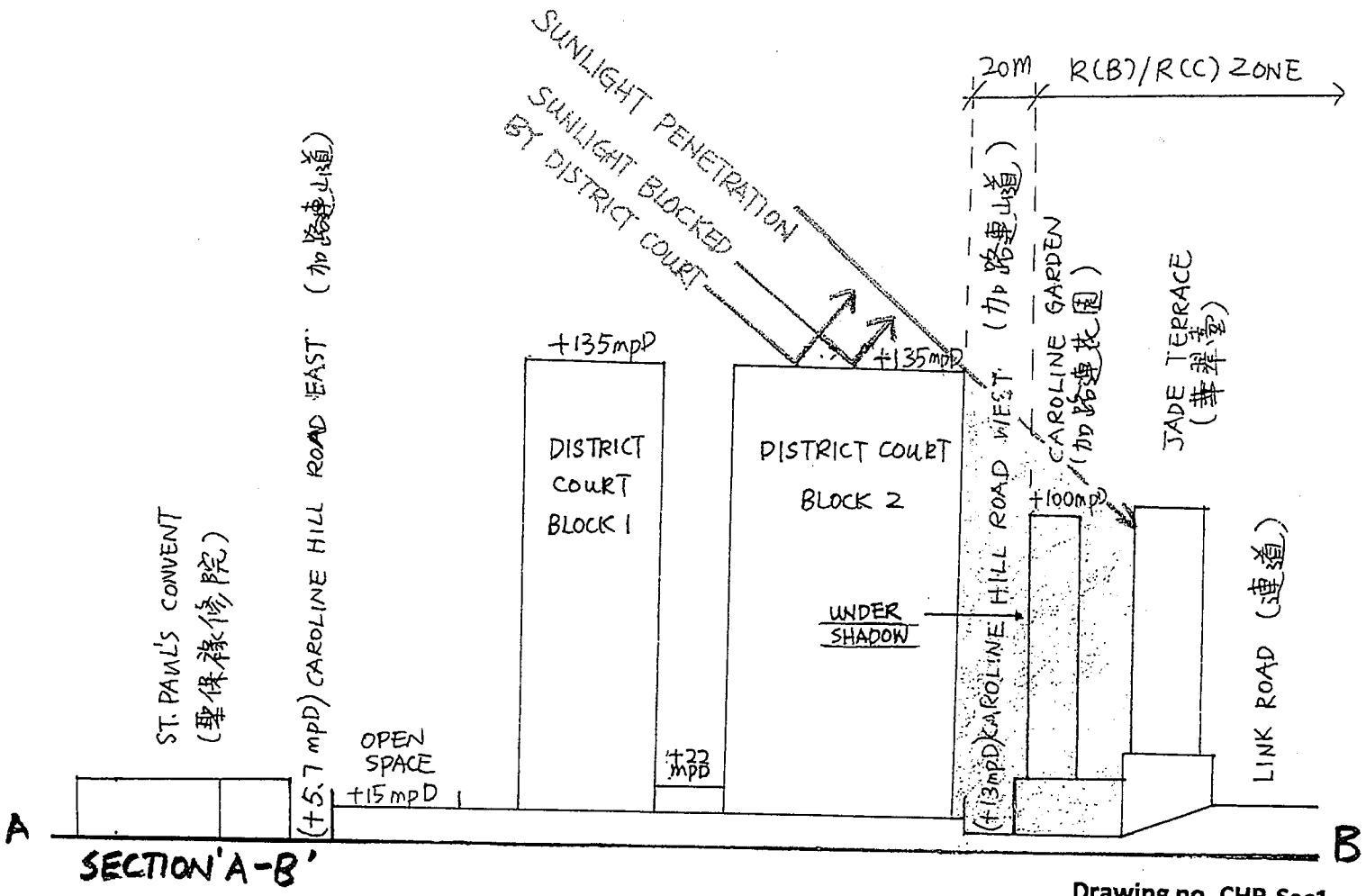
SCALE 1 : 1 200 比例尺

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.

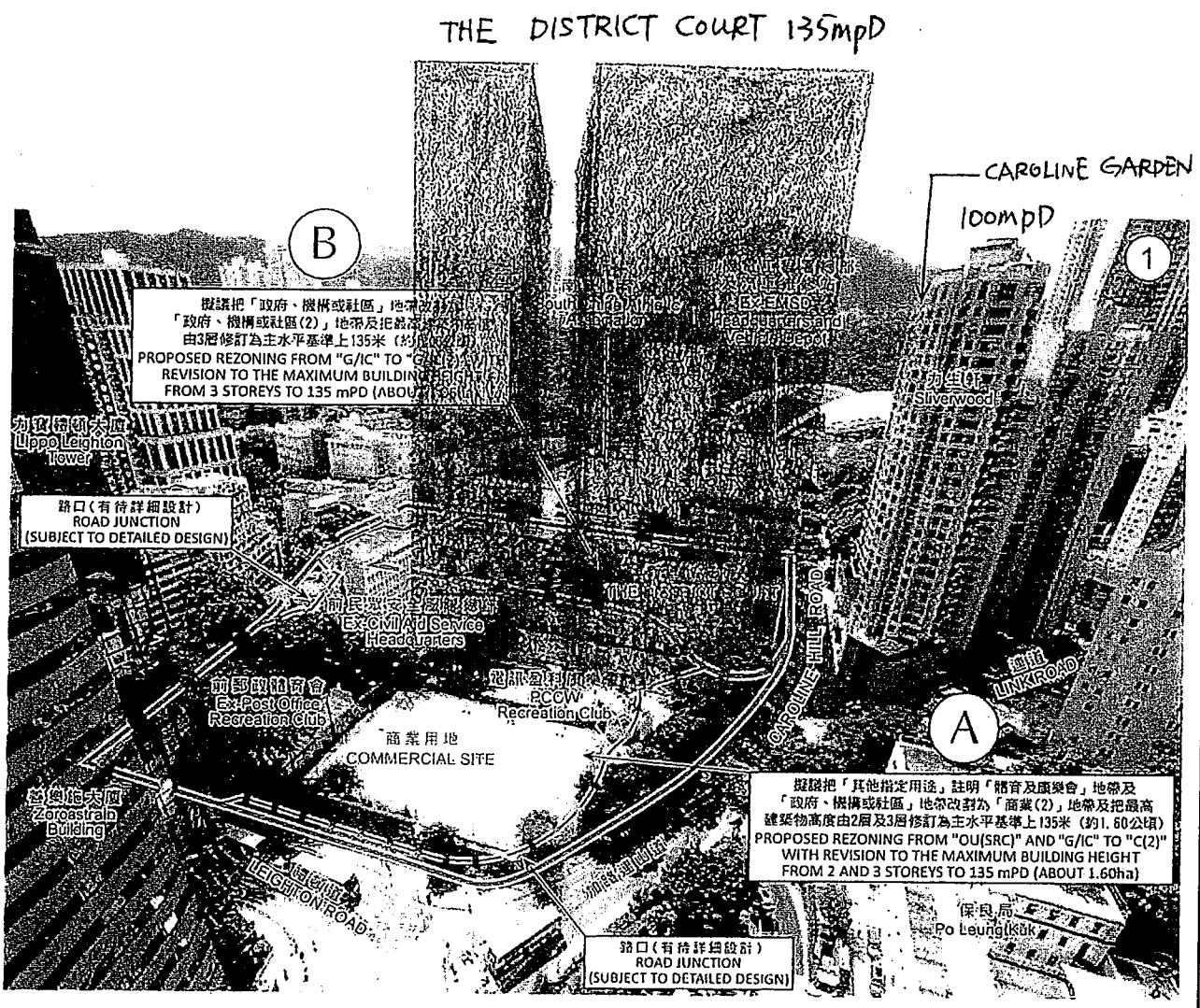
圖 PLAN

Drawing no. CHR-Plan1



SECTION 'A-B'

Drawing no. CHR-Sec1



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月28日擬備，所根據的資料為攝於2018年5月16日的實地照片 PLAN PREPARED ON 28.2.2019 BASED ON SITE PHOTO TAKEN ON 16.5.2018	實地照片 SITE PHOTO 重新發展銅鑼灣加路連山道用地作商業用途及新區域法院 REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT	規劃署 PLANNING DEPARTMENT 參考編號 REFERENCE No. M/H7/19/3 圖 PLAN Fig.1

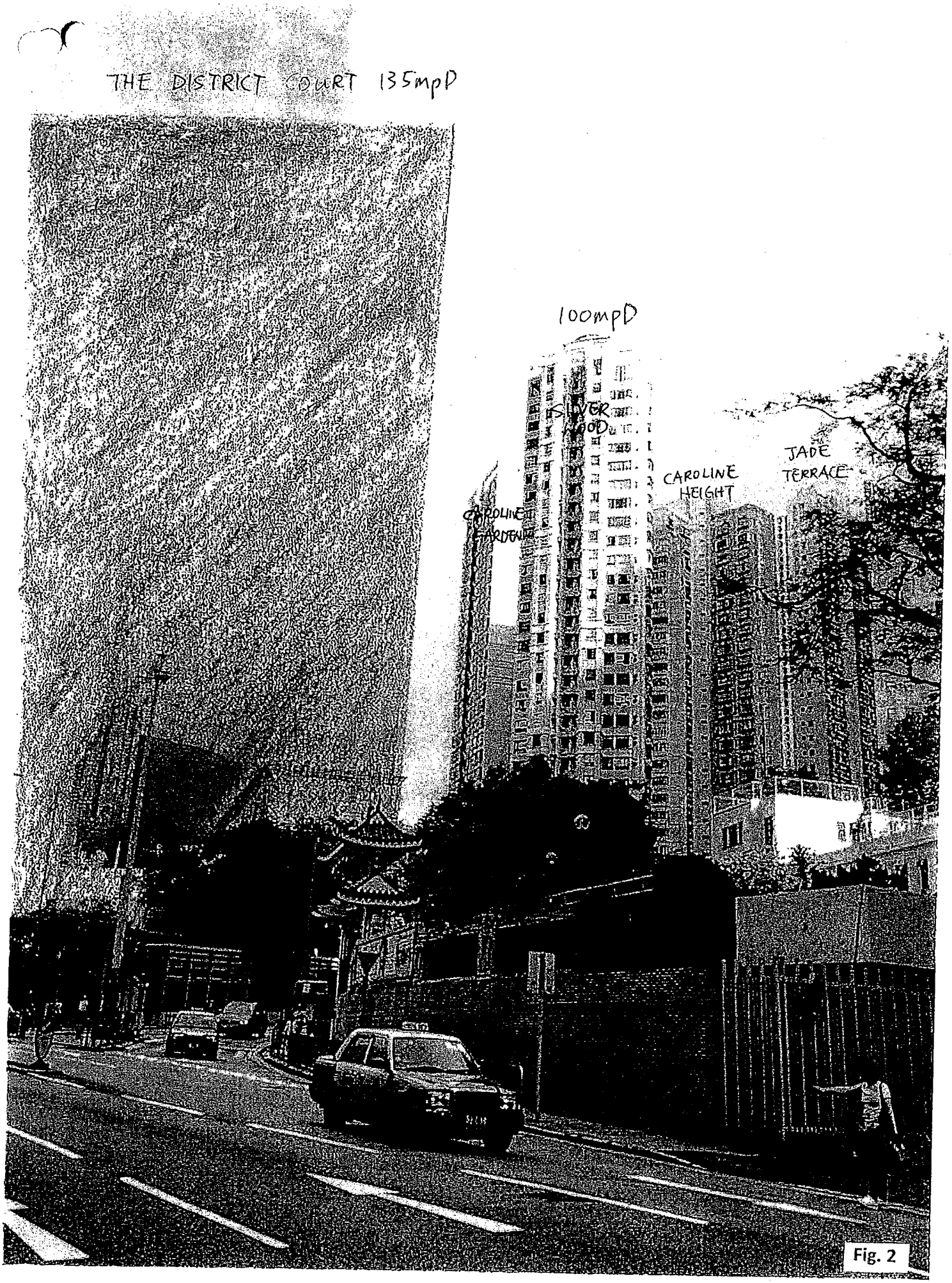

THE DISTRICT COURT 135mpD
100mpD
SILVER WOOD
CAROLINE GARDEN
CAROLINE HEIGHT
JADE TERRACE

Fig. 2

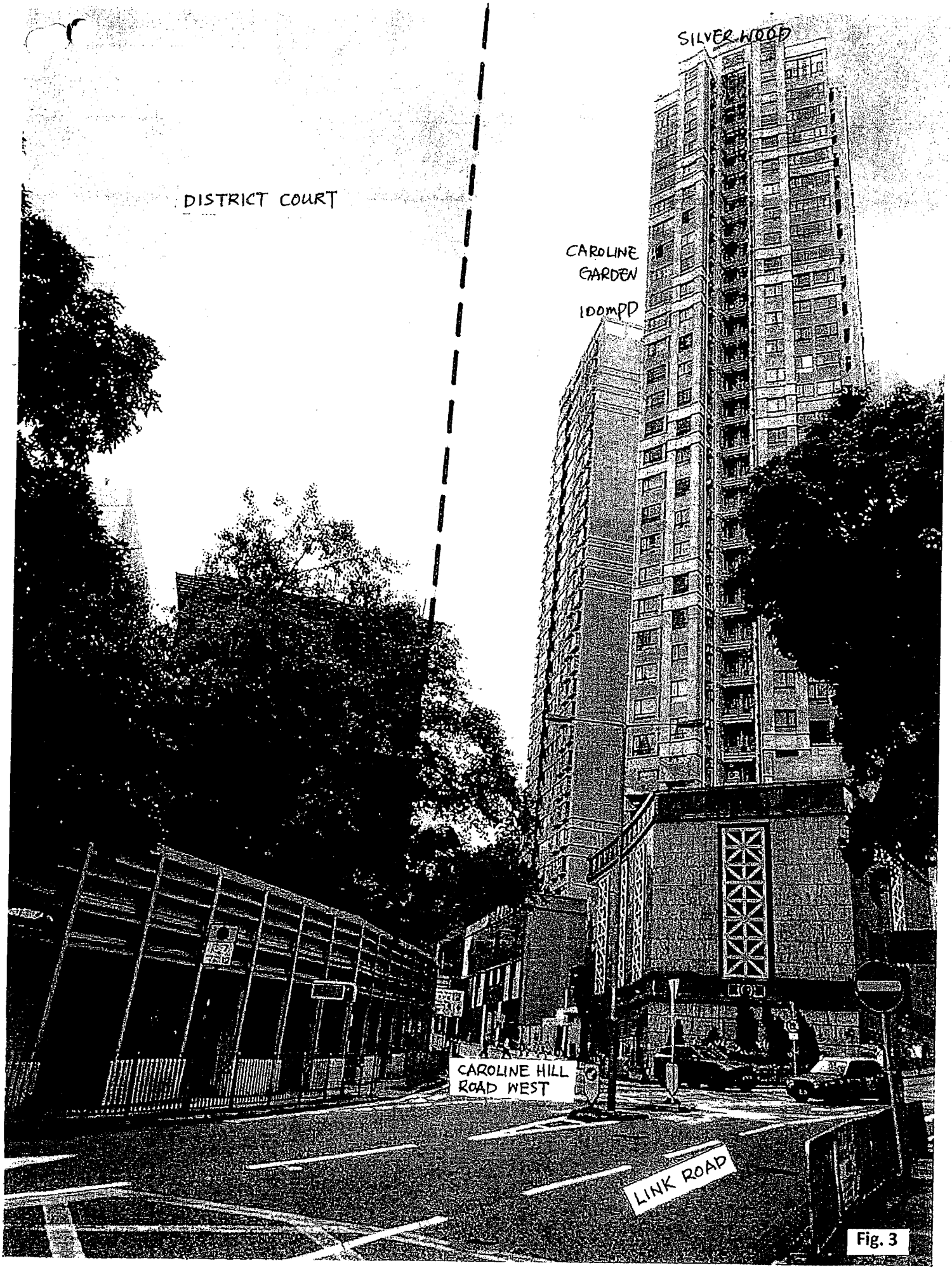

SILVERWOOD
DISTRICT COURT
CAROLINE GARDEN
100mPD
CAROLINE HILL ROAD WEST
LINK ROAD

Fig. 3

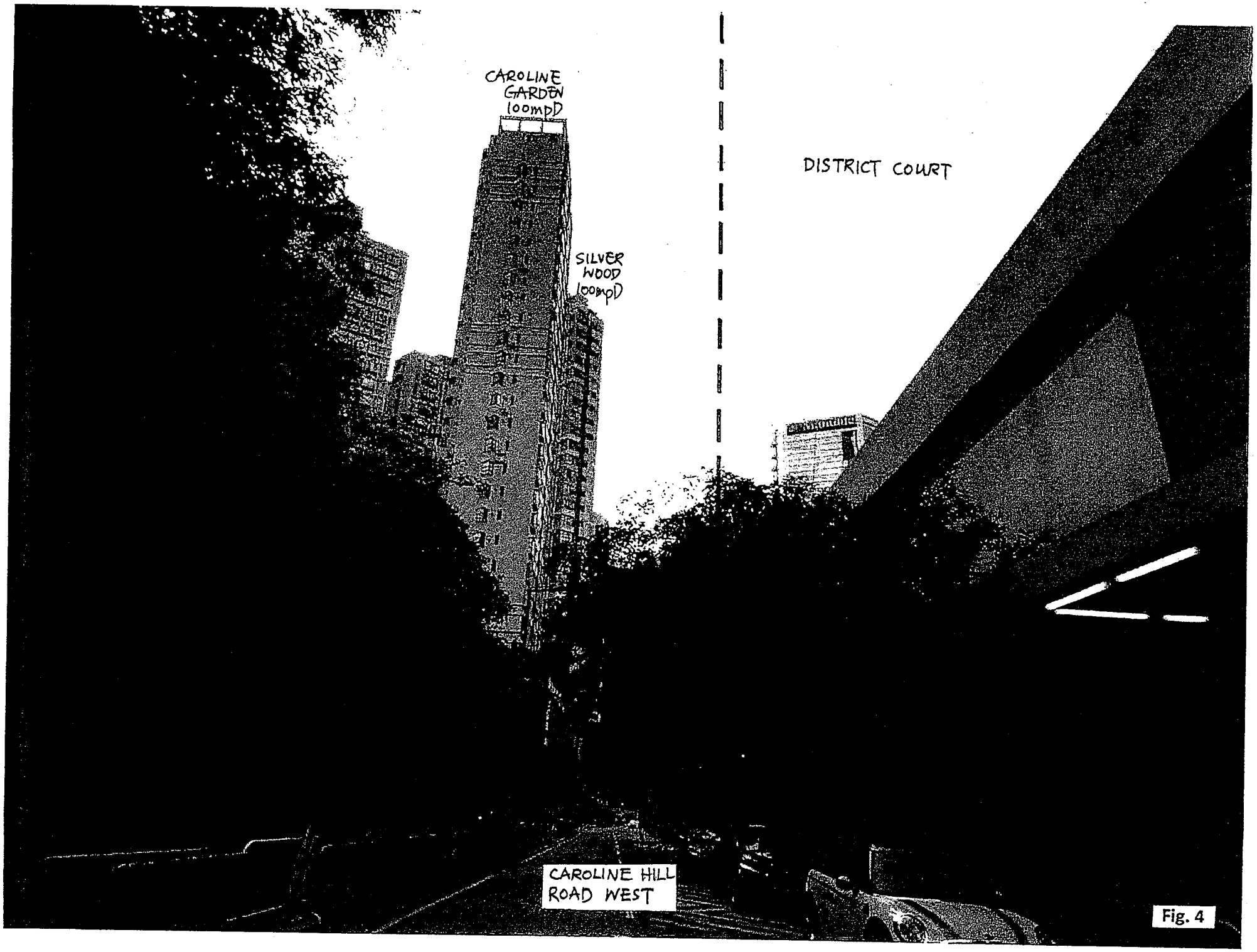

CAROLINE GARDEN 100mpD
SILVER WOOD 100mpD
DISTRICT COURT
CAROLINE HILL ROAD WEST

Fig. 4

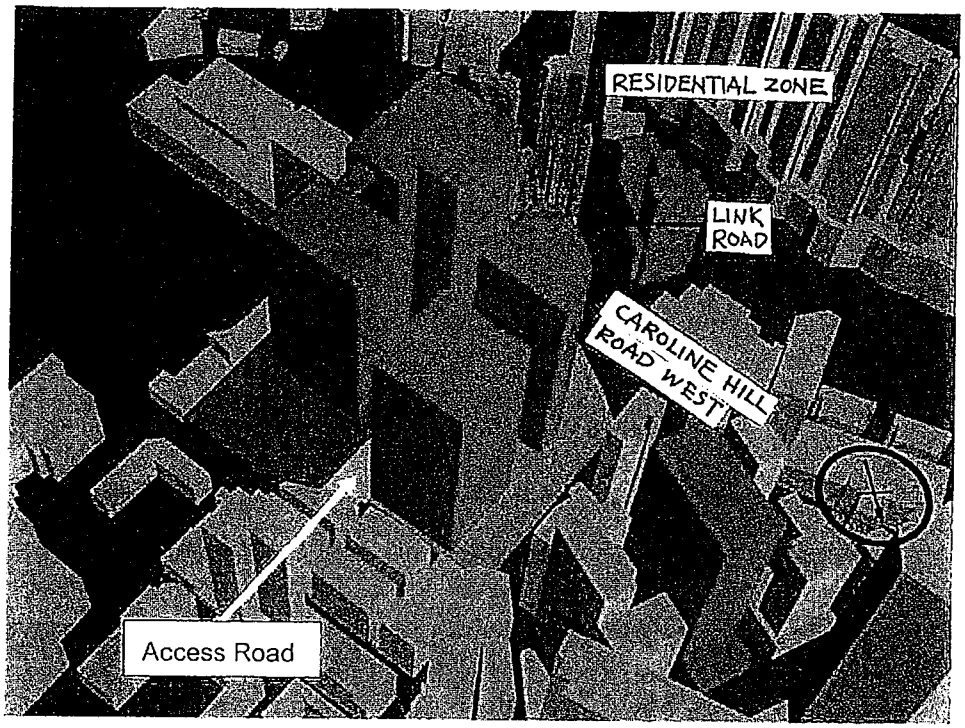


Figure 20 Zoomed-in view of 3D model for the Optional Scheme from north

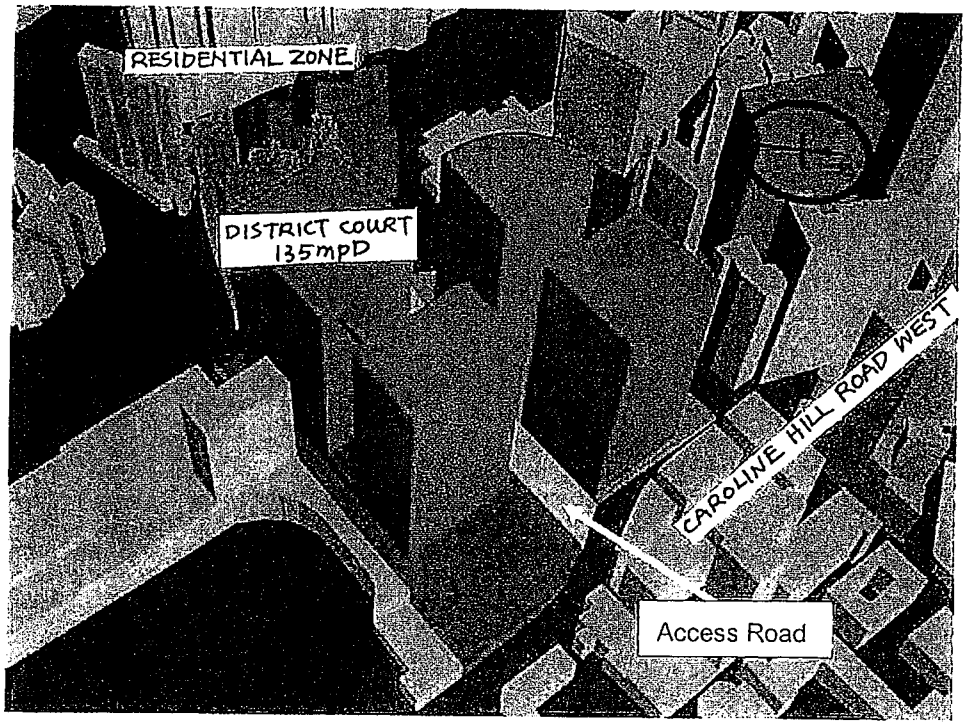


Figure 21 Zoomed-in view of 3D model for the Optional Scheme from east

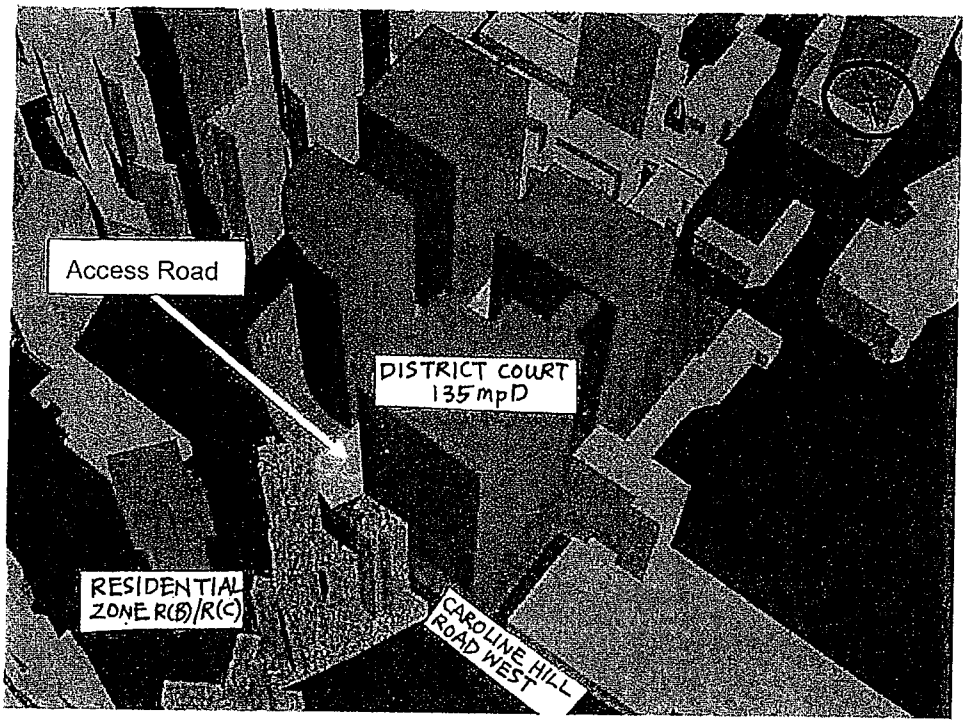


Figure 22 Zoomed-in view of 3D model for the Optional Scheme from south

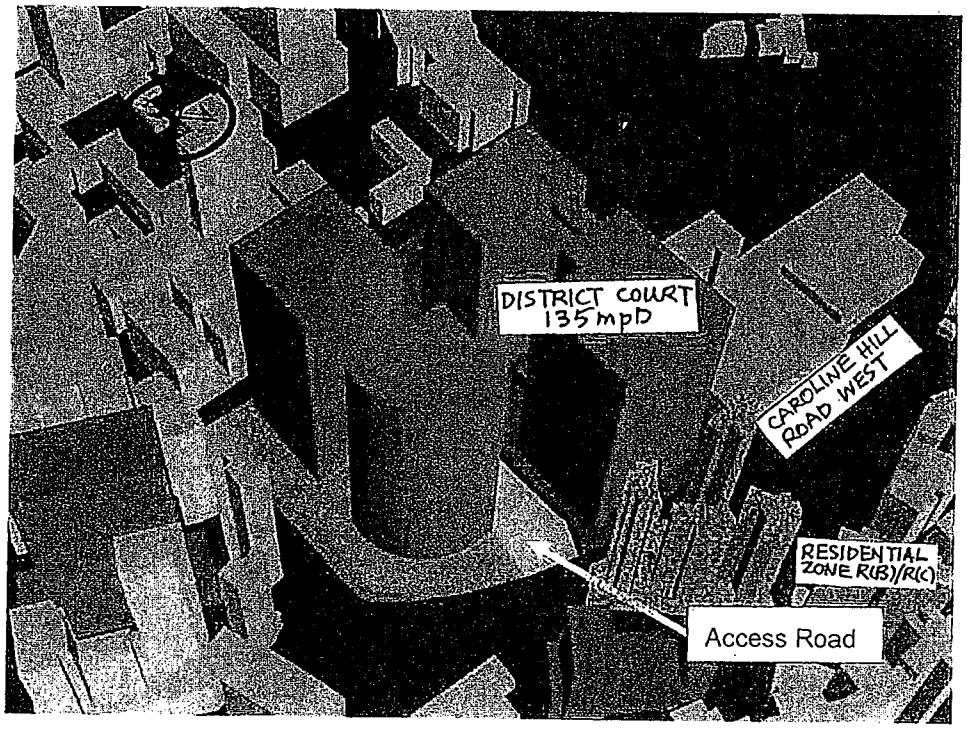
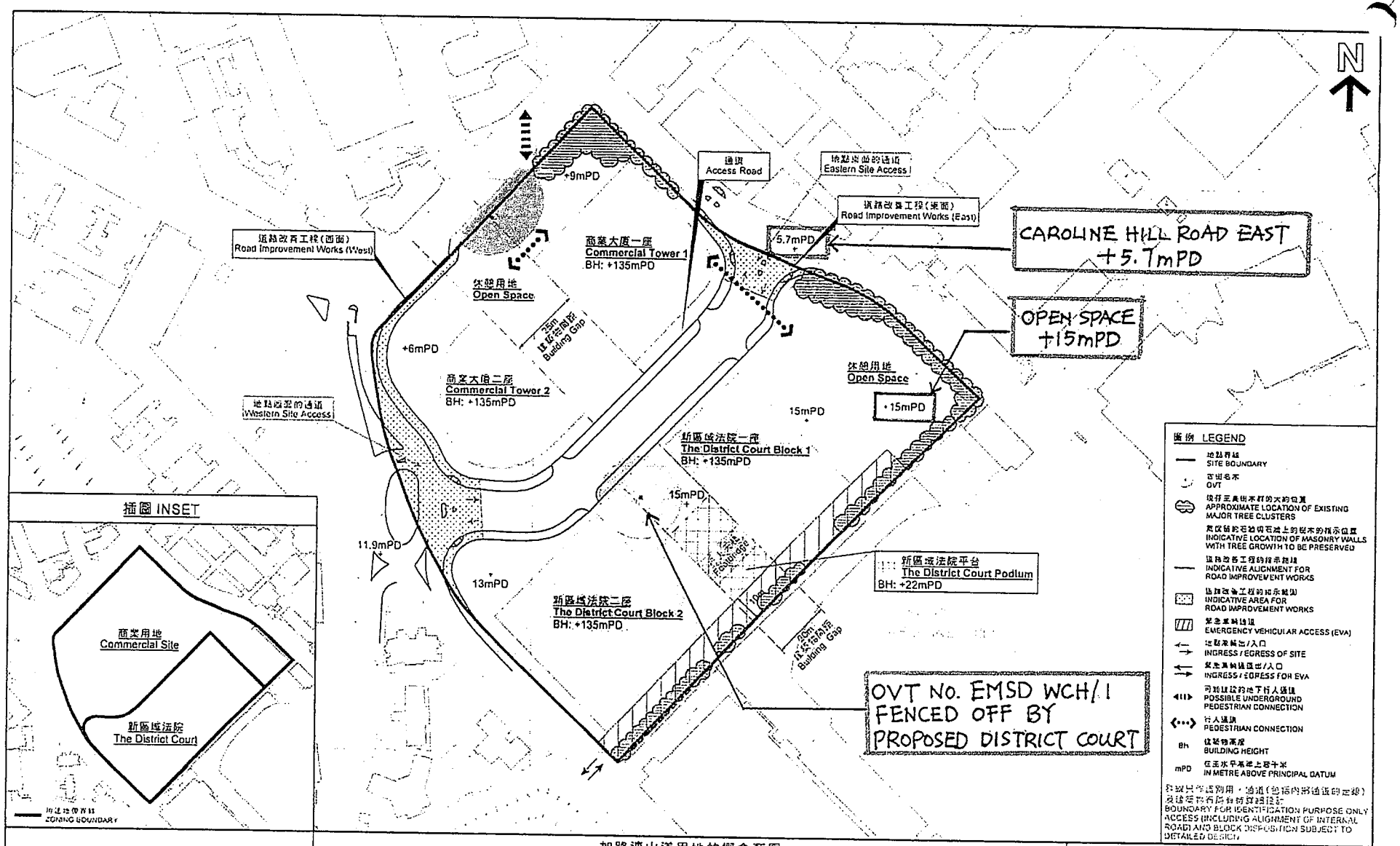


Figure 23 Zoomed-in view of 3D model for the Optional Scheme from west



本摘錄圖於2019年2月28日製備，所根據的資料為測量圖編號 11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019 BASED ON SURVEY SHEET No 11-SW-15B

加路連山道用地的概念藍圖

CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1:1,200 比例尺

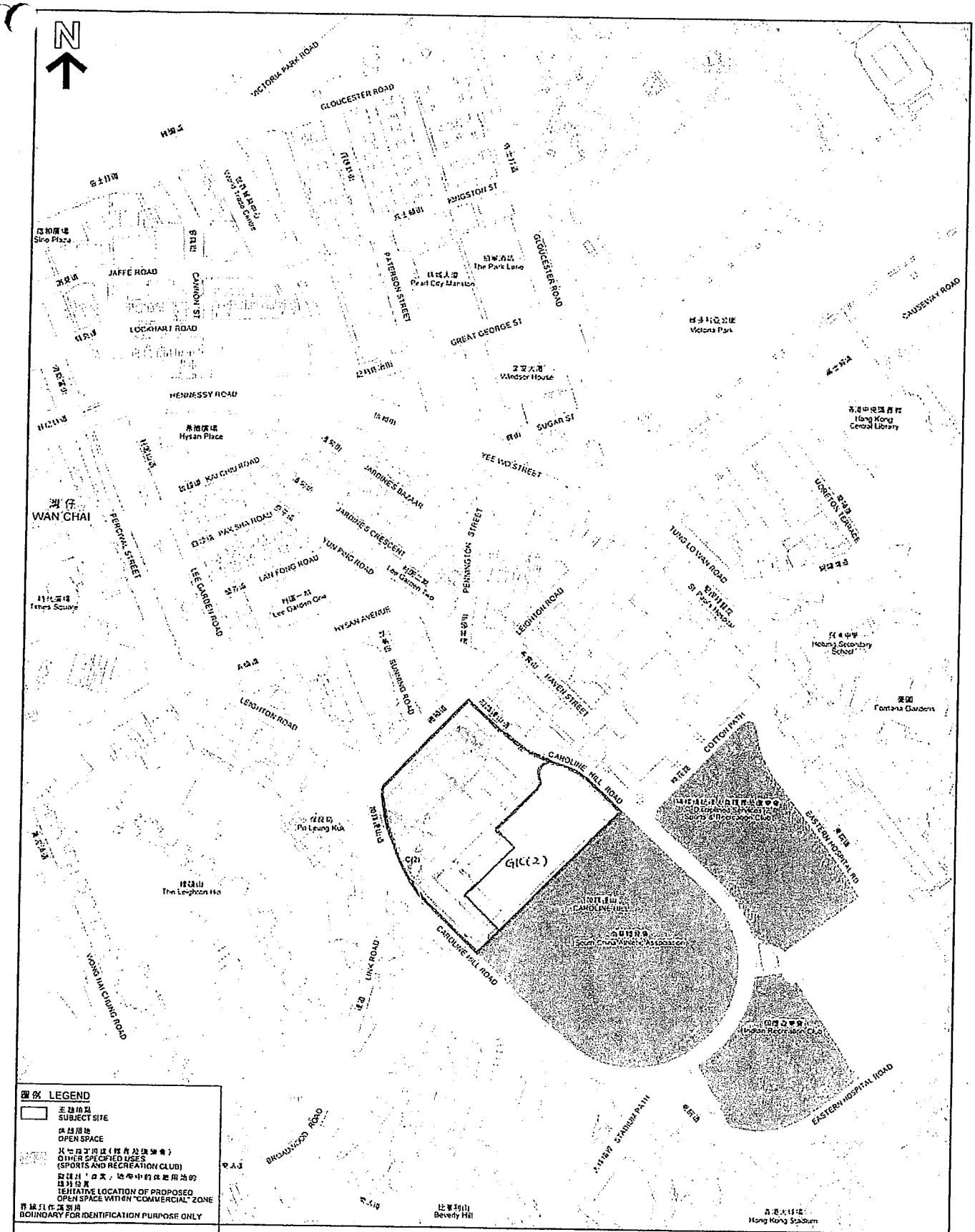
米 METRES 20 0 20 40 60 80 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.

圖 PLAN

Drawing no. CHR-Plan2



圖例 LEGEND

- 主題地點 SUBJECT SITE
- 休憩用地 OPEN SPACE
- 其他指定用途（體育及康樂會） OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
- 擬議的「商業」地帶中的休憩用地的臨時位置 TENTATIVE LOCATION OF PROPOSED OPEN SPACE WITHIN "COMMERCIAL" ZONE
- 界線只作識別用 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年4月29日擬備，所根據的資料為測量圖編號 11-SE-6C、11A及11C和 11-SW-10D、15B及15D

EXTRACT PLAN PREPARED ON 29 4 2019 BASED ON SURVEY SHEETS No 11-SE-6C, 11A & 11C AND 11-SW-10D, 15B & 15D

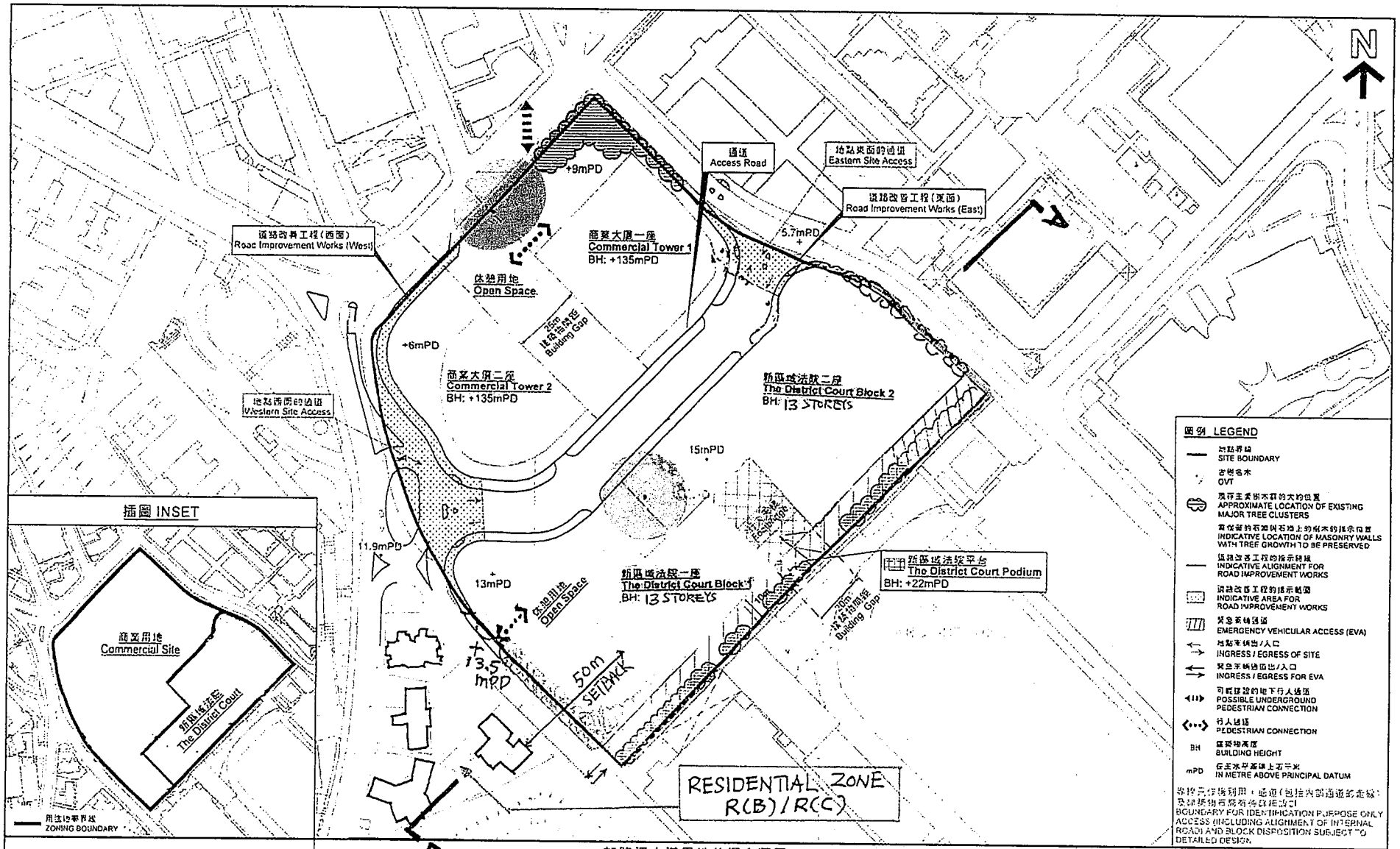
加路連山道用地附近休憩用地的位置圖
LOCATION PLAN SHOWING THE OPEN SPACE IN THE VICINITY OF THE CAROLONE HILL ROAD SITE

黃泥涌分區計劃大綱核准圖編號S/H7/19的擬議修訂項目
PROPOSED AMENDMENTS TO THE APPROVED WONG NAI CHUNG OUTLINE ZONING PLAN No. S/H7/19

SCALE 1:3 000 比例尺

米 METRES 50 0 50 100 150 200 250 米 METRES

Drawing no. CHR-Plan3



本圖製作於2019年2月28日根據，所根據的資料為測量圖編號 11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019 BASED ON SURVEY SHEET No. 11-SW-15B

加路連山道用地的概念藍圖

CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

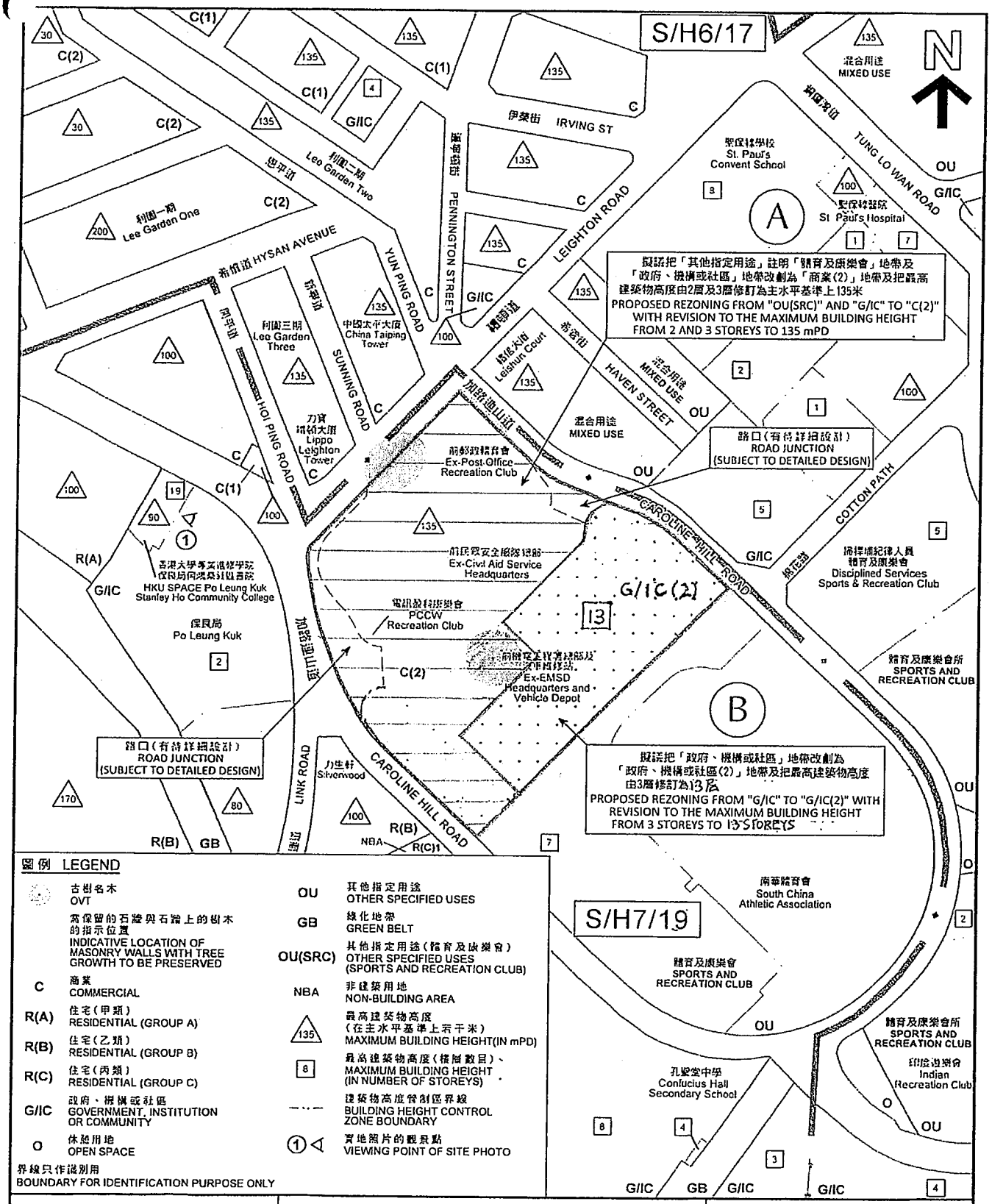
SCALE 1 : 1,200 比例尺

米 METRES 20 0 20 40 60 80 米 METRES

SCHEME A

DRAWING NO.

SchemeA-Plan



圖例 LEGEND

古樹名木 OVT	
需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED	
C	商業 COMMERCIAL
R(A)	住宅(甲類) RESIDENTIAL (GROUP A)
R(B)	住宅(乙類) RESIDENTIAL (GROUP B)
R(C)	住宅(丙類) RESIDENTIAL (GROUP C)
G/IC	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
O	休憩用地 OPEN SPACE
OU	其他指定用途 OTHER SPECIFIED USES
GB	綠化地帶 GREEN BELT
OU(SRC)	其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
NBA	非建築用地 NON-BUILDING AREA
135	最高建築物高度(在主水平基準上示米) MAXIMUM BUILDING HEIGHT(IN mPD)
8	最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
— · · —	建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY
①	實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號 11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME A

DRAWING NO.

SchemeA-OZP

Fig. 7 Shadow analysis based on Planning Department's proposal

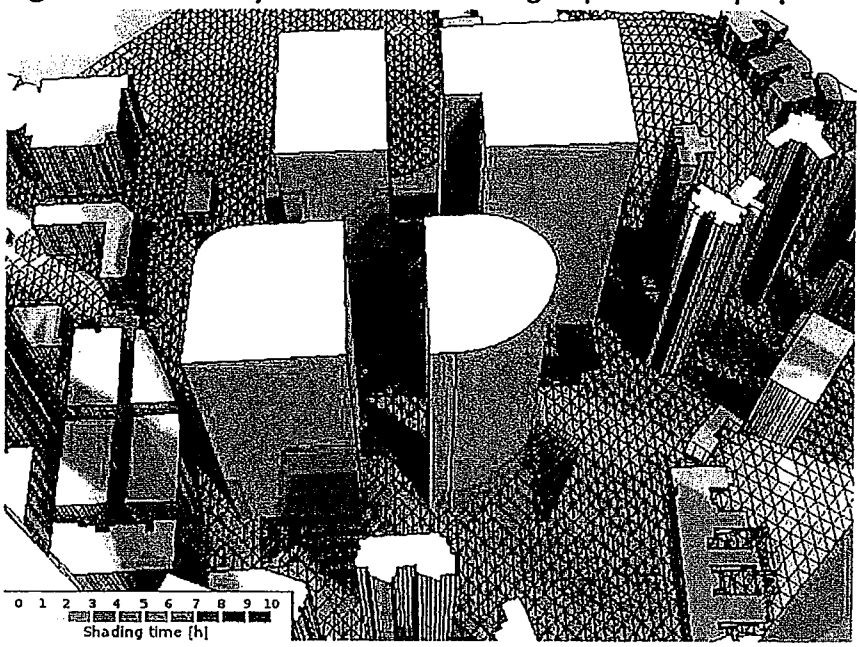
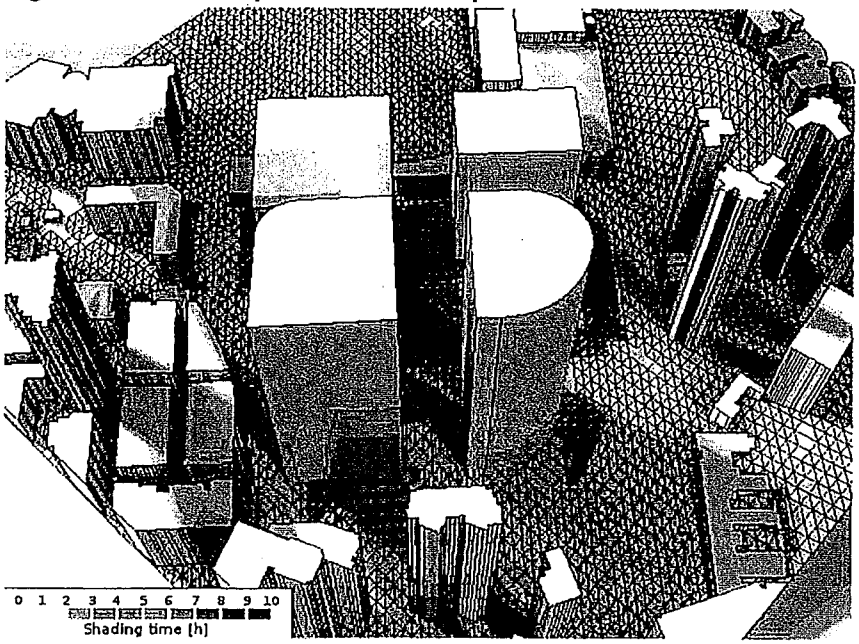


Fig. 8 Shadow analysis based on Proposal A



CAROLINE HILL PLANNING CONCERN GROUP

TPB/R/S/H7/20-17

24th July 2019

Dear Secretary of the Town Planning Board,

We are writing to make a representation against the amendment items in the Wong Nai Chung Outline Zoning Plan S/17/20 gazetted in 24th May 2019.

We are concerned about the proposal to change the land use in the Caroline Hill Road Site (CHR Site) into commercial uses and to loosen the height limit to 135mPD, as these would hugely affect the traffic, ventilation and view in the surrounding area. The planning document, including the Traffic Impact Assessment and Visual Impact Assessment reports, failed to reflect the actual situations in the community. The needs of the residents are neglected as well.

We would like to make three counterproposal schemes to ensure the CHR site can be utilized to its potential and be beneficial the neighbourhood. Please refer to the attachment for the detailed reasons of our representation and the counterproposals. We sincerely hope that the Town Planning Board can consider our comments.

Yours Faithfully,

Caroline Hill Planning Concern Group

Representor: **Caroline Hill Planning Concern Group**

Full Name of Representor's Representative: **Yeung Tsz Chun**

HKID No. of Representor's Representative: [redacted]

Address: [redacted]

附件

We refer to MCP Paper No. 5/19 for consideration by The Metro Planning Committee on 3.5.2019, regarding further consideration of proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H7/20, and would like to make a representation to the Town Planning Board in respect of the draft plan and the revised Explanatory Statement(ES) on the following issues:

A. Inadequacies on the Traffic Impact Assessment on the proposed development scheme

We found that there are multiple inadequacies on the traffic impact assessment conducted by Planning Department and Arup, which as a result provides inaccurate baseline traffic statistics and affect the credibility of the conclusion drawn.

1. The traffic figures shown in the baseline scenario is recorded in 2017. The figures may be outdated and may not reflect the recent traffic situation around the site.

2. The baseline scenario is projected based only on one "typical weekday" and during rush hours. The traffic situation in weekends and non-peak hours were not considered. However, in fact, due to presence of multiple schools and other public services in the proximity, the traffic volume is the highest during the afternoon hours. Moreover, the traffic is hugely affected adversely during events at the Hong Kong Stadium and Happy Valley Racecourse. Since the proposed retail space, open space, District Health Centre and Child Care Centre generates traffic volume in non-peak hours and weekends, the absence of traffic impact estimation in these hours cannot be justified.

3. The floor area of commercial, District Health Centre, and Child Care Centre assumed in the TIA is different from Planning Department's latest development scheme. This affects the vehicle attraction/generation rate and yield inaccurate model results.

4. The remained capacities of the junctions are based solely on counting vehicles passing through, yet the queuing effect and weaving effect are not taken into account. Such measuring methodology would underestimate the traffic flow.

Since the development scale, i.e. the GFA of the commercial development relies on the remaining capacity of the road networks, the inadequacies of the TIA mentioned above makes the conclusion on the remaining capacity questionable. We hereby request the Town Planning Board to hold the OZP amendment and request a more comprehensive and updated TIA, and to review the scale of the commercial development based on the updated TIA result.

B. <u>Justification on the Disposition of District Court and adjacent Open Space</u>

1. The disposition of the District Court as shown in the Conceptual Layout Plan did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road West, Link Road and Broadwood Road. Actually, the whole planning document including the technical assessment report, did not take into account of the said Residential Zone. The AVA report only provides limited views. The disposition of the proposed 135m tall District Court will cause extreme

negative impact on the sunlight penetration and ventilation, which will adversely affect the health of the residents. We want to stress that whenever there is room for a better planning, a layout just fulfilling the min. requirement of the Building Regulations is not the function of Planning Department and Town Planning Board. This planning proposal is said to be against the aim of the Town Planning Ordinance Cap.131 "To promote the health, safety, convenience and general welfare of the community." We understand that the conceptual Layout Plan only provide the framework for the scope, height and site area and GFA etc., the detail layout will be subject to future design. However, if the basic framework did not set in a rational and acceptable manner from the very beginning, the future layout will likely to be further deviate from a good planning.

1.1 The disposition of District Court largely reduced the sunlight penetration to the adjacent residential blocks along Caroline Hill Road West, Link Road and Broadwood Road.

a.) District Court Block 2 is directly abutting Caroline Hill Road West, leaving only a 20m gap with the opposite building (Caroline Garden). Given the fact that District Court Block 2 is proposed to be 135mPD, whereas Caroline Garden is only 100mPD, therefore, the whole residential block will be under shadow during most of the days. Even worse, the living, dinning, master bedroom and kitchen of the whole block of Caroline Garden are directly facing the proposed District Court Block 2.

b.) Please refer to the attached drawing no. CHR-Plan1 & CHR-Sec1, showing the proposed Conceptual Layout Plan attached to MCP Paper No. 5/19. The residential zone along Caroline Hill Road West and Link Road will likely to be under shadow for most of the days due to the blockage of sunlight by the District Court.

c.) A further study is carried out to demonstrate the health impact to the neighbourhood. A shadow analysis is conducted to simulate the shading effect (in terms of number of hours without direct sunlight penetration in a typical day) casted by the proposed buildings during summertime. Result indicates that in a typical summer day, the residential zone mentioned in 1.1b, especially whole façade of Caroline Garden and part of Silverwood cannot receive direct sunlight in most of the daytime. Please refer to the attached shadow analysis Fig. 7.

1.2 The District Court largely reduced the visual permeability and ventilation to the adjacent residential blocks along Caroline Hill Road West, Link Road and Broadwood Road.

a.) Please refer to the attached photomontage Fig.1, Fig. 2, Fig. 3, Fig. 4 and Zoomed in view of 3D model Fig. 5, Fig.6. The photos have shown clearly the visual and ventilation impact brought about by the two massive blocks to the neighbourhood.

b.) As shown in the proposed Conceptual Layout Plan and ES for OZP No. S/H7/19A, a clear building gap of not less than 25m in width shall be provided to facilitate better ventilation within the commercial zone. However, the layout did not consider that the disposition of the District court alternately resulting a narrow gap of less than 25m with the opposite building (Caroline Garden). Given the fact that the opposite building is a

residential building, a generous width of more than 25m should be provided to facilitate better ventilation and permeability.

1.3 According to the Conceptual Layout Plan, the existing OVT No. EMSD WCH/1 would be surrounded by the proposed District Court. And due to security reason, the OVT would be fenced off from the public. We strongly object the layout of the proposed District Court, as it did not fully utilize the valuable resources in the community for public enhancement. Please refer to attached drawing no. CHR-Plan2, showing the Conceptual Layout Plan with the OVT being fenced off by the District Court without connection to the public open space.

2. Disposition of the Open Space adjacent to the District Court Block 1

2.1 The Open Space adjacent to the proposed District Court Block 1 at the east bound of the subject site is proposed to be located at 15mPD. However, the level of the adjacent Caroline Hill Road east is at 5.7mPD. With a 10m of level differences, the pedestrian connection to the open space is proposed to be via an elevated link or underground crossing from the commercial development. Clearly, the disposition of the open space did not facilitate easy accessibility by the public, especially for the elderlies and the disabled. In addition, disabled access such as ramp and disabled lift should be provided, which will take up a large part of the narrow open space. As a result, the proposed open space will eventually become an isolated, left-over space, located at the far end corner of the site.

2.2 Please refer to attached drawing no. CHR-Plan2, showing the level differences between the proposed open space and the adjacent Caroline Hill Road east.

C. Justification of the Height of the District Court

1. According to the draft plan, the subject site is proposed to rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 135mPD, in order to facilitate the Wan Chai District Court development.

2. According to the development proposal, the total G.F.A of the District Court is 70,000m2. And with reference to the proposed Conceptual Layout Plan for the CHR site (Plan 5), the floor area of the District Court is approx. 5,300m2 /fl (Block 1 +Block 2). It is noted that the Judiciary indicated that they would not accept a district court of reduced area not fully meeting its functional and operational requirements. Therefore, the floor area cannot be substantially reduced in achieving a taller building. In this regard, the maximum no. of floors of the District Court should be maximum 13 storeys.

3. Below is the table showing the comparison of the development data between the proposed District Court, the existing Wan Chai District Court and the West Kowloon Law Court. It is noted that, with a similar floor area and total G.F.A

comparing with the proposed District Court, the West Kowloon Law Court is only 11 storeys high, which is only around 60m tall. Therefore, it is not justify to rezone the maximum building height of G/IC to 135mPD.

	Proposed District Court	Existing Wanchai District Court	West Kowloon Law Court
Site Area (m2)	10,620.00	2,189.30	7,509.00
G.F.A. (m2)	70,000.00	30,776.20	60,320.00
Floor Area (m2)	District Court 1+ District Court 2= 5300 approx.	N/A	5483.6
Building Height (m)	135	50 (Approx.)	60 (Approx.)
	No. of storey = To be determined	No. of storeys = 14	No. of storeys = 11

D. **Schedule of Uses as attached to Wong Nai Chung OZP No.S/H7/20**

Hotel is falling in Column 1 (Uses always permitted) under Commercial zone. We strongly object this item as Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.

E. **Proposed amendments to the draft plan**

Based on the above concerns, we would like to submit our proposed amendments to the draft plan. We have come up in a counterproposal.

Scheme A *(Please refer to attached drawing no. SchemeA-Plan)*

Merits of Scheme A

(a) enhance sunlight penetration, ventilation and visual openness to the neighbourhood;
(b) ensure the open space to be easily accessed by the public;
(c) add value to the development by incorporating the OVT to the public open space;
(d) relocation of open space can serve as a buffer zone against the densely populated district

1. The District Court is moved eastward, and the Open Space is moved southward. The south-west façade of the District Court abutting Caroline Hill Road west is set

back 50m away from the principal façade of the opposite building (Caroline Garden). Therefore, allowing more sunlight penetration, ventilation and visual permeability. A shadow analysis is carried out (refer to Fig. 8) and shows that the sunlight cast towards the residential blocks along Caroline Hill Road west is much better than that in the original plan (Fig.7). Please note that this layout will not affect the 4-5 storeys high St. Paul's Convent opposite the District Court Block along Caroline Hill Road East.

2. The level of the Open Space at southern portion is at 13mPD, while the adjacent Caroline Hill Road West is at 13-13.5mPD, which is actually at-grade level. This revised layout can ensure easy accessibility by the public.

3. The revised location of open space can also serve as a buffer zone against the heavy traffic at the proposed round-about. This revised layout can alleviate the noise impact to the District Court.

4. Unlike the draft plan with the Open Space located at the far end corner of Caroline Hill Road east, resulting a left-over isolated space, this revised layout can allow the Open Space to serve as an extension and a continuous green belt to the adjacent neighbourhood. And by incorporating the existing OVT No. EMSD WCH/1 to the open space, such valuable resources can add value to the community and to enhance public enjoyment. Please refer to attached drawing no. CHR-Plan3, showing the location of the green belt.

5. It is noted that a revised conceptual layout plan (Plan FC-3) attached to the planning document has been trying to address the issue of set back from Caroline Hill Road west. However, the layout would result in an even more Isolated, gloomy and narrow open space at eastbound, being surrounded by concrete walls of the District Court. Moreover, the "open space" created from this set back at Caroline Hill Road west cannot be served for public use due to security reason. Similarly, the OVT being fenced off by the District Court also cannot be incorporated into the public open space due to security reason.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site and the District Court as shown in attached drawing no. SchemeA-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial***
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A "...To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided <u>at-grade in the southern portion facing Caroline Hill Road</u> and at-grade in the northern portion fronting Leighton Road. The future developer will be required to submit a landscape plan***

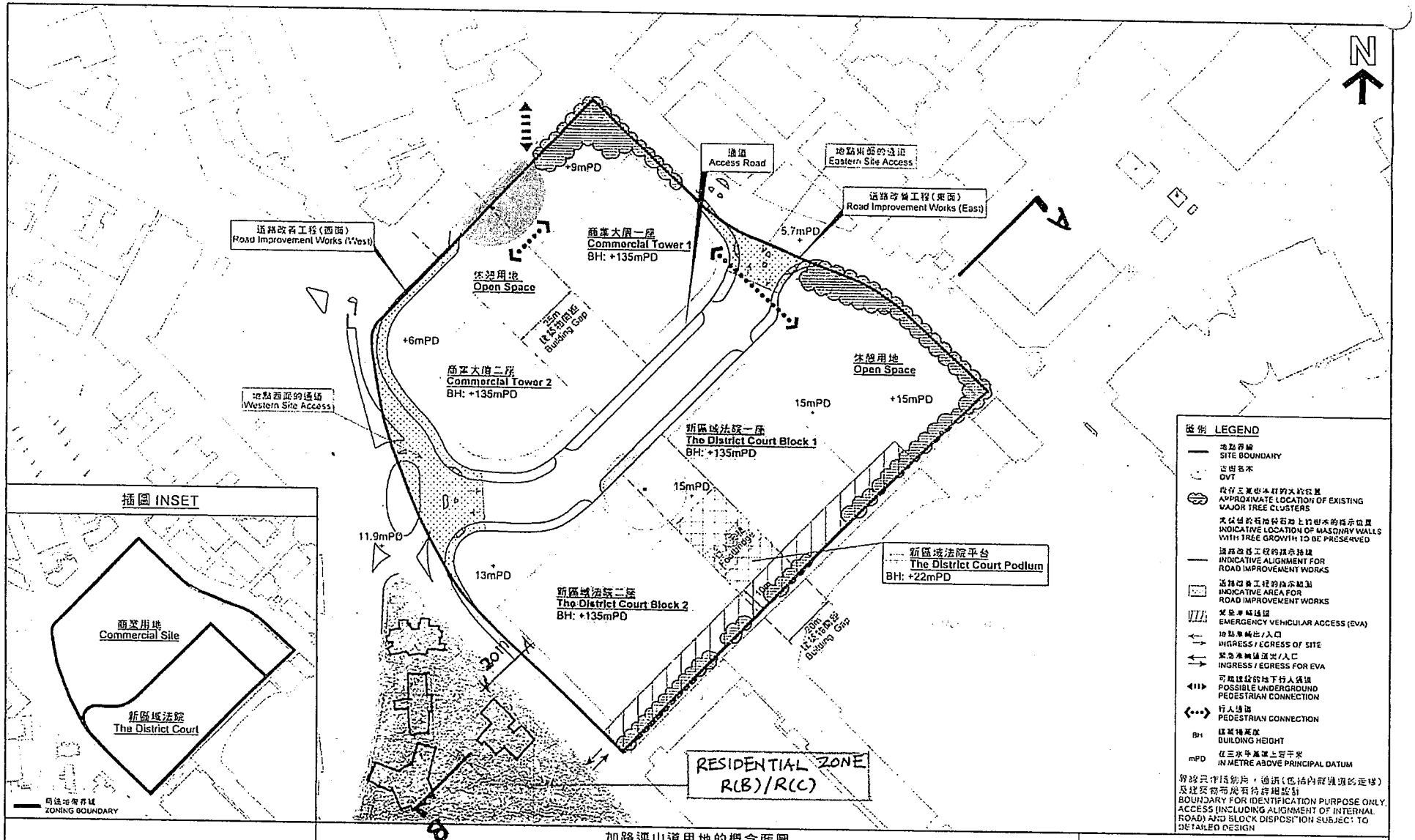
under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern and eastern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved....")

5. *Amendments to the Explanatory Statement Item 8.5.6 of OZP S/H7/19A*
   The "G/IC(2)" site at Caroline Hill Road is earmarked for accommodating a district court for future expansion of judiciary facilities. Development and/or redevelopment is restricted to a maximum gross floor area of 70,000m2. A clear gap of not less than 50m in width, measuring from the principal façade of Caroline Garden facing Caroline Hill Road to the south-west or the nearest façade, whichever is the closest, of the development and/or redevelopment shall be provided, to facilitate sunlight penetration, better air ventilation and visual permeability. The stone retaining wall along the southern periphery of the site shall be preserved...

附件

Attachments

Drawing no. CHR-Plan1
Drawing no. CHR-Sec1
Fig. 1
Fig. 2
Fig. 3
Fig. 4
Fig. 5
Fig. 6
Drawing no. CHR-Plan2
Drawing no. CHR-Plan3
Drawing no. SchemeA-Plan
Drawing no. SchemeA-OZP
Fig. 7
Fig. 8



本摘錄圖於2019年2月28日製作，所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28 2 2019
BASED ON SURVEY SHEET No
11-SW-15B

加路運山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路運山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

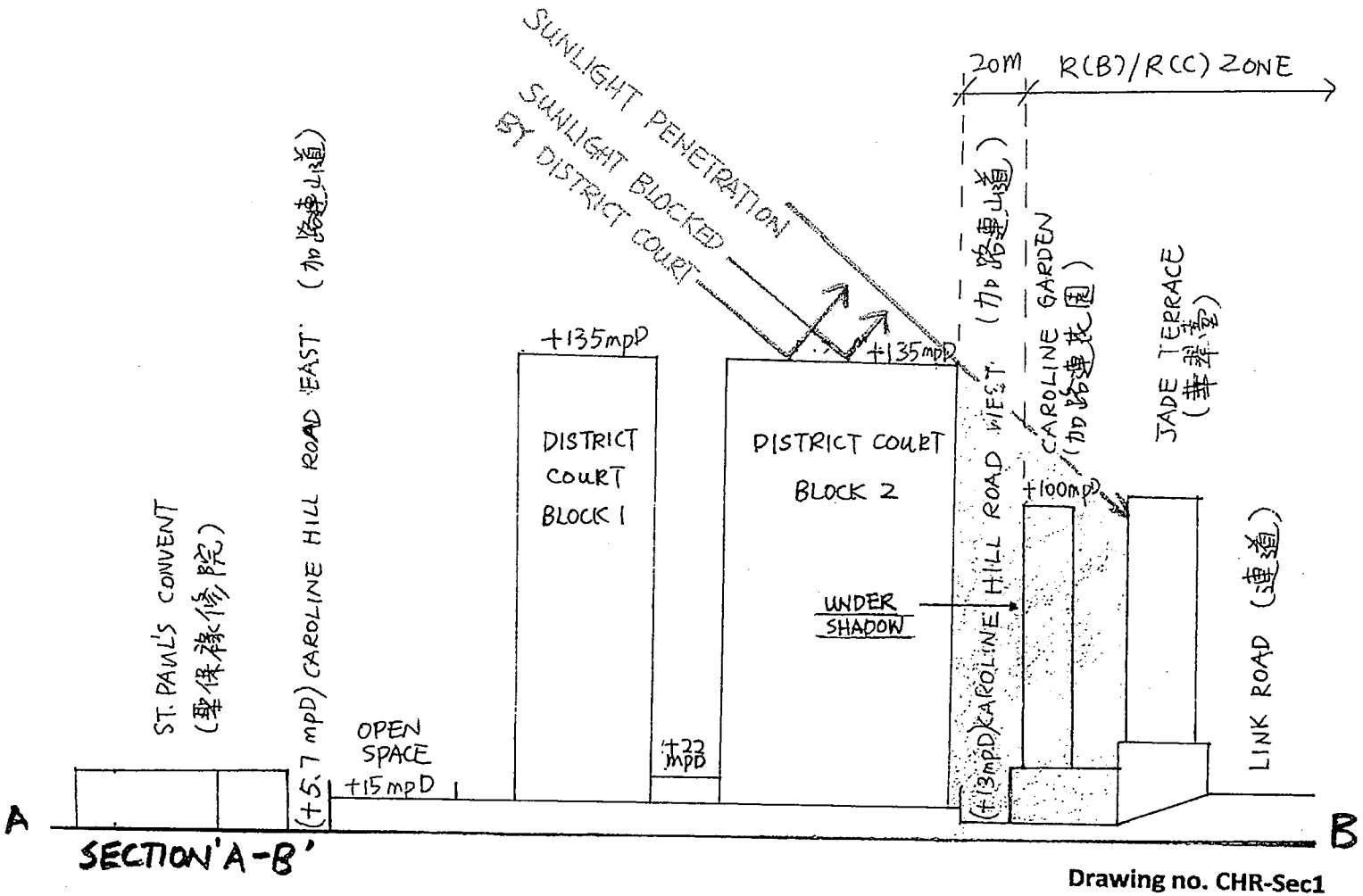
SCALE 1 : 1 200 比例尺

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.

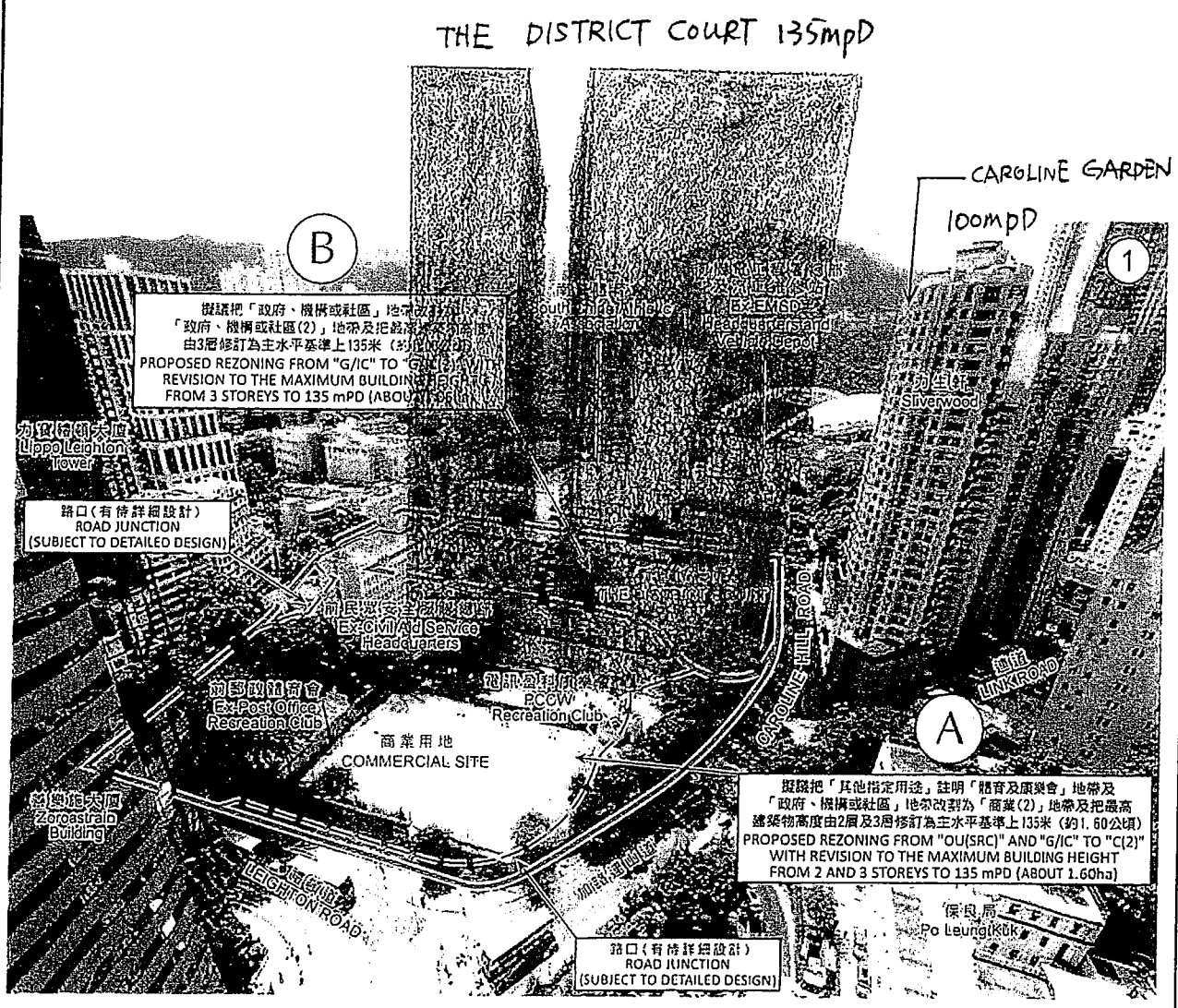
圖 PLAN

Drawing no. CHR-Plan1



SECTION 'A-B'

Drawing no. CHR-Sec1



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月28日擬備，所根據的資料為攝於2018年5月16日的實地照片 PLAN PREPARED ON 28.2.2019 BASED ON SITE PHOTO TAKEN ON 16.5.2018	實地照片 SITE PHOTO 重新發展銅鑼灣加路連山道用地作商業用途及新區域法院 REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT	規劃署 PLANNING DEPARTMENT 參考編號 REFERENCE No. M/H7/19/3 圖 PLAN Fig.1

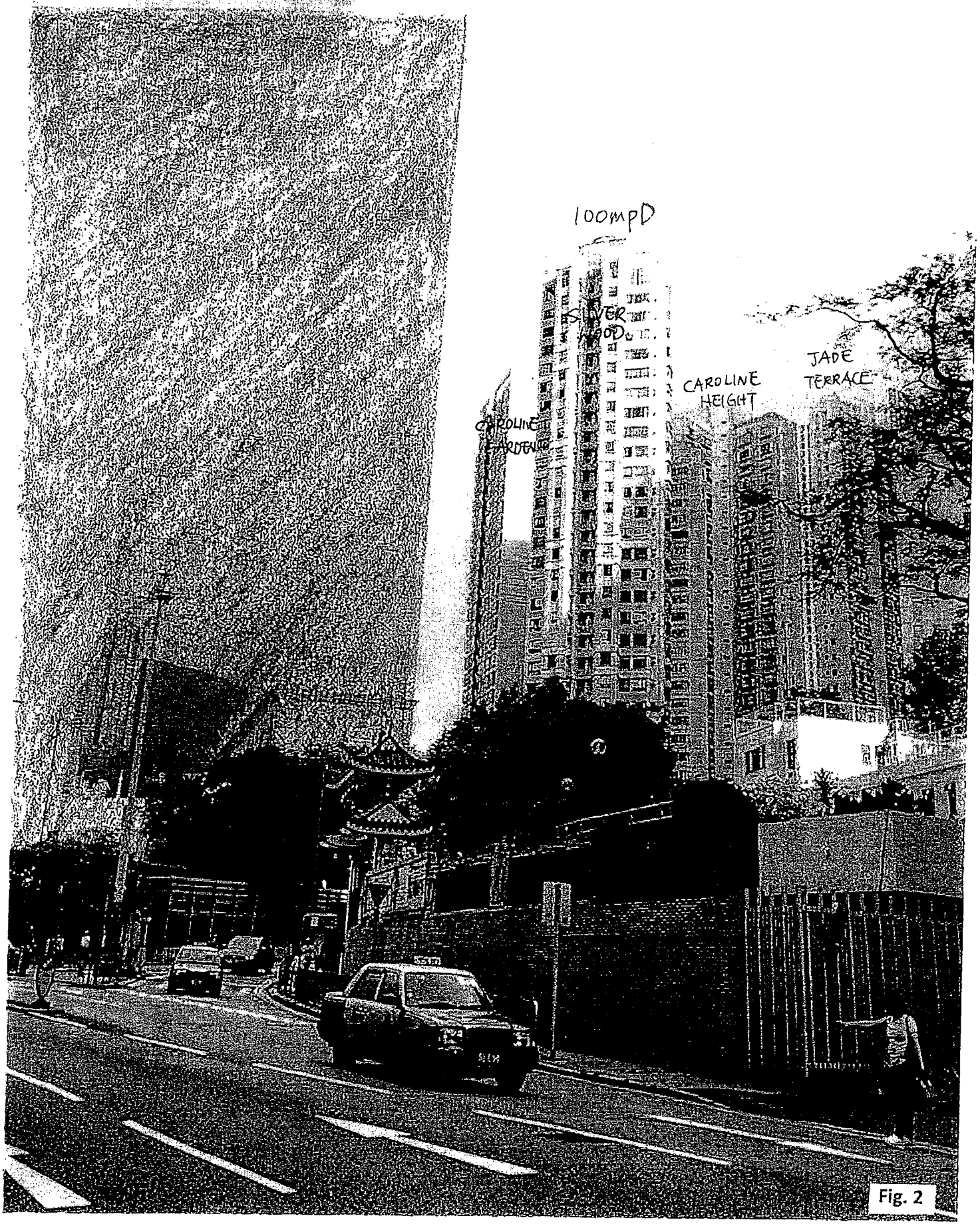

THE DISTRICT COURT 135mpD
100mpD
SILVER WOOD
CAROLINE GARDENS
CAROLINE HEIGHT
JADE TERRACE

Fig. 2

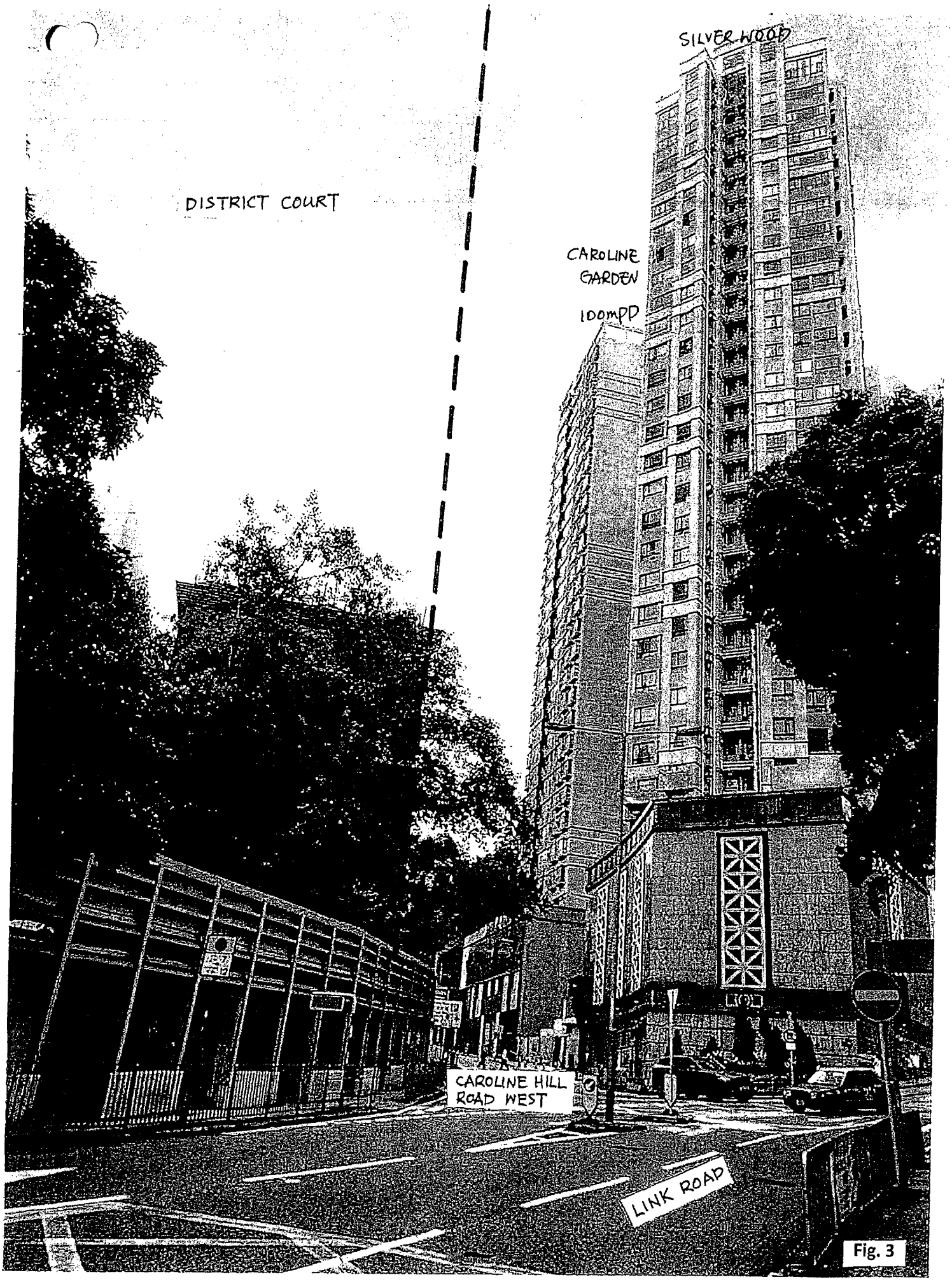

SILVER WOOD
DISTRICT COURT
CAROLINE
GARDEN
100mPD
CAROLINE HILL
ROAD WEST
LINK ROAD

Fig. 3

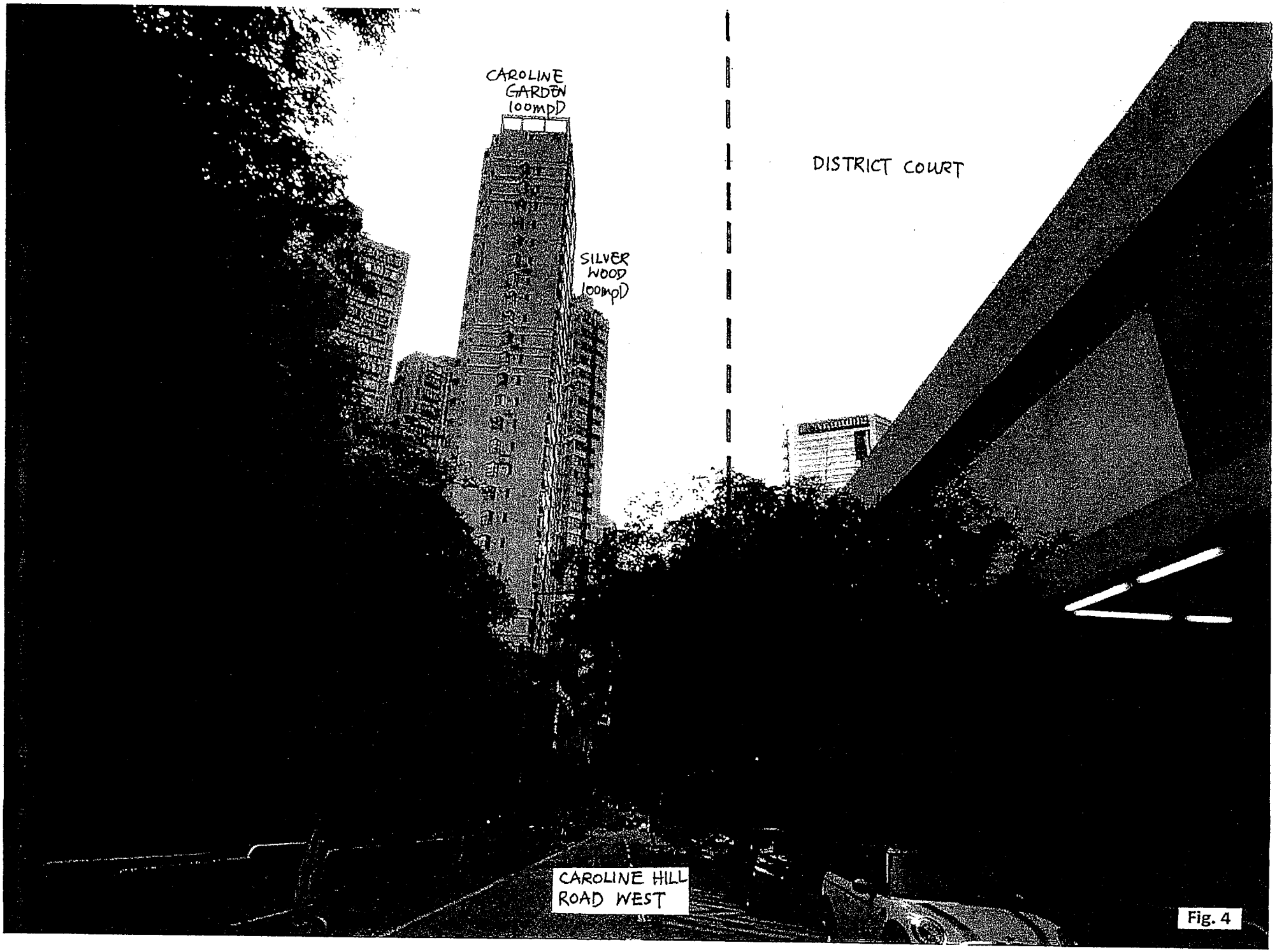

CAROLINE GARDEN 100mpD
SILVER WOOD 100mpD
DISTRICT COURT
CAROLINE HILL ROAD WEST

Fig. 4

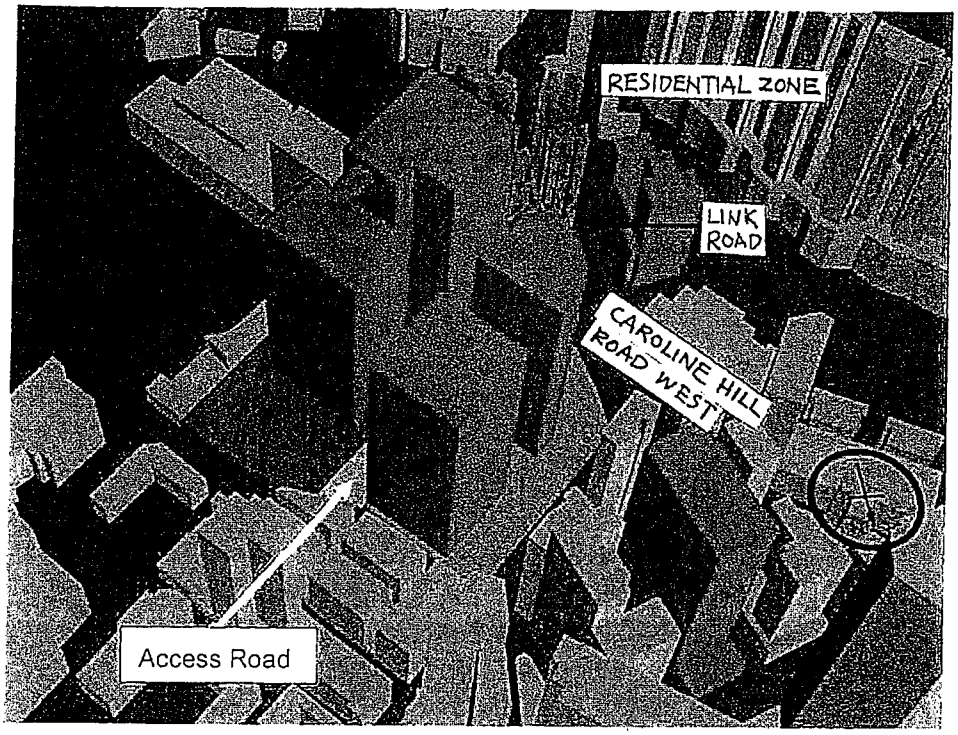


Figure 20 Zoomed-in view of 3D model for the Optional Scheme from north

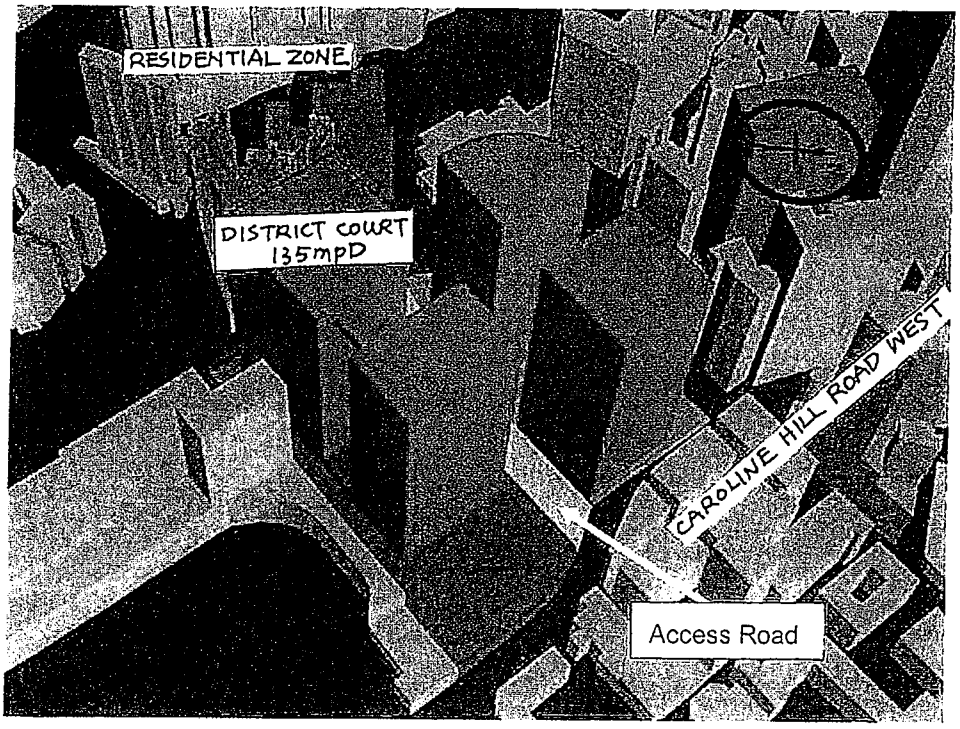


Figure 21 Zoomed-in view of 3D model for the Optional Scheme from east

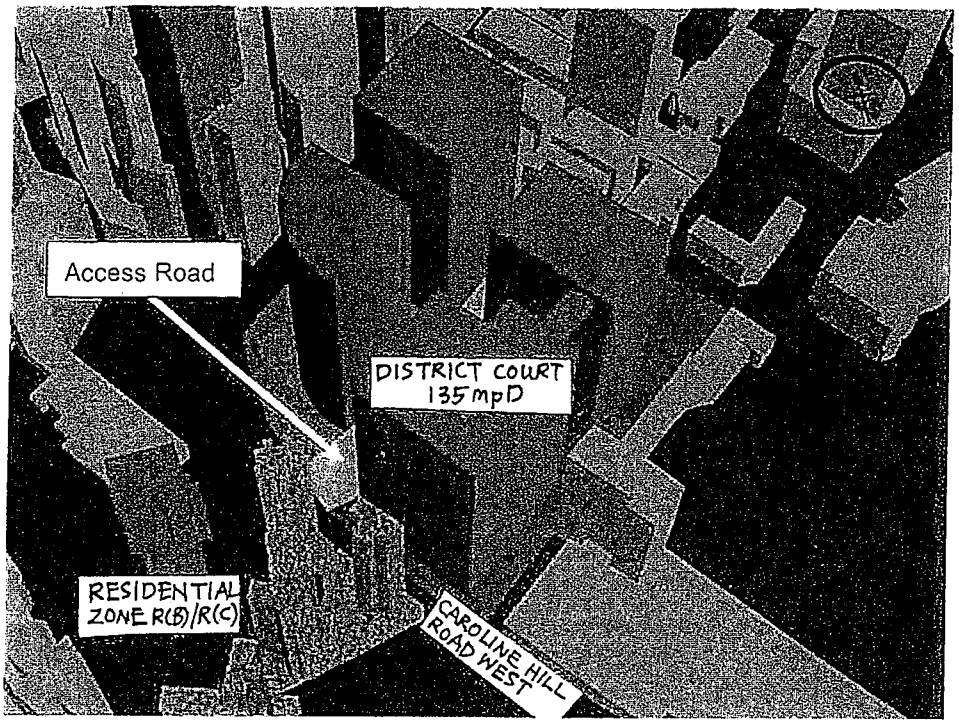


Figure 22 Zoomed-in view of 3D model for the Optional Scheme from south

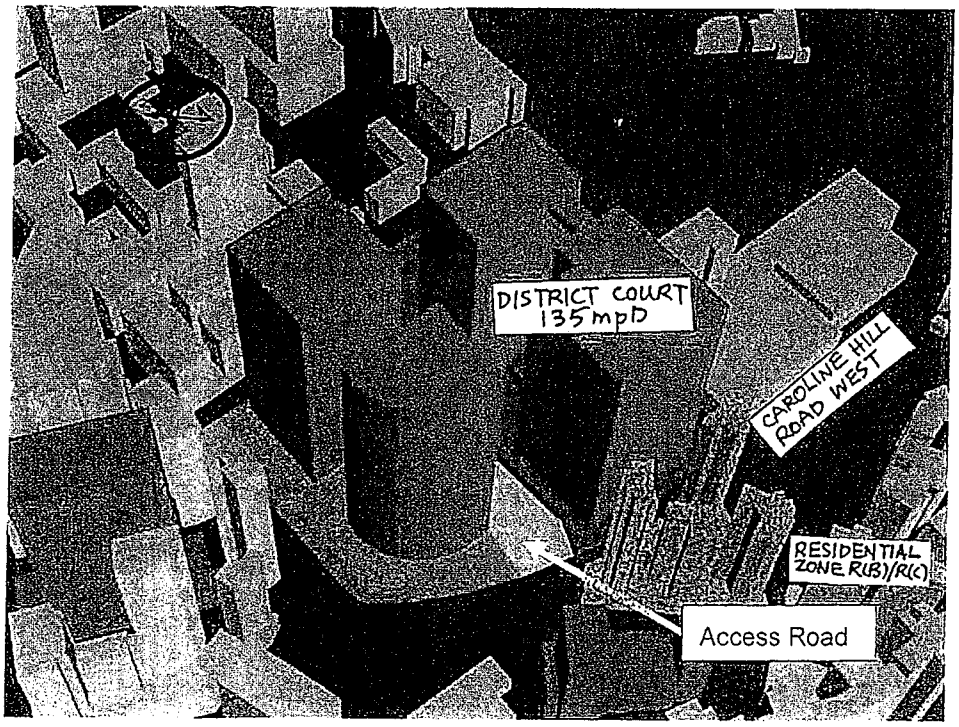
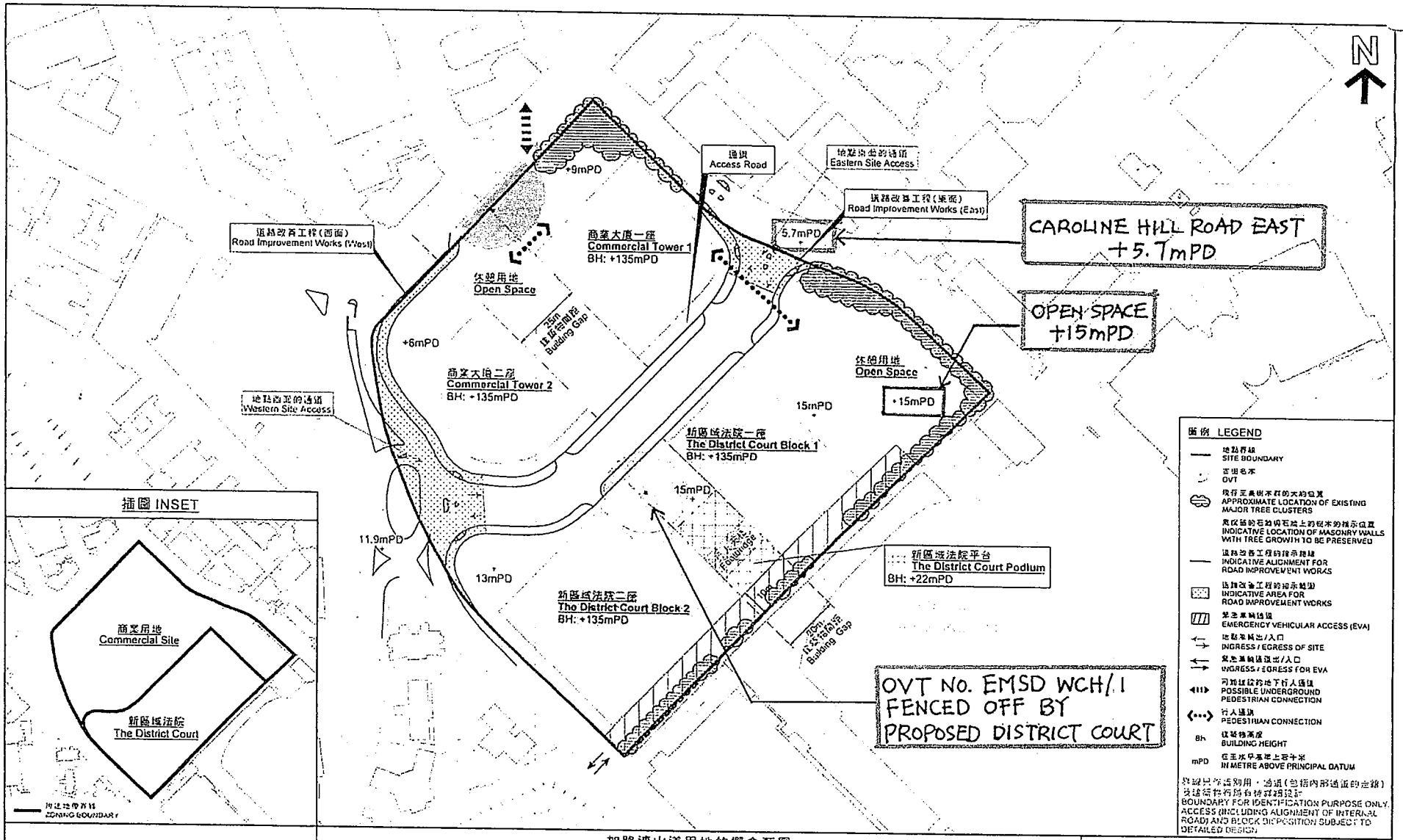


Figure 23 Zoomed-in view of 3D model for the Optional Scheme from west



本圖經繪於2019年2月28日製備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28 2 2019
BASED ON SURVEY SHEET No
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 1 200 比例尺

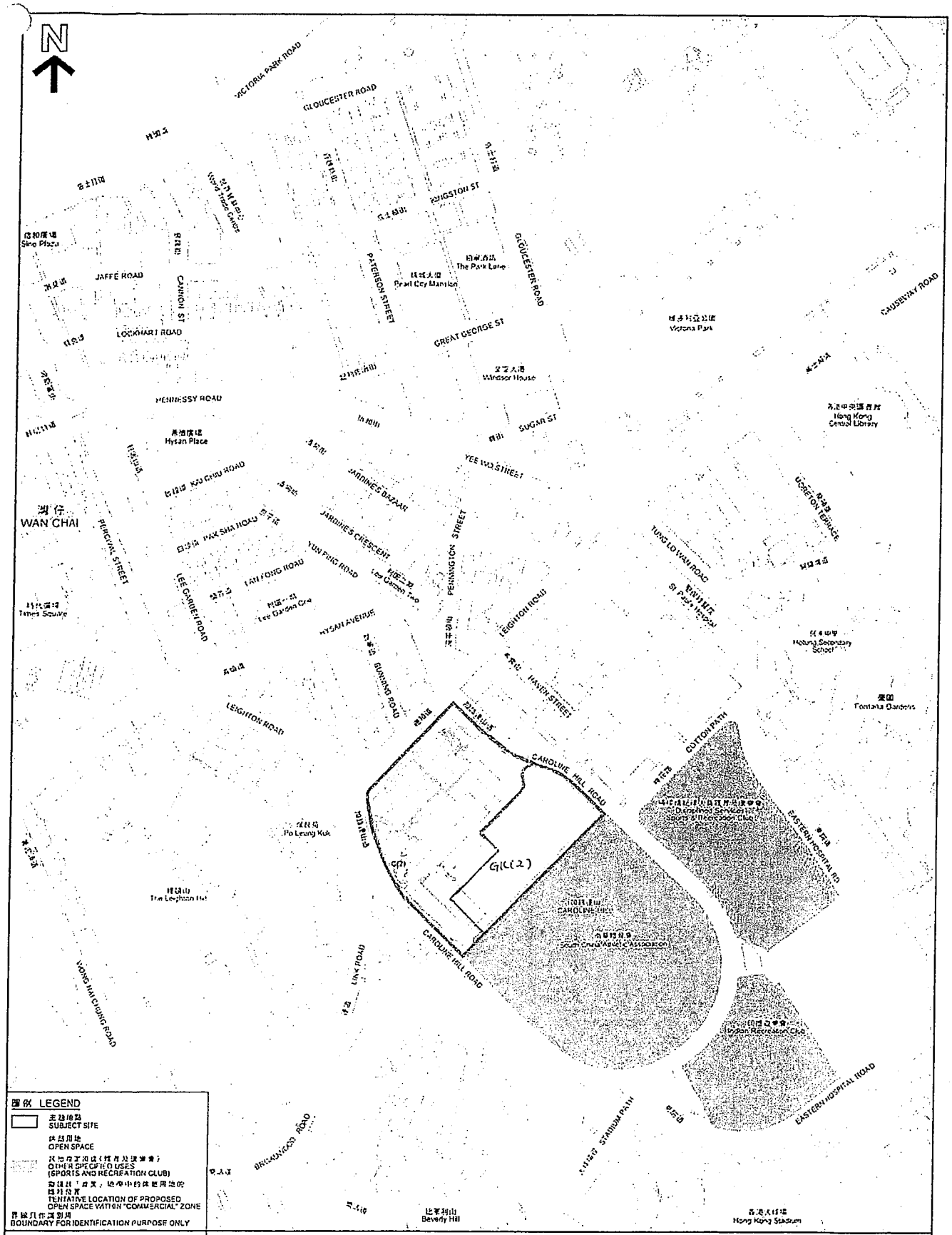
米 METRES 20 0 20 40 60 80 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.

圖 PLAN

Drawing no. CHR-Plan2



本摘要圖於2019年4月29日擬備，
所根據的資料為測量圖編號
11-SE-6C、11A及11C和
11-SW-10D、15B及15D

EXTRACT PLAN PREPARED ON 29 4 2019
BASED ON SURVEY SHEETS No
11-SE-6C, 11A & 11C AND
11-SW-10D, 15B & 15D

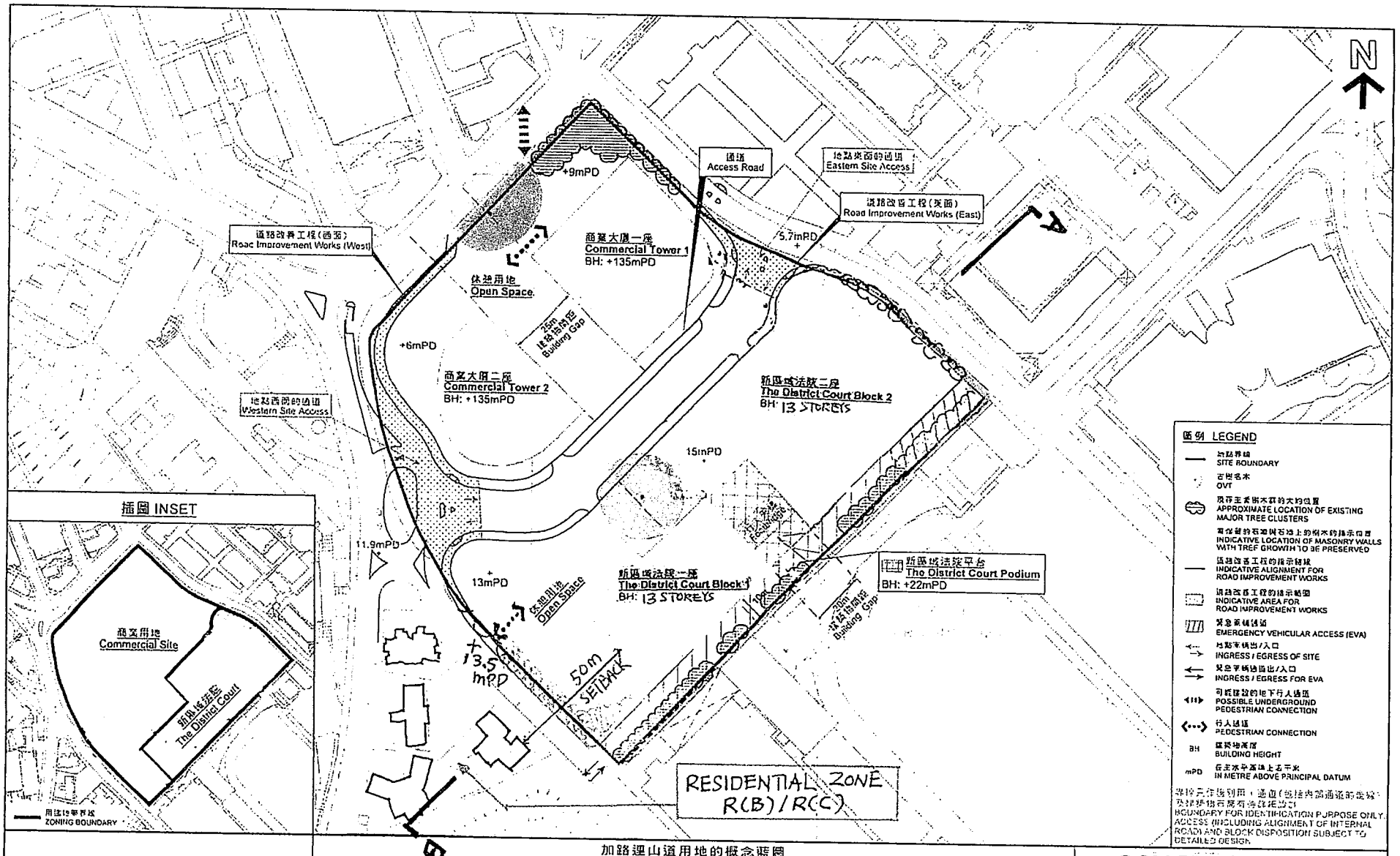
加路連山道用地附近休憩用地的位置圖
LOCATION PLAN SHOWING THE OPEN SPACE
IN THE VICINITY OF THE CAROLONE HILL ROAD SITE

黃泥涌分區計劃大綱核准圖編號S/H7/19的擬議修訂項目
PROPOSED AMENDMENTS TO THE APPROVED WONG NAI CHUNG
OUTLINE ZONING PLAN No. S/H7/19

SCALE 1 : 3 000 比例尺

METRES 50 0 50 100 150 200 250 METRES

Drawing no. CHR-Plan3



本摘要圖於2019年2月28日擬備，所根據的資料為測量圖編號 11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019 BASED ON SURVEY SHEET No 11-SW-15B

加路連山道用地的概念藍圖

CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

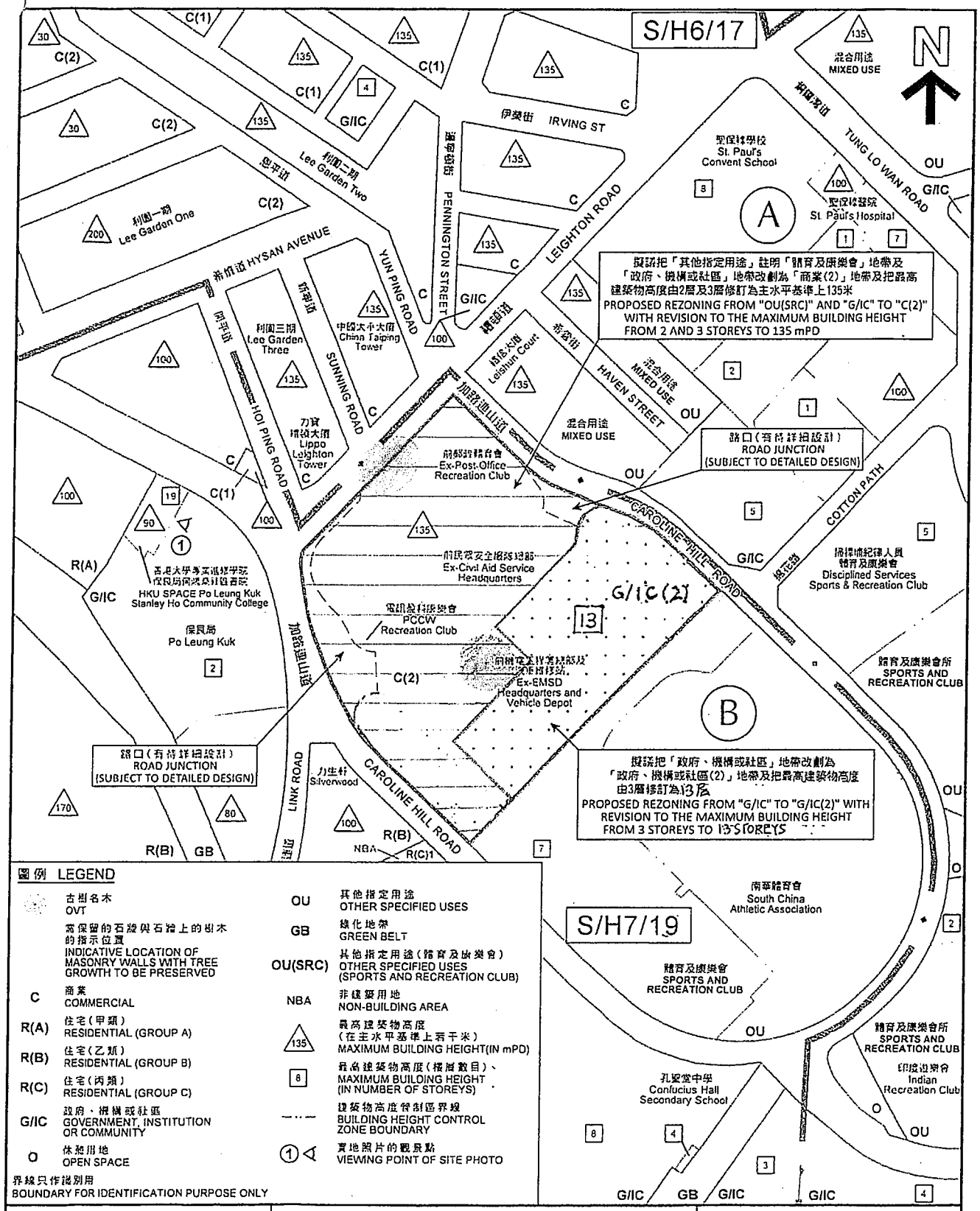
SCALE 1 : 1 200 比例尺

METRES 20 0 20 40 60 80 METRES

SCHEME A

DRAWING NO.

SchemeA-Plan



本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號 11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME A

DRAWING NO.

SchemeA-OZP

Fig. 7 Shadow analysis based on Planning Department's proposal

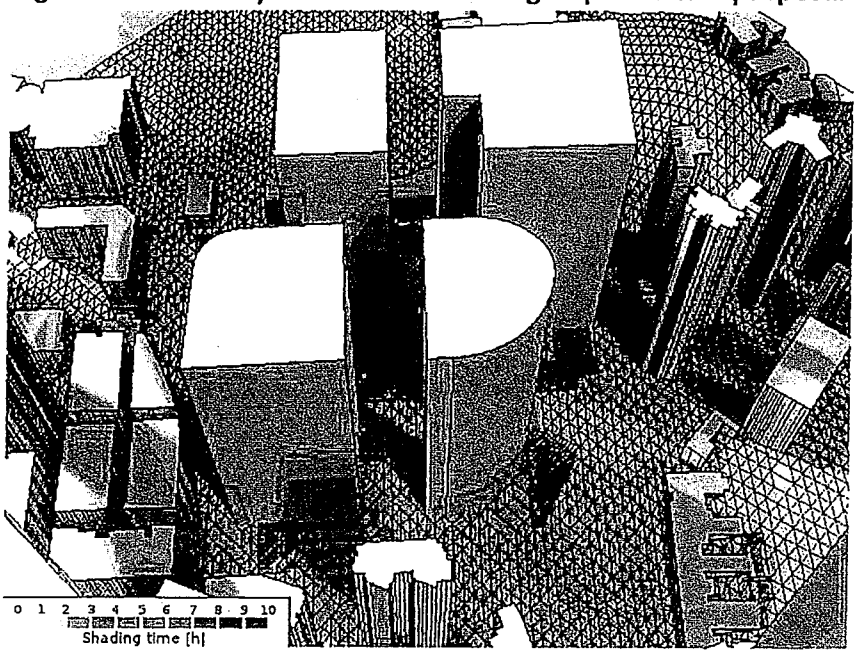
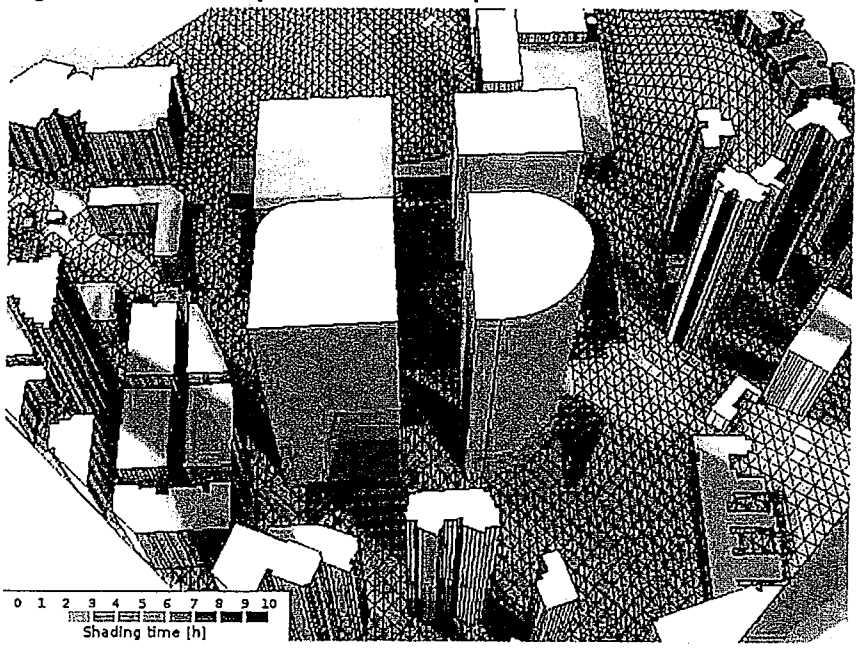


Fig. 8 Shadow analysis based on Proposal A



香港加路連山道 13, 13A , 15 及 15A 號業主立案法團

TPB/R/S/H7/20-18

敬啟者：

本業主立案法團反對城規會於 2019 年 5 月 24 日就（黃泥涌分區計劃大綱草圖 S/17/20）提出申述，反對大綱草圖的修訂項目。

本法團認為更改土地為商業用途，以及放寬高度限制至 135 米，會對鄰近的交通、景觀、通風等構成嚴重負面影響。有關修訂的規劃文件，包括交通影響評估、景觀影響評估等，並未完全反映區內實際情況，鄰近居民的訴求亦被漠視。

本法團亦就加路連山道的發展方案提出以下反建議：

1. 更改用地內的空間編排，將公共空間改置於南邊；
2. 調低法院大樓高度限制至 13 層；
3. 城規會亦應指示政府部門重新進行交通影響評估，並依照新的評估結果，考慮降低商業用地樓面面積；

希望城規會予以考慮上述建議。

反對大綱草圖的修訂項目的詳細理由及反建議的詳情載於本信件之附件內。

此致

城市規劃委員會秘書

二零一九年七月廿五日

申述人： 香港加路連山道 13, 13A, 15 及 15A 號業主立案法團

申述人代表姓名： Chei Sing Kei

申述人代表身份證號碼： [redacted]

地址： [redacted]

附件

We refer to MCP Paper No. 5/19 for consideration by The Metro Planning Committee on 3.5.2019, regarding further consideration of proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H7/20, and would like to make a representation to the Town Planning Board in respect of the draft plan and the revised Explanatory Statement(ES) on the following issues:

A. Inadequacies on the Traffic Impact Assessment on the proposed development scheme

We found that there are multiple inadequacies on the traffic impact assessment conducted by Planning Department and Arup, which as a result provides inaccurate baseline traffic statistics and affect the credibility of the conclusion drawn.

1. The traffic figures shown in the baseline scenario is recorded in 2017. The figures may be outdated and may not reflect the recent traffic situation around the site.

2. The baseline scenario is projected based only on one "typical weekday" and during rush hours. The traffic situation in weekends and non-peak hours were not considered. However, in fact, due to presence of multiple schools and other public services in the proximity, the traffic volume is the highest during the afternoon hours. Moreover, the traffic is hugely affected adversely during events at the Hong Kong Stadium and Happy Valley Racecourse. Since the proposed retail space, open space, District Health Centre and Child Care Centre generates traffic volume in non-peak hours and weekends, the absence of traffic impact estimation in these hours cannot be justified.

3. The floor area of commercial, District Health Centre, and Child Care Centre assumed in the TIA is different from Planning Department's latest development scheme. This affects the vehicle attraction/generation rate and yield inaccurate model results.

4. The remained capacities of the junctions are based solely on counting vehicles passing through, yet the queuing effect and weaving effect are not taken into account. Such measuring methodology would underestimate the traffic flow.

Since the development scale, i.e. the GFA of the commercial development relies on the remaining capacity of the road networks, the inadequacies of the TIA mentioned above makes the conclusion on the remaining capacity questionable. We hereby request the Town Planning Board to hold the OZP amendment and request a more comprehensive and updated TIA, and to review the scale of the commercial development based on the updated TIA result.

B. <u>Justification on the Disposition of District Court and adjacent Open Space</u>

1. The disposition of the District Court as shown in the Conceptual Layout Plan did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road West, Link Road and Broadwood Road. Actually, the whole planning document including the technical assessment report, did not take into account of the said Residential Zone. The AVA report only provides limited views. The disposition of the proposed 135m tall District Court will cause extreme

negative impact on the sunlight penetration and ventilation, which will adversely affect the health of the residents. We want to stress that whenever there is room for a better planning, a layout just fulfilling the min. requirement of the Building Regulations is not the function of Planning Department and Town Planning Board. This planning proposal is said to be against the aim of the Town Planning Ordinance Cap.131 "To promote the health, safety, convenience and general welfare of the community." We understand that the conceptual Layout Plan only provide the framework for the scope, height and site area and GFA etc., the detail layout will be subject to future design. However, if the basic framework did not set in a rational and acceptable manner from the very beginning, the future layout will likely to be further deviate from a good planning.

1.1 The disposition of District Court largely reduced the sunlight penetration to the adjacent residential blocks along Caroline Hill Road West, Link Road and Broadwood Road.

a.) District Court Block 2 is directly abutting Caroline Hill Road West, leaving only a 20m gap with the opposite building (Caroline Garden). Given the fact that District Court Block 2 is proposed to be 135mPD, whereas Caroline Garden is only 100mPD, therefore, the whole residential block will be under shadow during most of the days. Even worse, the living, dinning, master bedroom and kitchen of the whole block of Caroline Garden are directly facing the proposed District Court Block 2.

b.) Please refer to the attached drawing no. CHR-Plan1 & CHR-Sec1, showing the proposed Conceptual Layout Plan attached to MCP Paper No. 5/19. The residential zone along Caroline Hill Road West and Link Road will likely to be under shadow for most of the days due to the blockage of sunlight by the District Court.

c.) A further study is carried out to demonstrate the health impact to the neighbourhood. A shadow analysis is conducted to simulate the shading effect (in terms of number of hours without direct sunlight penetration in a typical day) casted by the proposed buildings during summertime. Result indicates that in a typical summer day, the residential zone mentioned in 1.1b, especially whole façade of Caroline Garden and part of Silverwood cannot receive direct sunlight in most of the daytime. Please refer to the attached shadow analysis Fig. 7.

1.2 The District Court largely reduced the visual permeability and ventilation to the adjacent residential blocks along Caroline Hill Road West, Link Road and Broadwood Road.

a.) Please refer to the attached photomontage Fig.1, Fig. 2, Fig. 3, Fig. 4 and Zoomed in view of 3D model Fig. 5, Fig.6. The photos have shown clearly the visual and ventilation impact brought about by the two massive blocks to the neighbourhood.

b.) As shown in the proposed Conceptual Layout Plan and ES for OZP No. S/H7/19A, a clear building gap of not less than 25m in width shall be provided to facilitate better ventilation within the commercial zone. However, the layout did not consider that the disposition of the District court alternately resulting a narrow gap of less than 25m with the opposite building (Caroline Garden). Given the fact that the opposite building is a

residential building, a generous width of more than 25m should be provided to facilitate better ventilation and permeability.

1.3 According to the Conceptual Layout Plan, the existing OVT No. EMSD WCH/1 would be surrounded by the proposed District Court. And due to security reason, the OVT would be fenced off from the public. We strongly object the layout of the proposed District Court, as it did not fully utilize the valuable resources in the community for public enhancement. Please refer to attached drawing no. CHR-Plan2, showing the Conceptual Layout Plan with the OVT being fenced off by the District Court without connection to the public open space.

2. Disposition of the Open Space adjacent to the District Court Block 1

2.1 The Open Space adjacent to the proposed District Court Block 1 at the east bound of the subject site is proposed to be located at 15mPD. However, the level of the adjacent Caroline Hill Road east is at 5.7mPD. With a 10m of level differences, the pedestrian connection to the open space is proposed to be via an elevated link or underground crossing from the commercial development. Clearly, the disposition of the open space did not facilitate easy accessibility by the public, especially for the elderlies and the disabled. In addition, disabled access such as ramp and disabled lift should be provided, which will take up a large part of the narrow open space. As a result, the proposed open space will eventually become an isolated, left-over space, located at the far end corner of the site.

2.2 Please refer to attached drawing no. CHR-Plan2, showing the level differences between the proposed open space and the adjacent Caroline Hill Road east.

C. Justification of the Height of the District Court

1. According to the draft plan, the subject site is proposed to rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 135mPD, in order to facilitate the Wan Chai District Court development.

2. According to the development proposal, the total G.F.A of the District Court is 70,000m2. And with reference to the proposed Conceptual Layout Plan for the CHR site (Plan 5), the floor area of the District Court is approx. 5,300m2 /fl (Block 1 +Block 2). It is noted that the Judiciary indicated that they would not accept a district court of reduced area not fully meeting its functional and operational requirements. Therefore, the floor area cannot be substantially reduced in achieving a taller building. In this regard, the maximum no. of floors of the District Court should be maximum 13 storeys.

3. Below is the table showing the comparison of the development data between the proposed District Court, the existing Wan Chai District Court and the West Kowloon Law Court. It is noted that, with a similar floor area and total G.F.A

comparing with the proposed District Court, the West Kowloon Law Court is only 11 storeys high, which is only around 60m tall. Therefore, it is not justify to rezone the maximum building height of G/IC to 135mPD.

	Proposed District Court	Existing Wanchai District Court	West Kowloon Law Court
Site Area (m2)	10,620.00	2,189.30	7,509.00
G.F.A. (m2)	70,000.00	30,776.20	60,320.00
Floor Area (m2)	District Court 1+ District Court 2= 5300 approx.	N/A	5483.6
Building Height (m)	135	50 (Approx.)	60 (Approx.)
	No. of storey = To be determined	No. of storeys = 14	No. of storeys = 11

D. <u>Schedule of Uses as attached to Wong Nai Chung OZP No.S/H7/20</u>

Hotel is falling in Column 1 (Uses always permitted) under Commercial zone. We strongly object this item as Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.

E. <u>Proposed amendments to the draft plan</u>

Based on the above concerns, we would like to submit our proposed amendments to the draft plan. We have come up in a counterproposal.

Scheme A *(Please refer to attached drawing no. SchemeA-Plan)*

Merits of Scheme A

(a) enhance sunlight penetration, ventilation and visual openness to the neighbourhood;
(b) ensure the open space to be easily accessed by the public;
(c) add value to the development by incorporating the OVT to the public open space;
(d) relocation of open space can serve as a buffer zone against the densely populated district

1. The District Court is moved eastward, and the Open Space is moved southward. The south-west façade of the District Court abutting Caroline Hill Road west is set

back 50m away from the principal façade of the opposite building (Caroline Garden). Therefore, allowing more sunlight penetration, ventilation and visual permeability. A shadow analysis is carried out (refer to Fig. 8) and shows that the sunlight cast towards the residential blocks along Caroline Hill Road west is much better than that in the original plan (Fig.7). Please note that this layout will not affect the 4-5 storeys high St. Paul's Convent opposite the District Court Block along Caroline Hill Road East.

2. The level of the Open Space at southern portion is at 13mPD, while the adjacent Caroline Hill Road West is at 13-13.5mPD, which is actually at-grade level. This revised layout can ensure easy accessibility by the public.

3. The revised location of open space can also serve as a buffer zone against the heavy traffic at the proposed round-about. This revised layout can alleviate the noise impact to the District Court.

4. Unlike the draft plan with the Open Space located at the far end corner of Caroline Hill Road east, resulting a left-over isolated space, this revised layout can allow the Open Space to serve as an extension and a continuous green belt to the adjacent neighbourhood. And by incorporating the existing OVT No. EMSD WCH/1 to the open space, such valuable resources can add value to the community and to enhance public enjoyment. Please refer to attached drawing no. CHR-Plan3, showing the location of the green belt.

5. It is noted that a revised conceptual layout plan (Plan FC-3) attached to the planning document has been trying to address the issue of set back from Caroline Hill Road west. However, the layout would result in an even more Isolated, gloomy and narrow open space at eastbound, being surrounded by concrete walls of the District Court. Moreover, the "open space" created from this set back at Caroline Hill Road west cannot be served for public use due to security reason. Similarly, the OVT being fenced off by the District Court also cannot be incorporated into the public open space due to security reason.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site and the District Court as shown in attached drawing no. SchemeA-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial***
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A "...To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided <u>at-grade in the southern portion facing Caroline Hill Road</u> and at-grade in the northern portion fronting Leighton Road. The future developer will be required to submit a landscape plan***

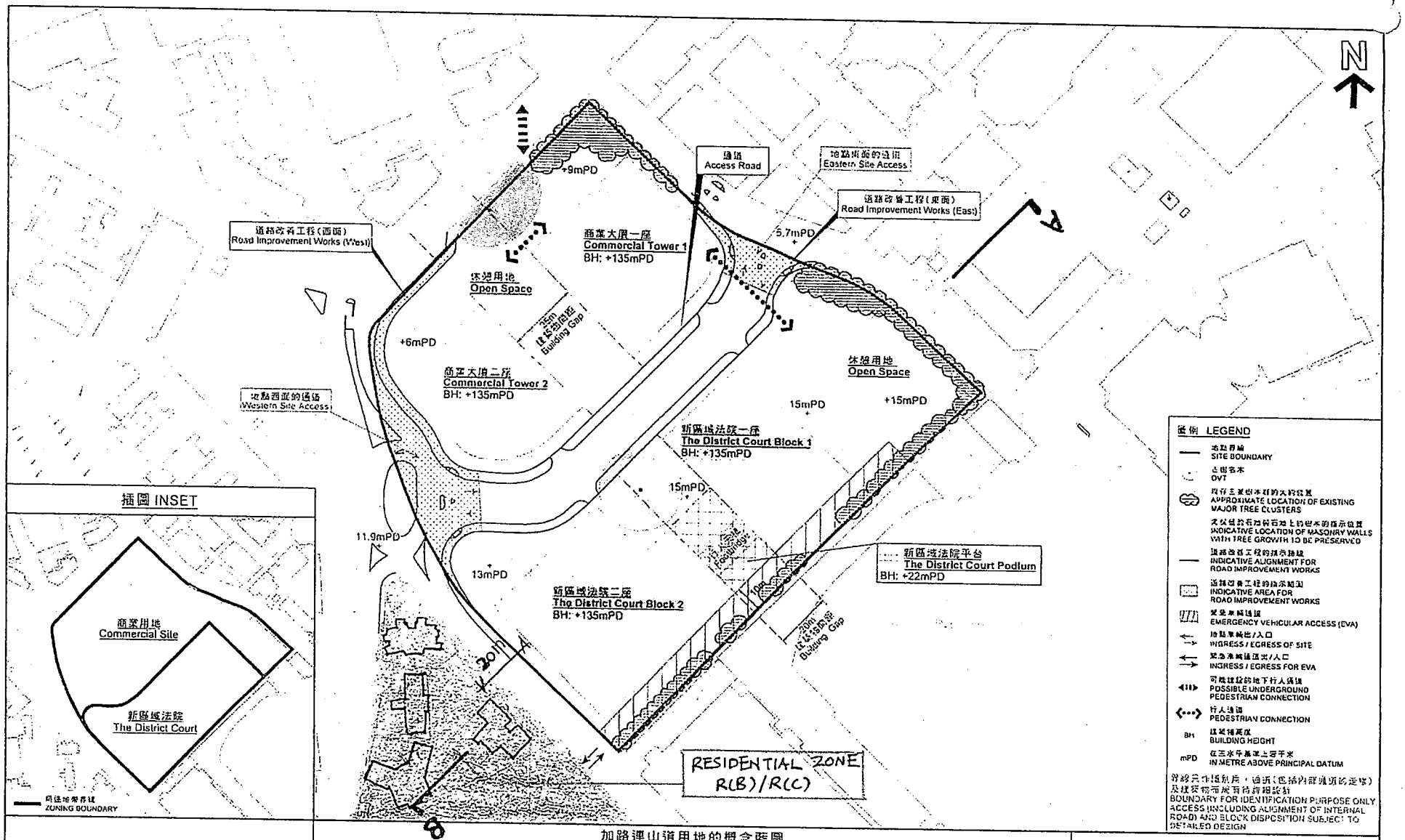
under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern and eastern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved....")

5. *Amendments to the Explanatory Statement Item 8.5.6 of OZP S/H7/19A*
   The "G/IC(2)" site at Caroline Hill Road is earmarked for accommodating a district court for future expansion of judiciary facilities. Development and/or redevelopment is restricted to a maximum gross floor area of 70,000m2. A clear gap of not less than 50m in width, measuring from the principal façade of Caroline Garden facing Caroline Hill Road to the south-west or the nearest façade, whichever is the closest, of the development and/or redevelopment shall be provided, to facilitate sunlight penetration, better air ventilation and visual permeability. The stone retaining wall along the southern periphery of the site shall be preserved...

附件

Attachments

Drawing no. CHR-Plan1
Drawing no. CHR-Sec1
Fig. 1
Fig. 2
Fig. 3
Fig. 4
Fig. 5
Fig. 6
Drawing no. CHR-Plan2
Drawing no. CHR-Plan3
Drawing no. SchemeA-Plan
Drawing no. SchemeA-OZP
Fig. 7
Fig. 8



本圖是根據2019年2月28日提取，所根據的資料為測量圖編號 11-SW-15B

EXTRACT PLAN PREPARED ON 28 2 2019
BASED ON SURVEY SHEET No
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

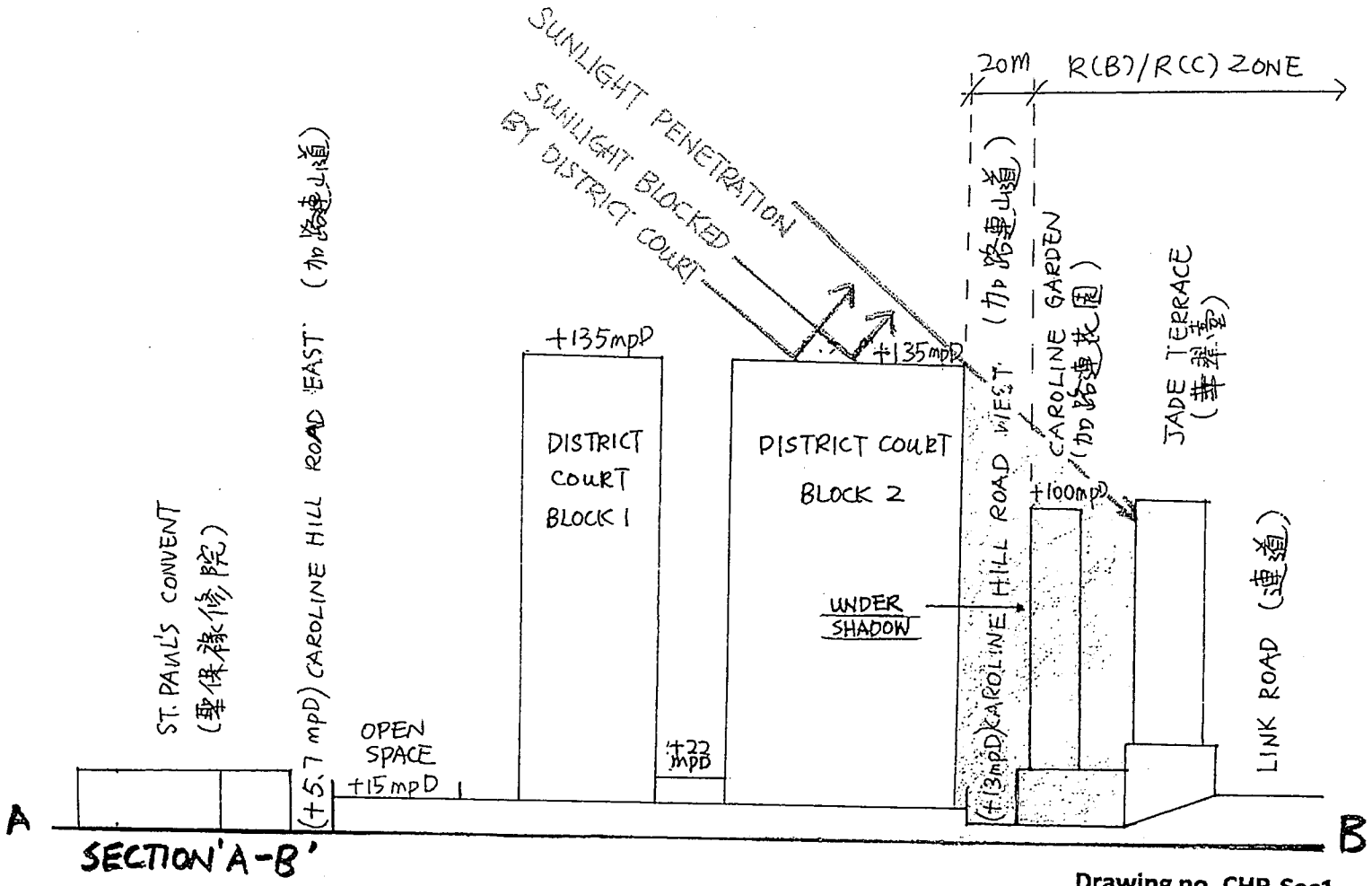
SCALE 1 : 1 200 比例尺

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.

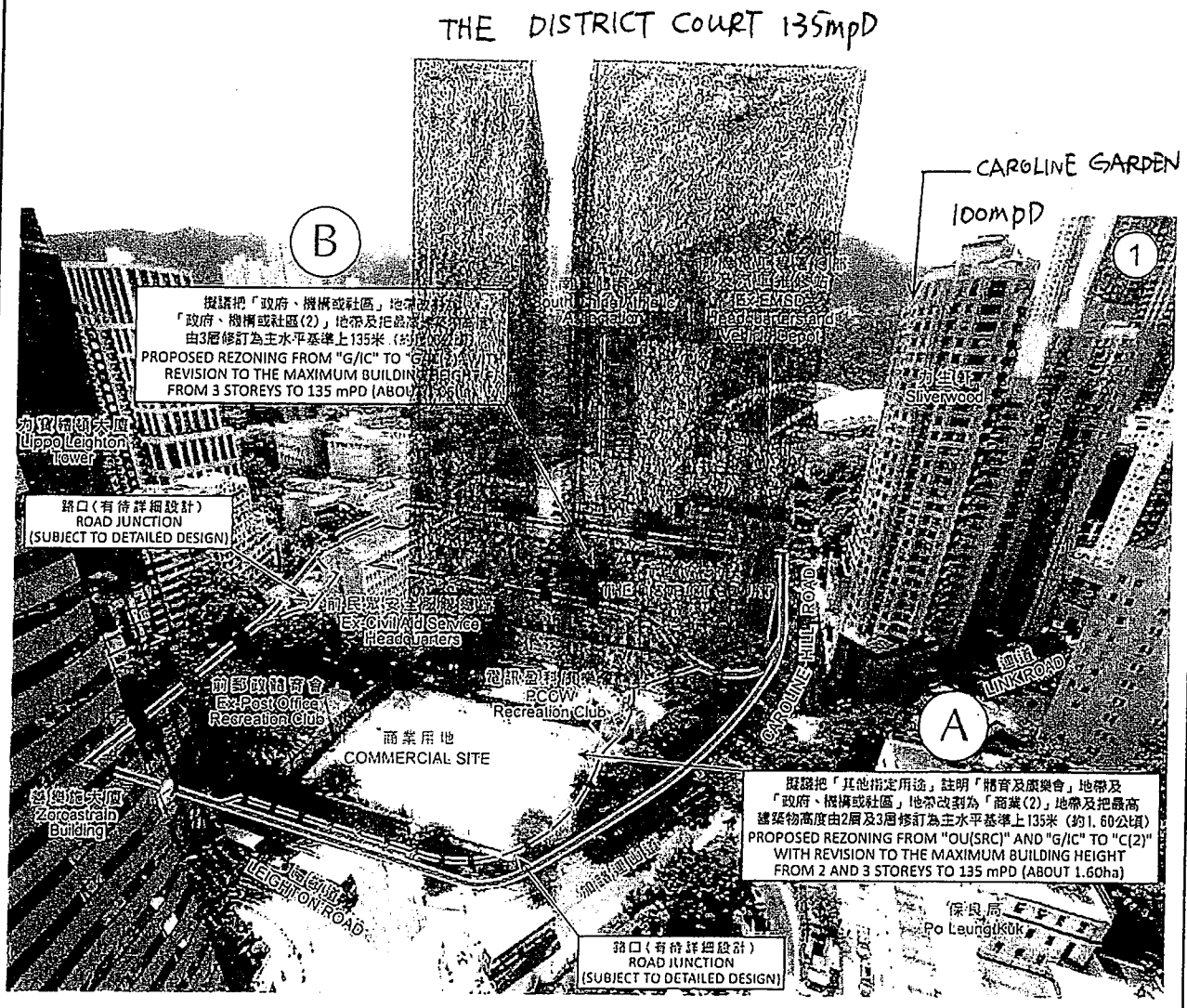
圖 PLAN

Drawing no. CHR-Plan1



SECTION 'A-B'

Drawing no. CHR-Sec1



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月28日擬備，所根據的資料為攝於2018年5月16日的實地照片 PLAN PREPARED ON 28.2.2019 BASED ON SITE PHOTO TAKEN ON 16.5.2018	實地照片 SITE PHOTO 重新發展銅鑼灣加路連山道用地作商業用途及新區域法院 REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT	規劃署 PLANNING DEPARTMENT 參考編號 REFERENCE No. M/H7/19/3 圖 PLAN Fig.1

THE DISTRICT COURT 135mpD
100mpD
SILVER WOOD
CAROLINE HEIGHT
JADE TERRACE
CAROLINE GARDEN

Fig. 2

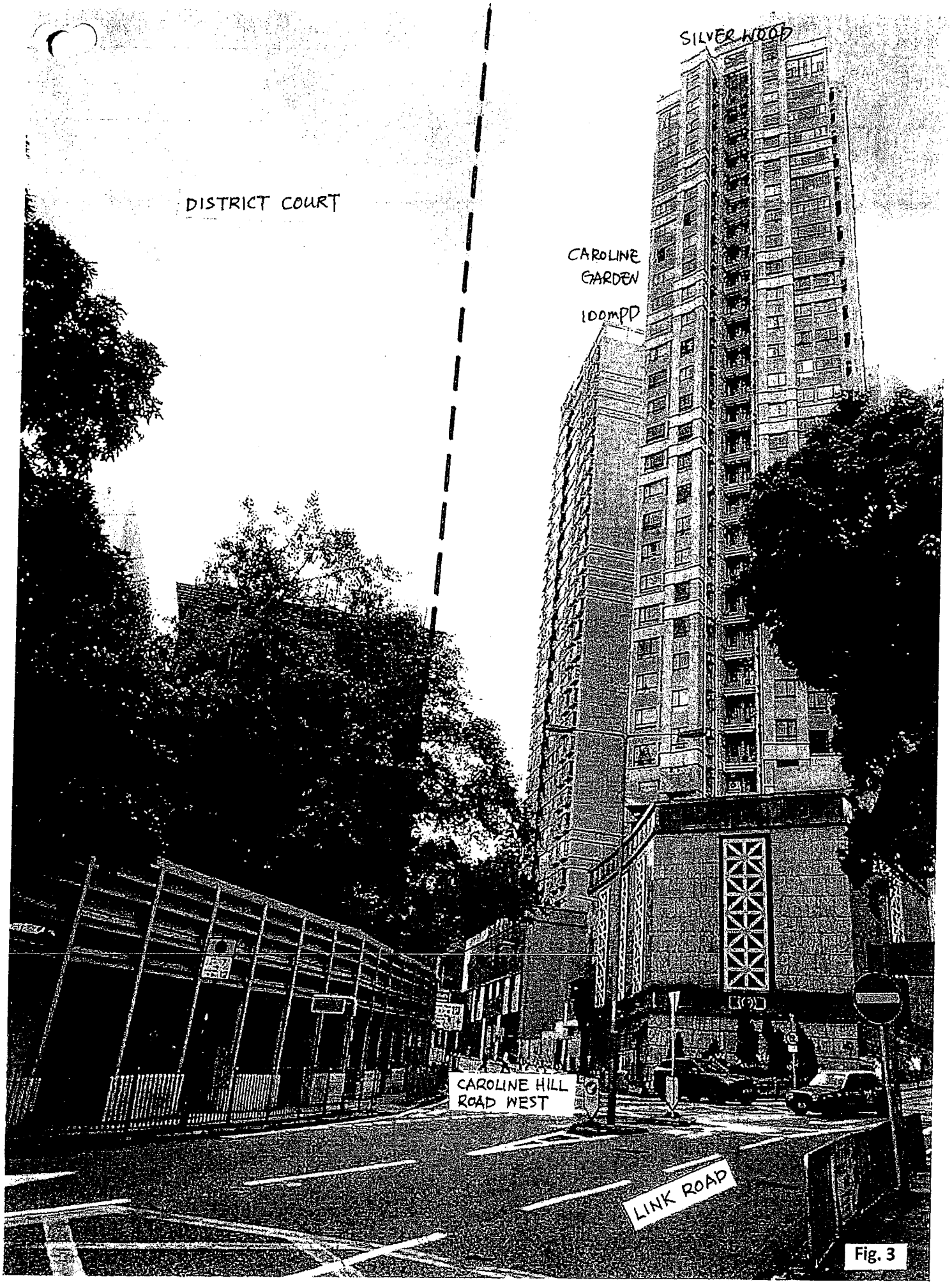

SILVERWOOD
DISTRICT COURT
CAROLINE
GARDEN
100mPD
CAROLINE HILL
ROAD WEST
LINK ROAD

Fig. 3

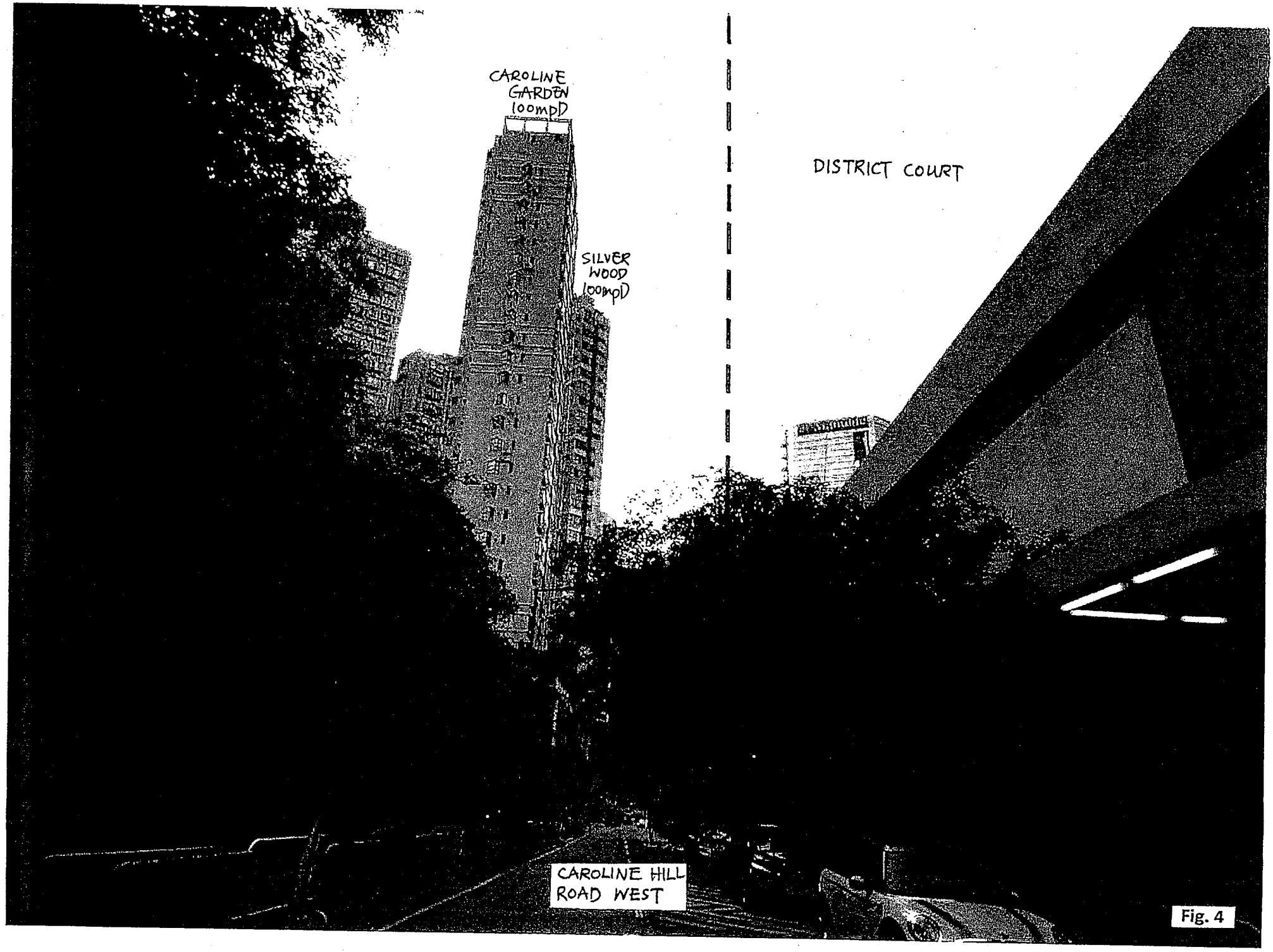

CAROLINE GARDEN 100mpD
SILVER WOOD 100mpD
DISTRICT COURT
CAROLINE HILL ROAD WEST

Fig. 4

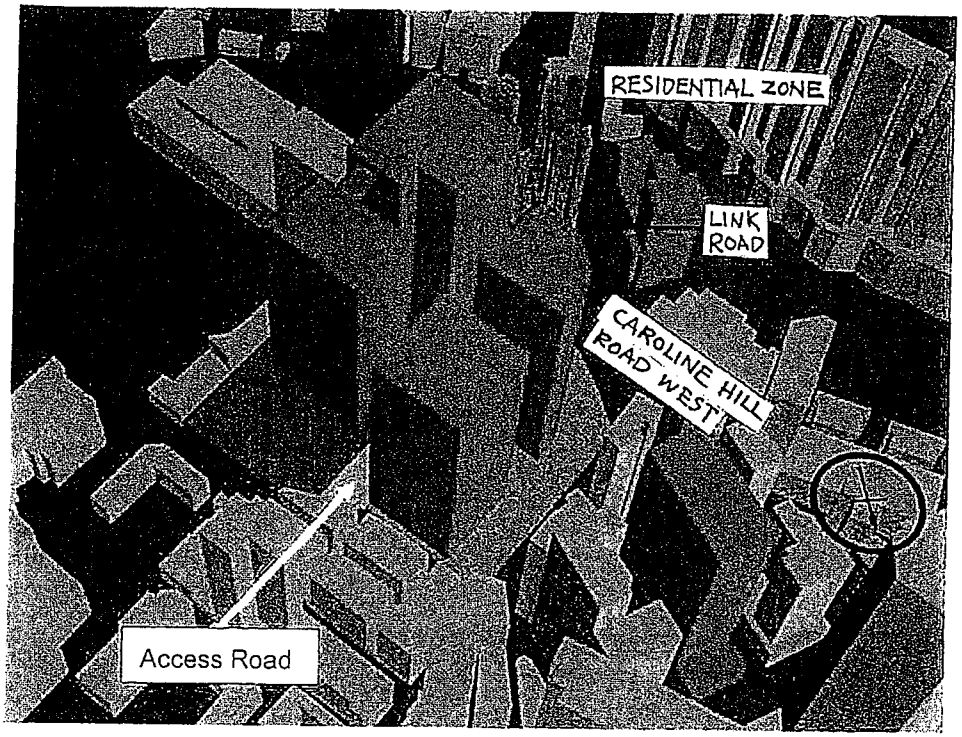


Figure 20 Zoomed-in view of 3D model for the Optional Scheme from north

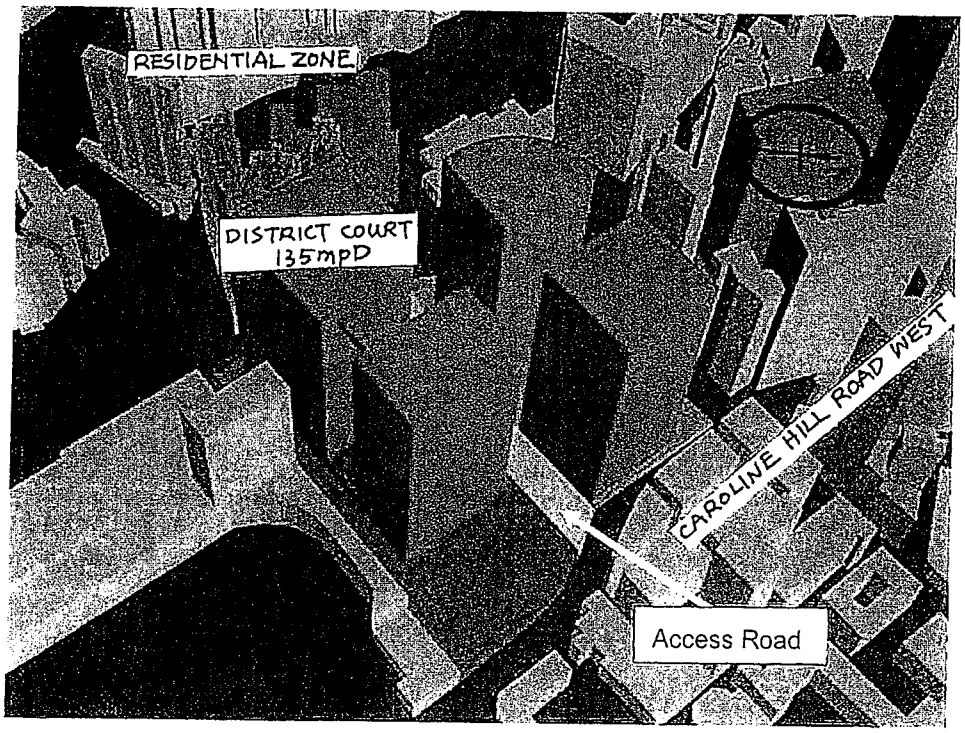


Figure 21 Zoomed-in view of 3D model for the Optional Scheme from east

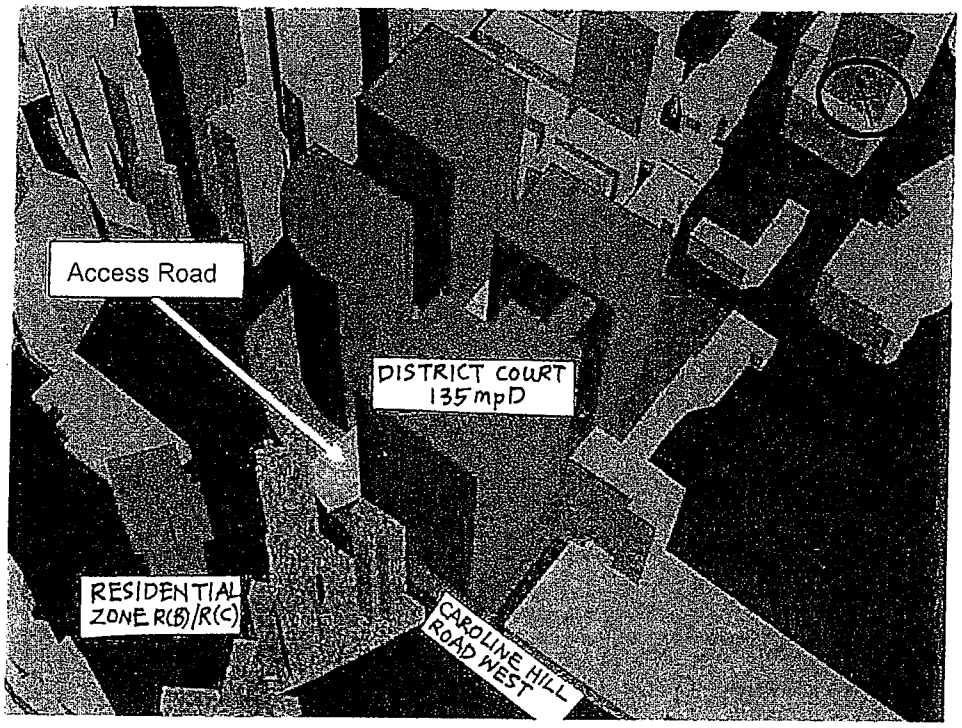


Figure 22 Zoomed-in view of 3D model for the Optional Scheme from south

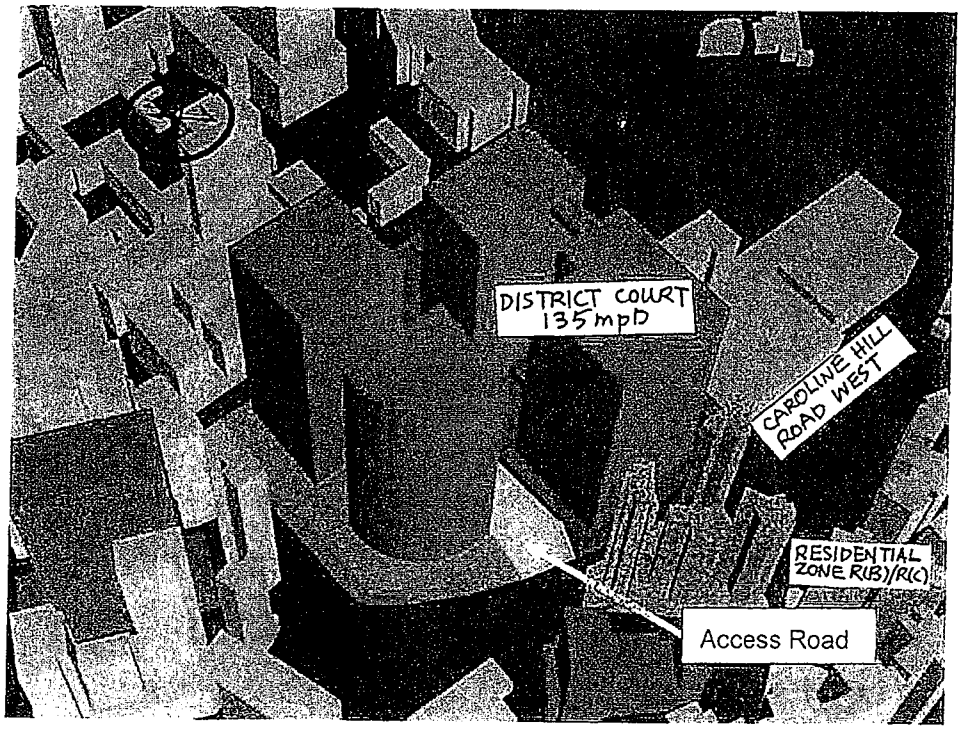
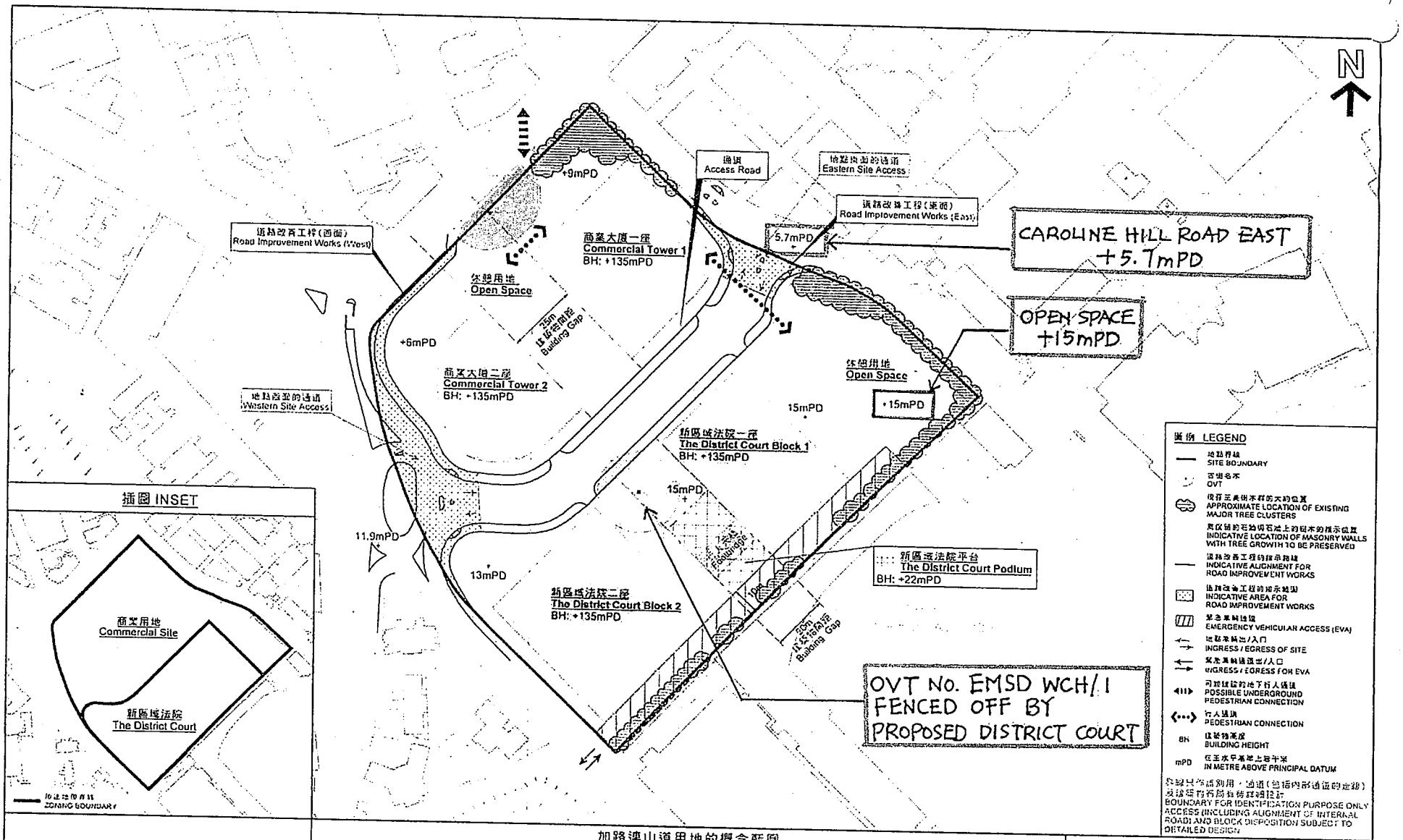


Figure 23 Zoomed-in view of 3D model for the Optional Scheme from west



本提案圖於2019年2月28日擬備，所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28 2 2019
BASED ON SURVEY SHEET No
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 1 200 比例尺

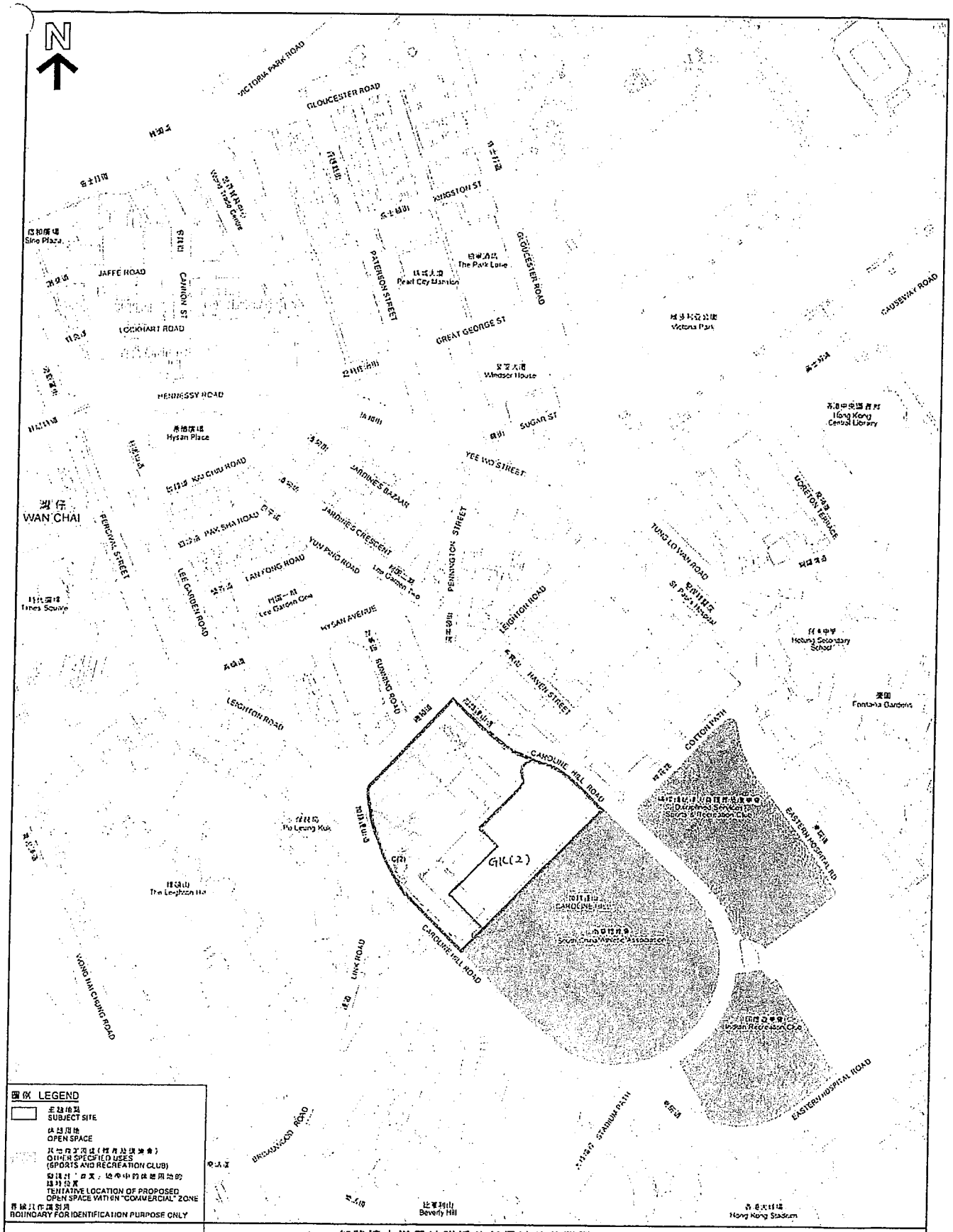
米 METRES 20 0 20 40 60 80 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.

圖 PLAN

Drawing no. CHR-Plan2



本圖是根據2019年4月29日提供，所根據的資料為測量圖編號
11-SE-6C、11A及11C和
11-SW-10D、15B及15D

EXTRACT PLAN PREPARED ON 29 4 2019
BASED ON SURVEY SHEETS No
11-SE-6C, 11A & 11C AND
11-SW-10D, 15B & 15D

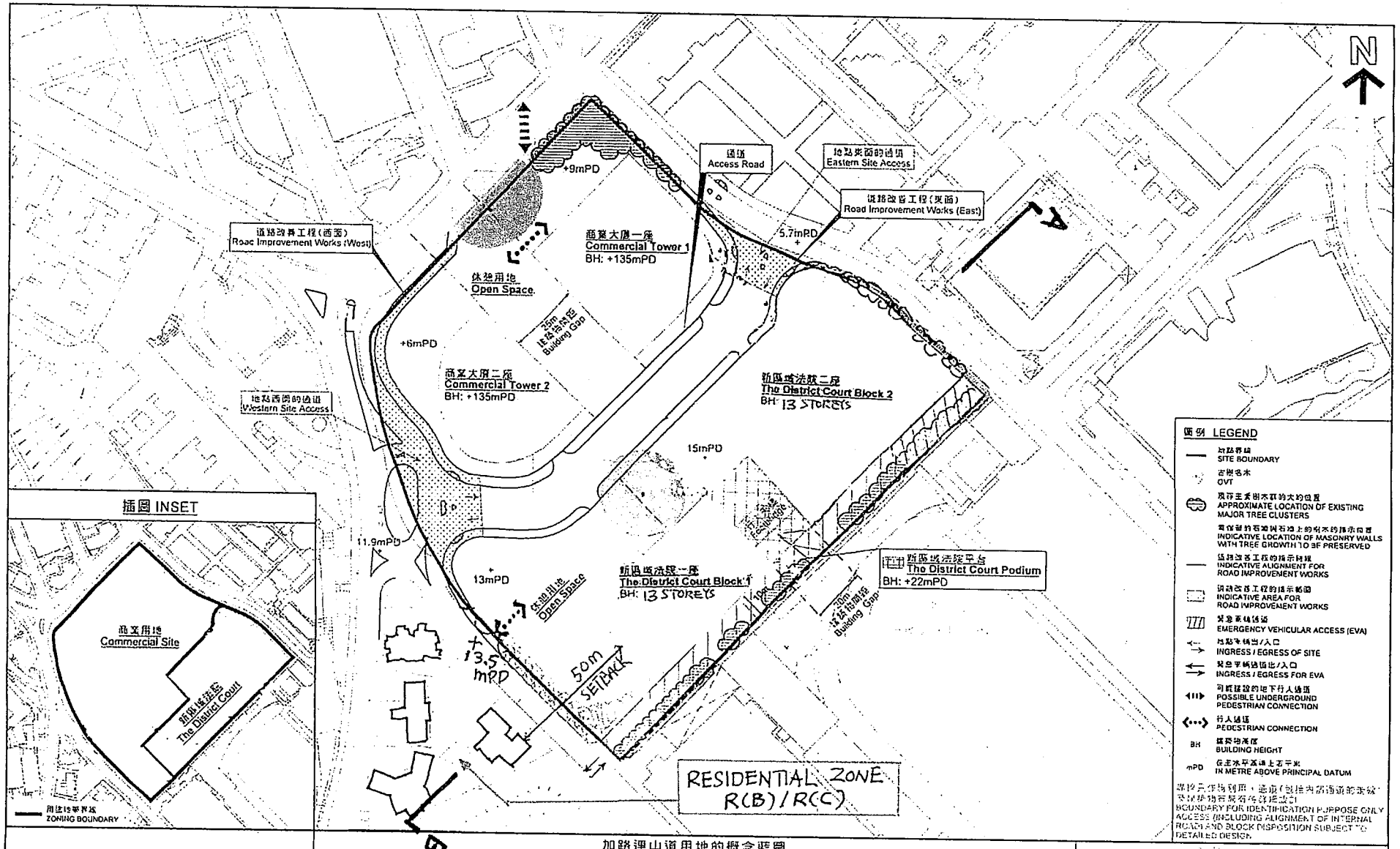
加路連山道用地附近休憩用地的位置圖
LOCATION PLAN SHOWING THE OPEN SPACE
IN THE VICINITY OF THE CAROLONE HILL ROAD SITE

黃泥涌分區計劃大綱核准圖編號S/H7/19的擬議修訂項目
PROPOSED AMENDMENTS TO THE APPROVED WONG NAI CHUNG
OUTLINE ZONING PLAN No. S/H7/19

SCALE 1:3 000 比例尺

METRES 50 0 50 100 150 200 250 METRES

Drawing no. CHR-Plan3



本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28 2 2019
BASED ON SURVEY SHEET No
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

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作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

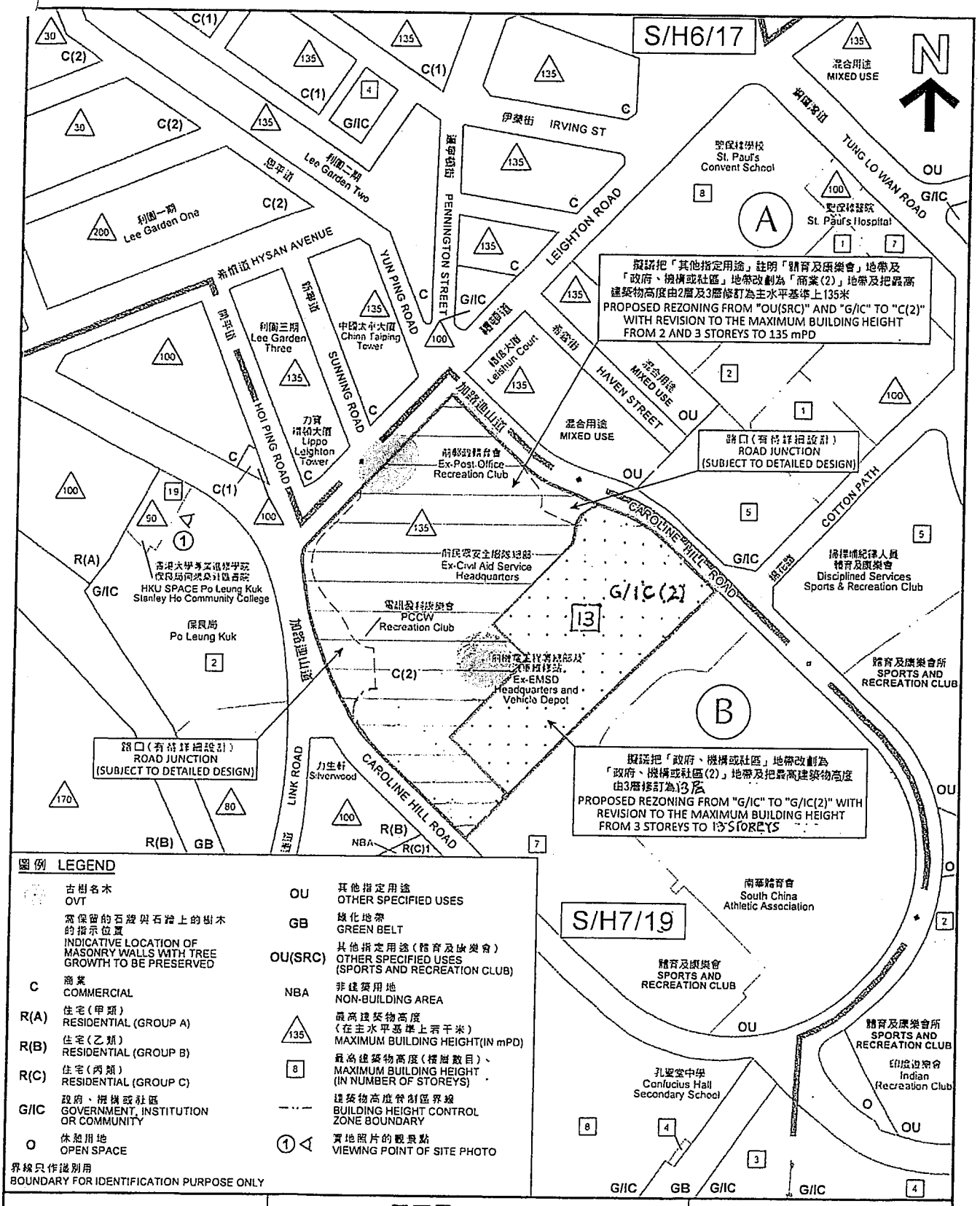
SCALE 1 : 1 200 比例尺

METRES 0 20 40 60 80 METRES

SCHEME A

DRAWING NO.

SchemeA-Plan



圖例 LEGEND

	古樹名木 OVT	OU	其他指定用途 OTHER SPECIFIED USES
	需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED	GB	綠化地帶 GREEN BELT
C	商業 COMMERCIAL	OU(SRC)	其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
R(A)	住宅(甲類) RESIDENTIAL (GROUP A)	NBA	非建築用地 NON-BUILDING AREA
R(B)	住宅(乙類) RESIDENTIAL (GROUP B)	135	最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)
R(C)	住宅(丙類) RESIDENTIAL (GROUP C)	8	最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
G/IC	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY		建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY
O	休憩用地 OPEN SPACE	1	實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號 11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME A

DRAWING NO.

SchemeA-OZP

Fig. 7 Shadow analysis based on Planning Department's proposal

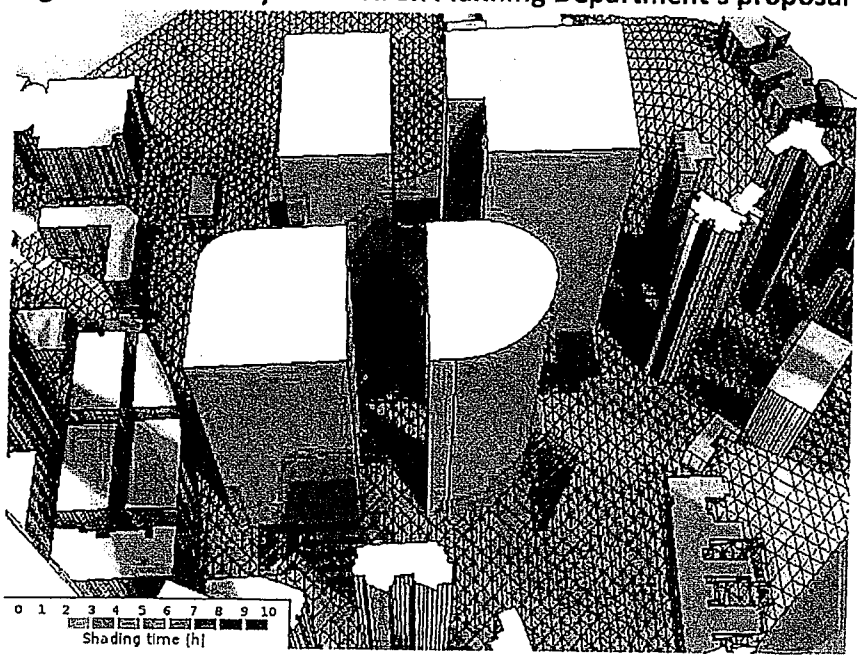
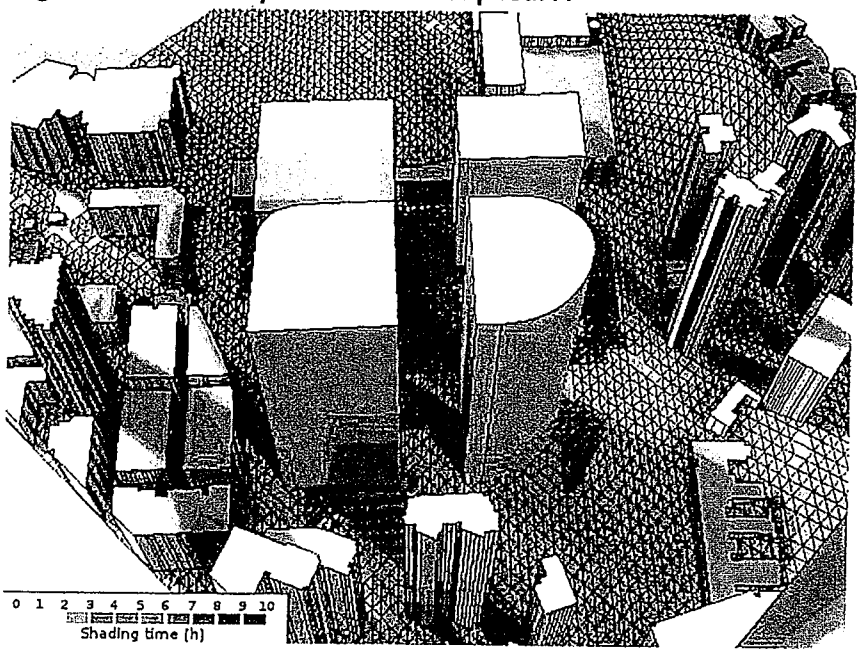


Fig. 8 Shadow analysis based on Proposal A



22nd July, 2019

TPB/R/S/H7/20-19

Town Planning Board

15/F, North Point

Government Offices,

333 Java Road,

North Point

Dear Sir/Madame,

Re: Proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

We refer to the proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A, and would like to raise our objections and our proposed amendments to the Town Planning Board, as shown in the attached documents and attachments, for your consideration.

Thank you for your attention.

Yours sincerely,

Chairman of the Owners Corporation Committee

RECEIVED
24 JUL 2019
Town Planning Board

We refer to MCP Paper No. 5/19 for consideration by The Metro Planning Committee on 3.5.2019, regarding further consideration of proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A, and would like to make a representation to the Town Planning Board in respect of the draft plan and the revised Explanatory Statement(ES) on the following issues:

A. **Justification on the Disposition of District Court and adjacent Open Space**

1. The disposition of the District Court as shown in the Conceptual Layout Plan did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road West, Link Road and Boardwood Road. Actually, the whole planning document including the technical assessment report, did not take into account of the said Residential Zone. The AVA report only provide limited views. The disposition of the proposed 135m tall District Court will cause extreme negative impact on the sunlight penetration and ventilation, which will adversely affect the health of the residents. We want to stress that whenever there is room for a better planning, a layout just fulfilling the min. requirement of the Building Regulations is not the function of Planning Department and Town Planning Board. This planning proposal is said to be against the aim of the Town Planning Ordinance Cap.131 " To promote the health, safety, convenience and general welfare of the community." We understand that the conceptual Layout Plan only provide the frame work for the scope, height and site area and GFA etc., the detail layout will be subject to future design. However, if the basic framework did not set in a rational and acceptable manner from the very beginning, the future layout will likely to be further deviate from a good planning.

1.1 The disposition of District Court largely reduced the sunlight penetration to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) District Court Block 2 is directly abutting Caroline Hill Road West, leaving only a 20m gap with the opposite building (Caroline Garden). Given the fact that District Court Block 2 is proposed to be 135mPD, whereas Caroline Garden is only 100mPD, therefore, the whole residential block will be under shadow during most of the days. Even worse, the living, dinning, master bedroom and kitchen of the whole block of Caroline Garden are directly facing the proposed District Court Block 2.

b.) Please refer to the attached drawing no. CHR-Plan1 & CHR-Sec1, showing the proposed Conceptual Layout Plan attached to MCP Paper No. 5/19. The residential zone along Caroline Hill Road West and Link Road will likely to be under shadow for most of the days due to the blockage of sunlight by the District Court.

1.2 The District Court largely reduced the visual permeability and ventilation to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) Please refer to the attached photomontage Fig.1, Fig. 2, Fig. 3, Fig. 4 and Zoomed in view of 3D model Fig. 5, Fig.6. The photos have shown clearly the visual and ventilation impact brought about by the two massive blocks to the neighborhood.

b.) As shown in the proposed Conceptual Layout Plan and ES for OZP No. S/H7/19A, a clear building gap of not less than 25m in width shall be provided to facilitate better ventilation within the commercial zone. However, the layout did not consider that the disposition of the District court alternately resulting a narrow gap of less than 25m with the opposite building (Caroline Garden). Given the fact that the opposite building is a residential building, a generous width of more than 25m should be provided to facilitate better ventilation and permeability.

1.3 According to the Conceptual Layout Plan, the existing OVT No. EMSD WCH/1 would be surrounded by the proposed District Court. And due to security reason, the OVT would be fenced off from the public. We strongly object the layout of the proposed District Court, as it did not fully utilize the valuable resources in the community for public enhancement. Please refer to attached drawing no. CHR-Plan2, showing the Conceptual Layout Plan with the OVT being fenced off by the District Court without connection to the public open space.

2. Disposition of the Open Space adjacent to the District Court Block 1

2.1 The Open Space adjacent to the proposed District Court Block 1 at the east bound of the subject site is proposed to be located at 15mPD. However, the level of the adjacent Caroline Hill Road east is at 5.7mPD. With a 10m of level differences, the pedestrian connection to the open space is proposed to be via an elevated link or underground crossing from the commercial development. Clearly, the disposition of the open space did not facilitate easy accessibility by the public, especially for the elderlies and the disabled. In addition, disabled access such as ramp and disabled lift should be provided, which will take up a large part of the narrow open space. As a result, the proposed open space will eventually becoming an isolated, left-over space, located at the far end corner of the site.

2.2 Please refer to attached drawing no. CHR-Plan2, showing the level differences between the proposed open space and the adjacent Caroline Hill Road east.

B. <u>Justification of the Height of the District Court</u>

1. According to the draft plan, the subject site is proposed to rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 135mPD, in order to facilitate the Wan Chai District Court development.

2. According to the development proposal, the total G.F.A of the District Court is 70,000 sq. m. And with reference to the proposed Conceptual Layout Plan for the CHR site(Plan 5), the floor area of the District Court is approx. 5,300m2/fl (Block 1 +Block 2). It is noted that the Judiciary indicated that they would not accept a district court of reduced area not fully meeting its functional and operational requirements. Therefore, the floor area cannot be substantially reduced in achieving a taller building. In this regard, the maximum no. of floors of the District Court should be maximum 13 storeys.

3. Below is the table showing the comparison of the development data between the proposed District Court, the existing Wan Chai District Court and the West Kowloon Law Court. It is noted that, with a similar floor area and total G.F.A comparing with the proposed District Court, the West Kowloon Law Court is only 11 storeys high, which is only around 60m tall. Therefore, it is not justify to rezone the maximum building height of G/IC to 135mPD.

	Proposed District Court	Existing Wanchai District Court	West Kowloon Law Court
Site Area (m2)	10,620.00	2,189.30	7,509.00
G.F.A. (m2)	70,000.00	30,776.20	60,320.00
Floor Area (m2/floor)	District Court 1+ District Court 2= 5300 (Approx)	N/A	5483.6
Building Height (m)	135	50 (Approx)	60 (Approx)
	No. of storey = To be determined	No. of storeys = 14	No. of storeys = 11

C. Schedule of Uses as attached to Wong Nai Chung OZP No.S/H7/19A

Hotel is falling in Column 1 (Uses always permitted) under Commercial zone. We strongly object this item as Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.

D. Justification of a new access road across the site

According to the conceptual scheme, a new access road is proposed across the site in a northeast-southwest direction to serve the commercial development and the District Court.

1. One major road to serve pedestrian and vehicular access to both commercial development and District Court is considered to be inefficient. We are especially concerned that as mentioned in the planning documents, detailed design shall be subject to the future developer of the commercial development to accommodate the vehicles waiting to enter the carpark.

2. We strongly opposed the provision of a new access road, as the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. Even though the access road is built, the extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road within the site will only impose burden on the existing road network, and in turn creating more bottlenecks. The new access road not only could not alleviate the already overloaded traffic in the area, but in a way further worsened the situation.

E. Proposed amendments to the draft plan

Based on the above concerns, we would like to submit our proposed amendments to the draft plan. We have come up in two proposals, namely Scheme B and Scheme C, for your further consideration.

Scheme B *(Please refer to attached drawing no. SchemeB-Plan)*

Merits of the proposed amendments to the draft plan:

(a) enhance sunlight penetration, ventilation and visual openness to the neighborhood;
(b) ensure the open space to be easily accessed by the public;
(c) address the shortfall in local open space to serve the immediate local community;
(d) add value to the development by incorporating the OVT to the public open space;
(e) reduce the traffic impact to the surrounding area;
(f) further strengthened the security of the District Court;
(g) allow easy accessibility to the District Court

1. According to the conceptual layout plan, the commercial development will be comprised of two commercial towers. In order to free up more public open space to serve the local community, we proposed that the twin commercial tower (28-35 storeys) to be replaced by a 35 storeys single tower. Given the total GFA of 100,000m2 and 135m height restriction being unchanged, the typical floor area shall be 3,000m2 approx. The commercial tower will be located at the west portion of the site because of its (i) close proximity to the commercial zone (ii) direct access to pedestrian crossing at Leighton Road (iii) least disturbance to the Residential Zone along Caroline Hill Road.

2. To address the traffic issue, we proposed that traffic diversion should be carried out in three layers:

   1.) Reduce the number of vehicles travelling and snarling above ground by diverting them to the underground once they have reached the site. We proposed that vehicular access to the development will be via underground carpark.
   2.) Vehicular access to different buildings serving different functions should be diverted and separated. We proposed that the underground carpark will be split up for commercial and District Court separately in order to reduce burden on one major access. Moreover, the security of District Court could be further strengthened as well. Ingress/egress of vehicular traffic to the commercial development will be via the western site access to underground; ingress/egress to the district court be via the eastern site access to underground.

3.) We observed that one of the major reason of traffic congestion is due to long queue of hourly parking vehicles, usually taking up one traffic lane. We proposed to introduce a separate access point of hourly parking vehicles at the western portion of the site, whereas public transportation, loading/unloading and monthly parking shall be diverted to another access point.

3. Pedestrian access to the commercial development shall be provided at-grade in the western portion fronting the pedestrian crossing at Leighton Road. For the District Court, road improvement and widening works will be implemented at the eastern portion along Caroline Hill Road. Pedestrian access will be provided at-grade to the entrance lobby of the District Court at Caroline Hill Road east.

4. By locating the District Court at the northern portion fronting Leighton Road and Caroline Hill Road east, public access to the District Court could be further enhanced.

5. By providing separate pedestrian and vehicular entrance of the District Court from the Commercial development, the security of the District Court could be further strengthen.

6. Provision of a large and continuous Open Space

6.1 By removing one commercial tower and the access road, the area of the open space can be largely increased. We proposed that not less than 8000 sq.m. i.e. approx.30% of the total site area (26,583m2) shall be provided for public open space.

6.2 The level of the open space at southern portion is at 13mPD, while the adjacent Caroline Hill Road West is at 13-13.5mPD, which is actually at-grade level. This revised layout can ensure easy accessibility by the public.

6.3 Unlike the draft plan with the open space located at the far end corner of Caroline Hill Road east, resulting a left-over isolated space, this revised layout can allow the open space to serve as an extension and a continuous green belt to the adjacent neighborhood. And by incorporating the existing OVT No. EMSD WCH/1 to the open space, such valuable resources can add value to the community and to enhance public enjoyment.

6.4 It is noted that a revised conceptual layout plan (Plan FC-3) attached to the planning document has been trying to address the issue of set back from Caroline Hill Road west. However, the layout would result in an even more Isolated, gloomy and narrow open space at eastbound, being surrounded by concrete walls of the District Court. Moreover, the "open space" created from this set back at Caroline Hill Road west cannot be served for public use due to

security reason. Similarly, the OVT being fenced off by the District Court also cannot be incorporated into the public open space due to security reason.

6.5 In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Boardwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site and the District Court as shown in attached drawing no. SchemeB-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A.***
   Schedule of uses: Commercial
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A***
   "...To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided <u>at-grade in the southern portion facing Caroline Hill Road and at-grade in the western portion fronting Leighton Road. A setback of not less than 40m in width from the southwestern site boundary shall be implemented, where no structure above ground level can be constructed beyond this setback line.</u> The future developer will be required to submit a landscape plan under lease. <u>The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and</u> the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved....")

Scheme C (Please refer to attached drawing no. SchemeC-Plan)

To further address the inadequacies in the government's plan, including underestimated traffic situation, overoptimistic commercial land demand forecast, and undermined potential of the open space, we hereby propose a further improvement scheme.

We propose to lower the scale of the commercial development, by removing the proposed 10,000m^2 retail space. As we can see from the development of Times Square, their shopping mall attract a lot of people, roads around Times Square are full of vehicles waiting for parking space. Therefore, we can foresee the commercial development of Wong Nai Chung Outline Zoning Plan No. S/H7/19 will also attract a lot of people to come, and there is only 125 parking spaces according to current proposal which obviously can't fulfil all needs. Vehicles will retard in Caroline Hill Road, Leighton Road, Pennington Street, Sunning Street, Yun Ping Road, Lan Fong Road and Lee Garden Road etc. while they are waiting for available parking space, which will resulted in a huge traffic jam. Therefore, we propose to lower the scale of commercial development, hoping that can reduce the impact to the traffic to nearby area.

Besides S/H7/19, there are five commercial development projects carrying or will carry on in Causeway Bay, they are The Excelsior, Radiant Centre, No.42-44 Yiu Wa Street, Lee Garden Three, Crowne Plaza Hong Kong Causeway Bay, which will provide 1,370,031 feet^2 commercial space, and they are all surrounding Wong Nai Chung Outline Zoning Plan No. S/H7/19. In addition, there are two development projects under planning, J Plus Hotel and No. 27, 29 to 31 Sugar Street. So the commercial space supply in Causeway Bay is enough, therefore, we suggested that the number of building should reduce to one block.

In order to have an excellent sunlight penetration and ventilation, the height restriction of the Outline Zoning Plan should be 135m tall.

The public space in Outline Zoning Plan should open to public and managed by Leisure and Cultural Services Department. And the design of the space should fit the actual needs of the community, and more greening elements should be added to the space since various development projects have significantly reduce the green area in Causeway Bay.

The calculation of Gross Floor Area (GFA) of the whole Outline Zoning Plan is based on the GDP growth rate of Hong Kong, but the figures that Government using are from 2017 which can't reflect the actual economic situation of present Hong Kong. The latest data showing the present economic growth of Hong Kong is slowing down which mean the GFA of the whole Outline Zoning Plan should be reduced.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site, the District Court and Open Space as shown in attached drawing no. SchemeC-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial***
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.6of OZP S/H7/19A. Open Space ("O"): Total Area 10.04 ha***
5. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial Item (3) "On land designated "Commercial (2)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 90,000m2, or the gross floor area of the existing building, whichever is the greater, and it shall include the gross floor area of G/IC facilities as required by the Government.***
6. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A***

For the "C(2)" site, development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 90,000m2, with due consideration of the traffic capacity in the area.

Attachments

Drawing no. CHR-Plan1
Drawing no. CHR-Sec1
Fig.1
Fig.2
Fig.3
Fig.4
Fig.5
Fig.6
Drawing no. CHR-Plan2
Drawing no. SchemeB-Plan
Drawing no. SchemeB-OZP
Drawing no. SchemeC-Plan
Drawing no. SchemeC-OZP

Signature: Yu Kit Wai

Name: YU KIT WAI DAVID

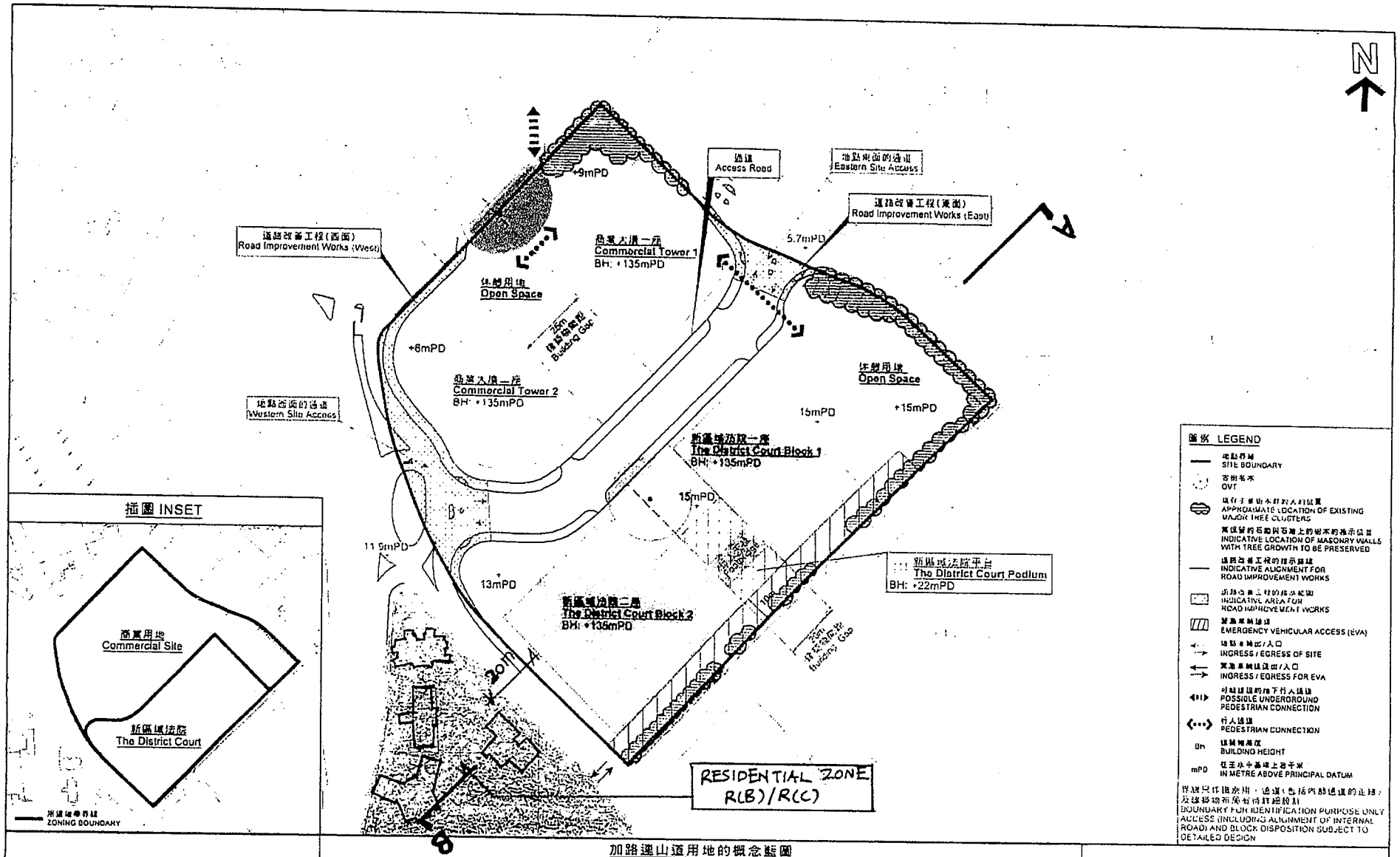
Name of Estate: Tai Hang Terrace

Position: Chairman

Email: [redacted]

Date: 18 - 7 - 2019

HKID : [redacted]



本圖製圖於2019年2月28日提供，所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

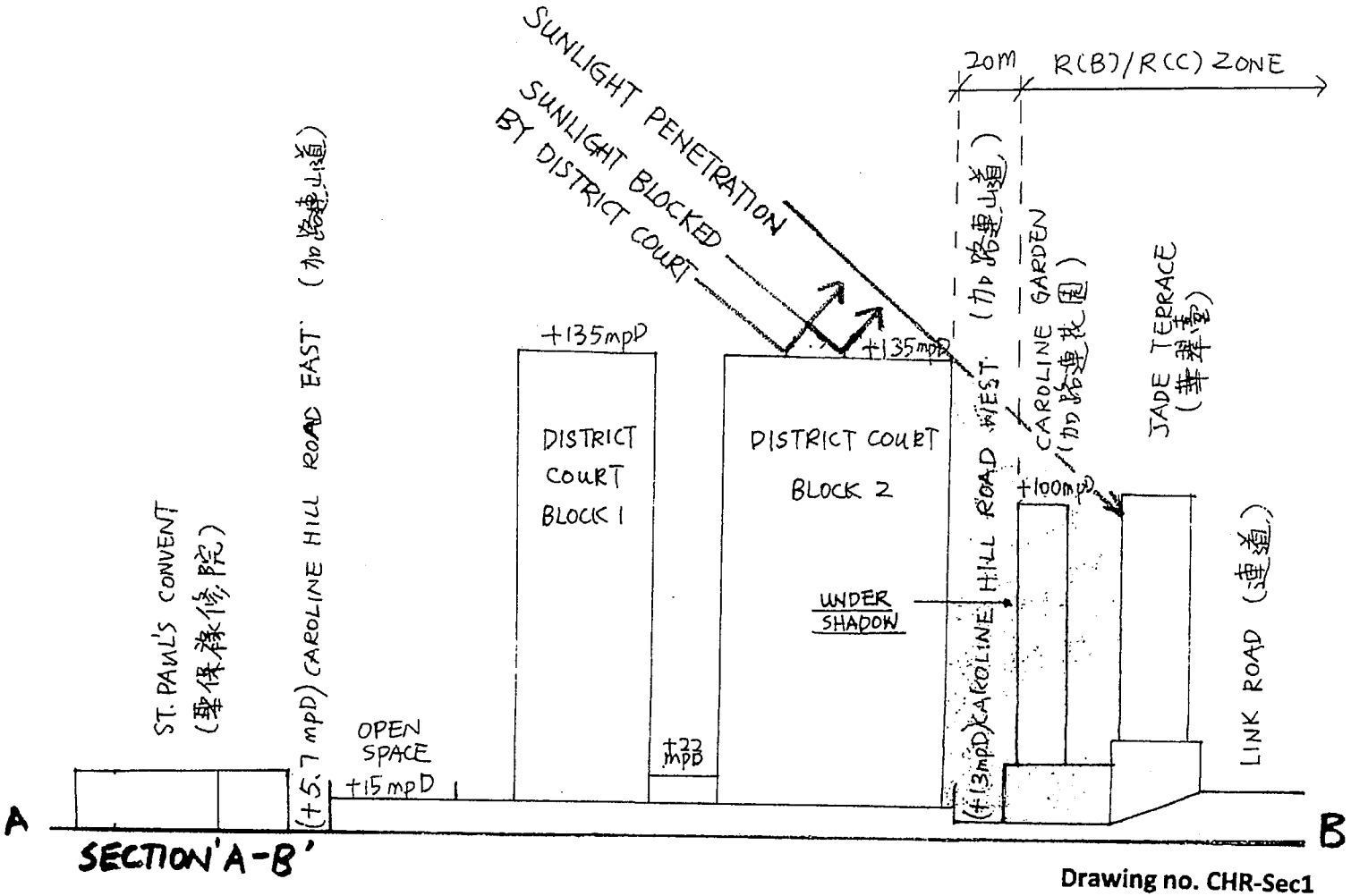
SCALE 1:1 200 (METRES)

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No

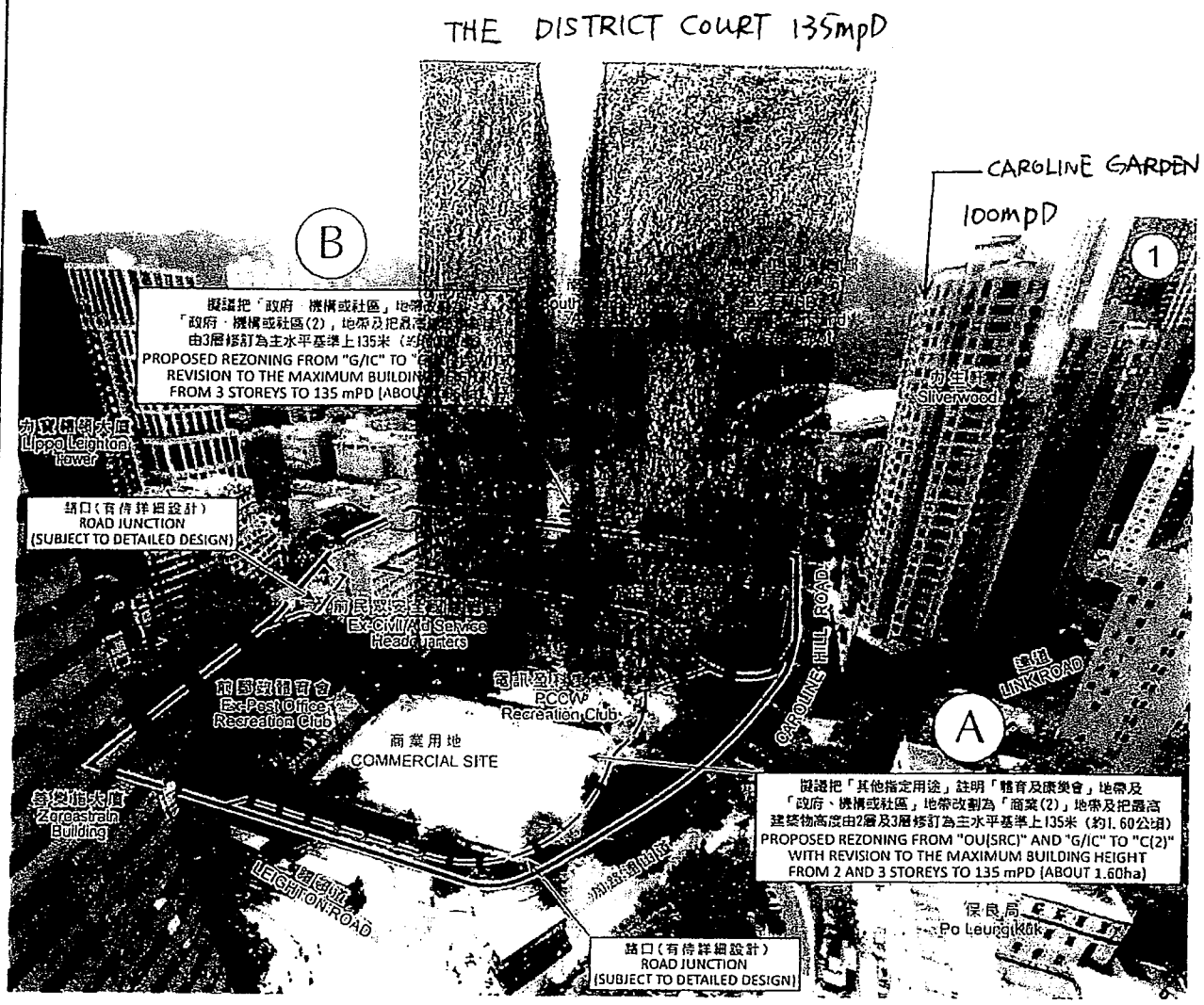
圖 PLAN

Drawing no. CHR-Plan1



SECTION 'A-B'

Drawing no. CHR-Sec1



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月28日擬備，所根據的資料為攝於2018年5月16日的實地照片 PLAN PREPARED ON 28.2.2019 BASED ON SITE PHOTO TAKEN ON 16 5 2018	實地照片 SITE PHOTO 重新發展銅鑼灣加路連山道用地作商業用途及新區域法院 REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT	規劃署 PLANNING DEPARTMENT 參考編號 REFERENCE No. M/H7/19/3 圖 PLAN Fig.1

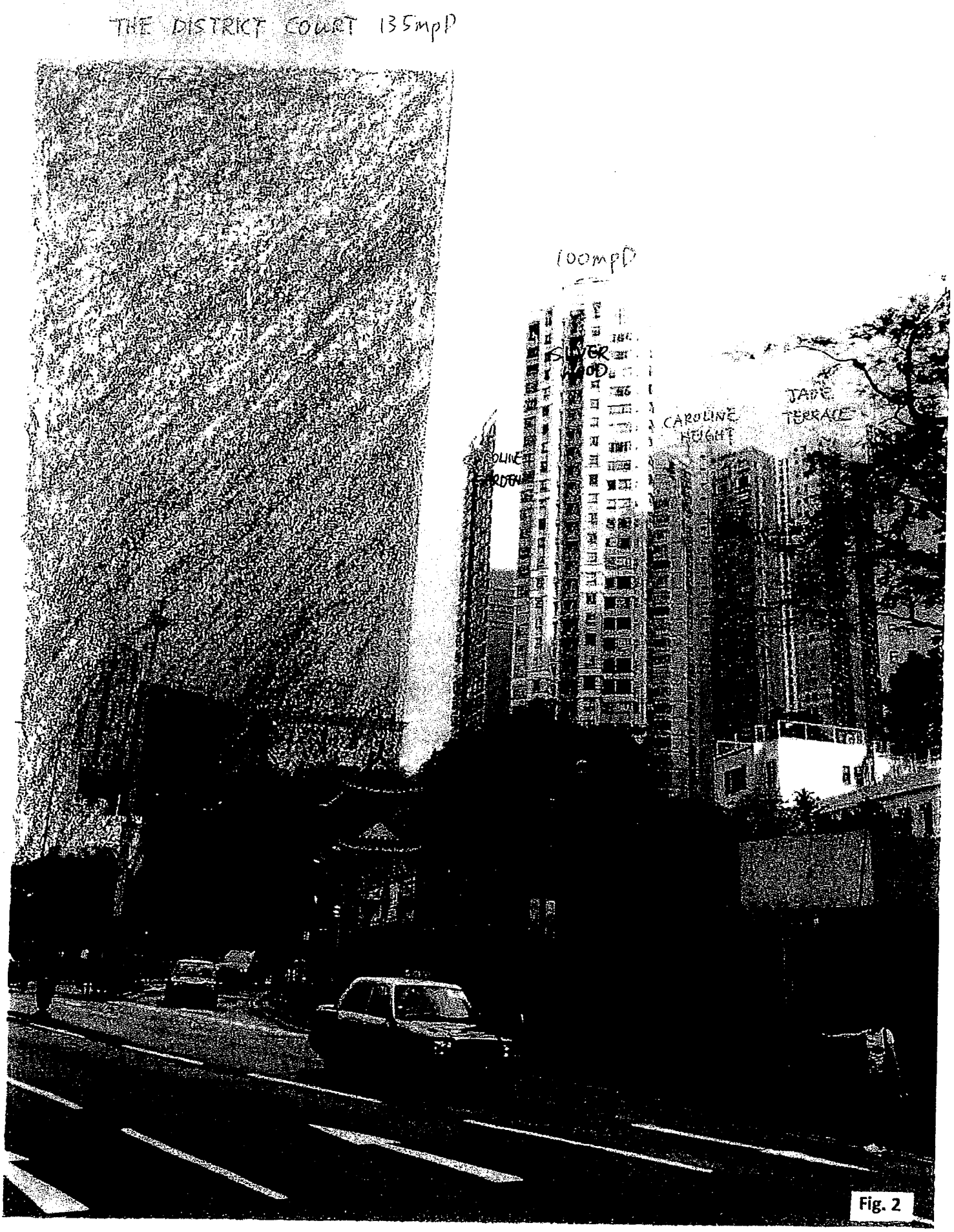

THE DISTRICT COURT 135mpH
100mpH
CAROLINE HEIGHT
JADE TERRACE

Fig. 2

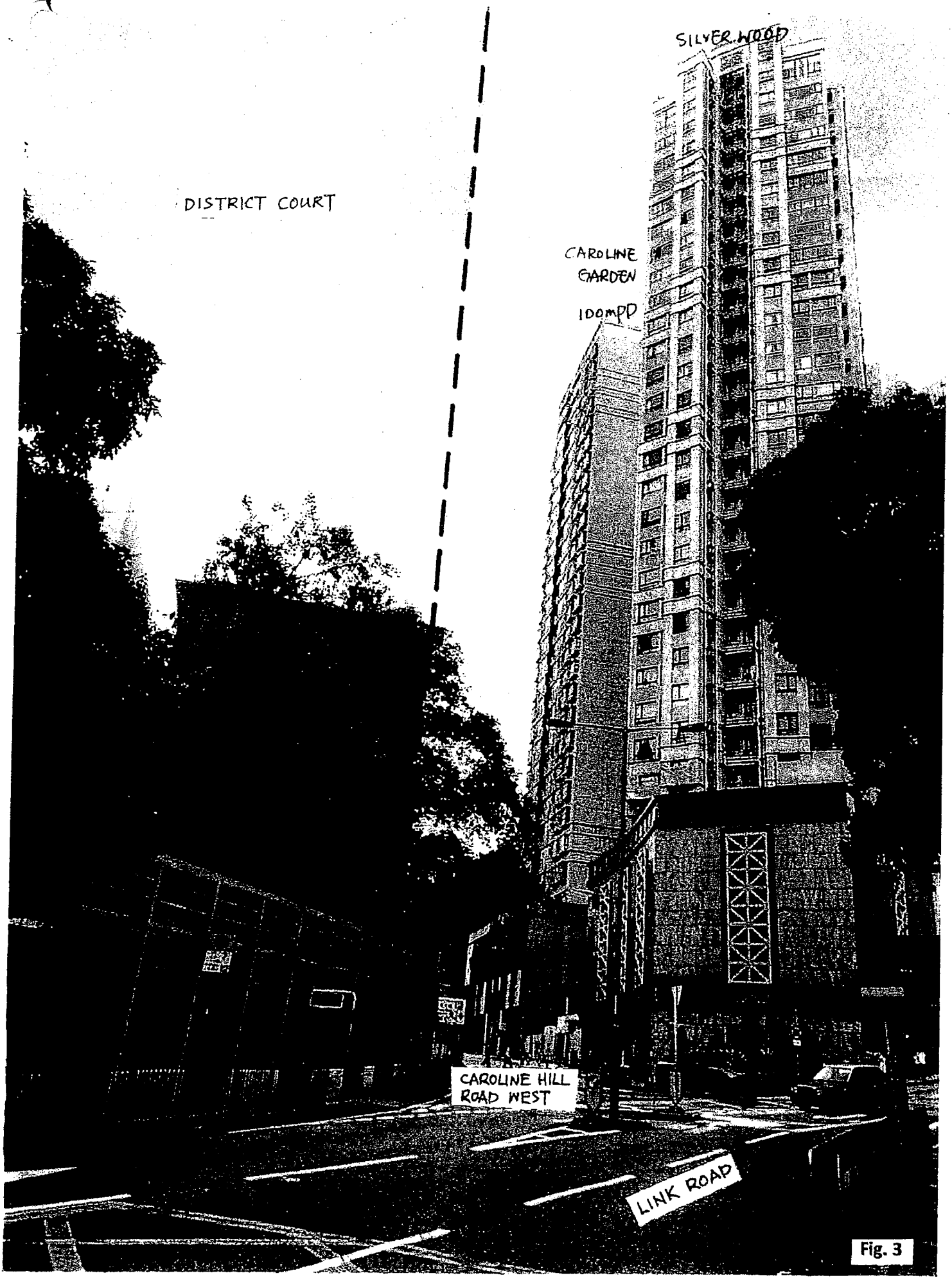

SILVER WOOD
DISTRICT COURT
CAROLINE GARDEN
100mPD
CAROLINE HILL ROAD WEST
LINK ROAD

Fig. 3

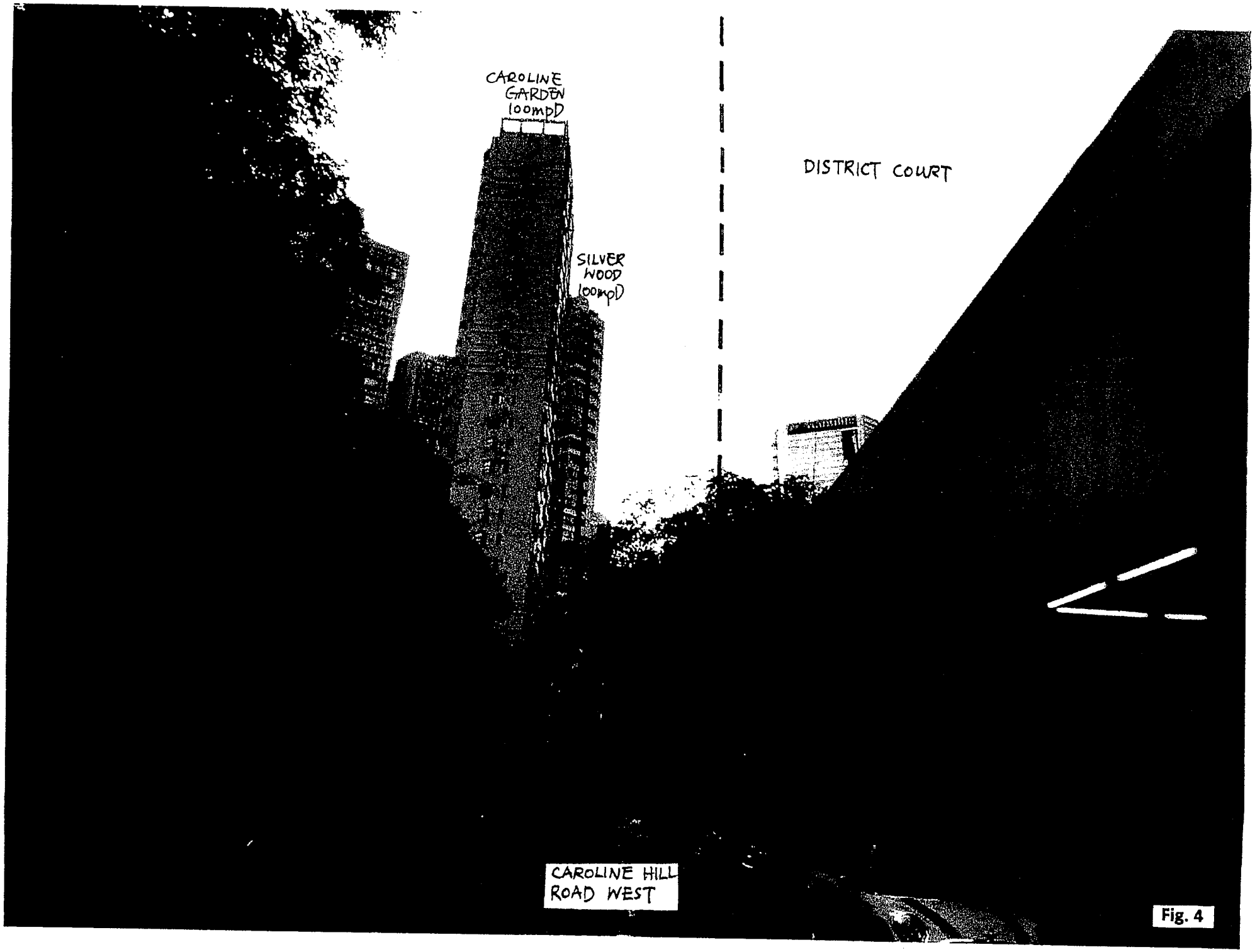

CAROLINE
GARDEN
100mpD
SILVER
WOOD
100mpD
DISTRICT COURT
CAROLINE HILL
ROAD WEST

Fig. 4

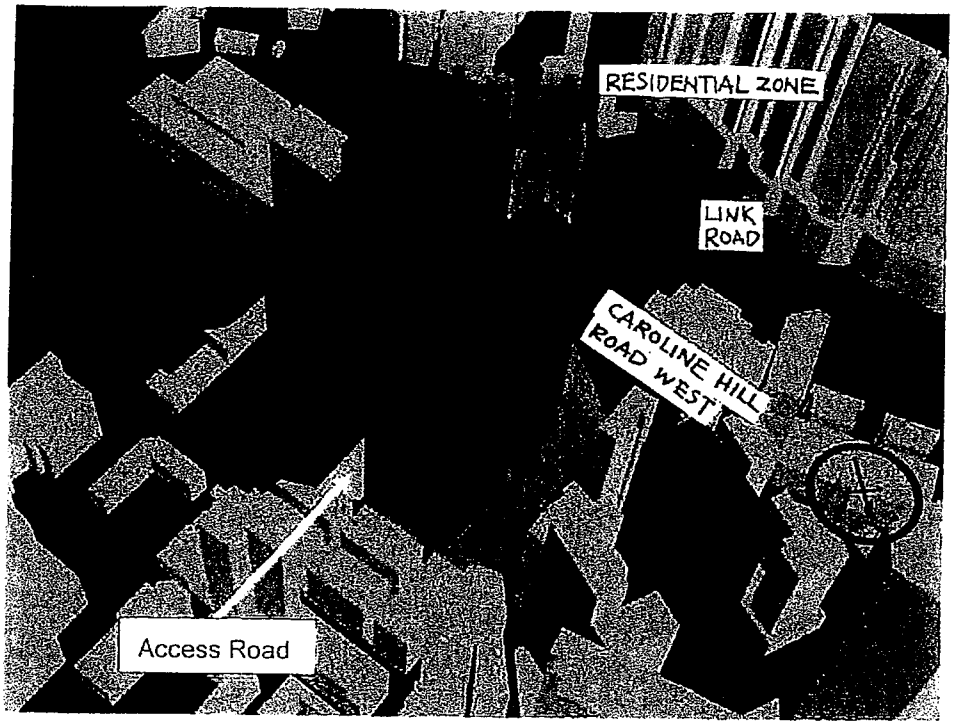


Figure 20 Zoomed-in view of 3D model for the Optional Scheme from north

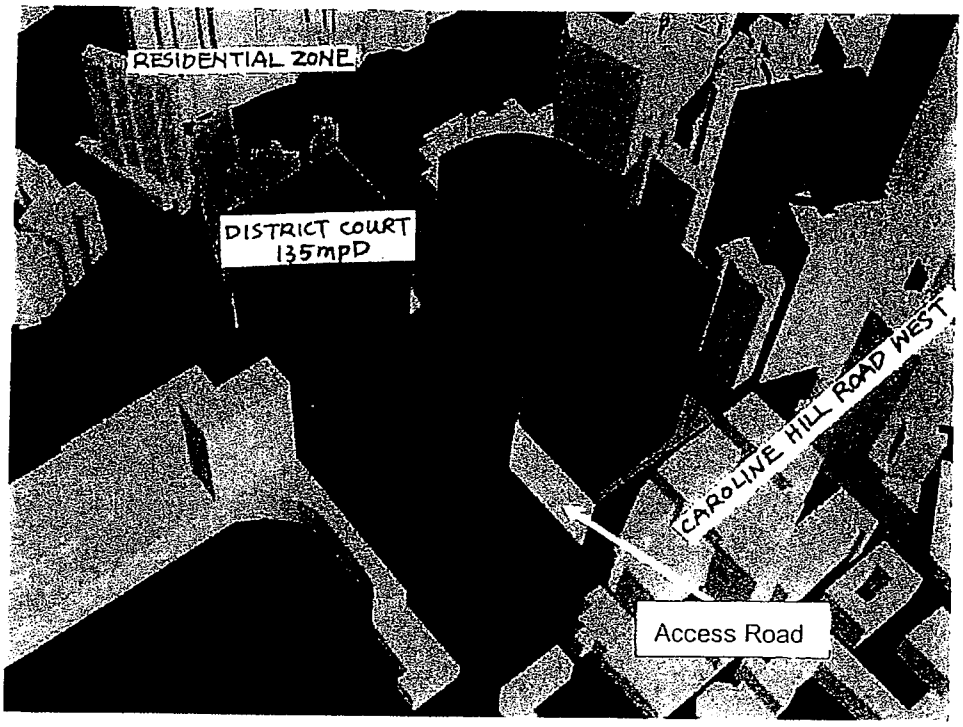


Figure 21 Zoomed-in view of 3D model for the Optional Scheme from east

URT

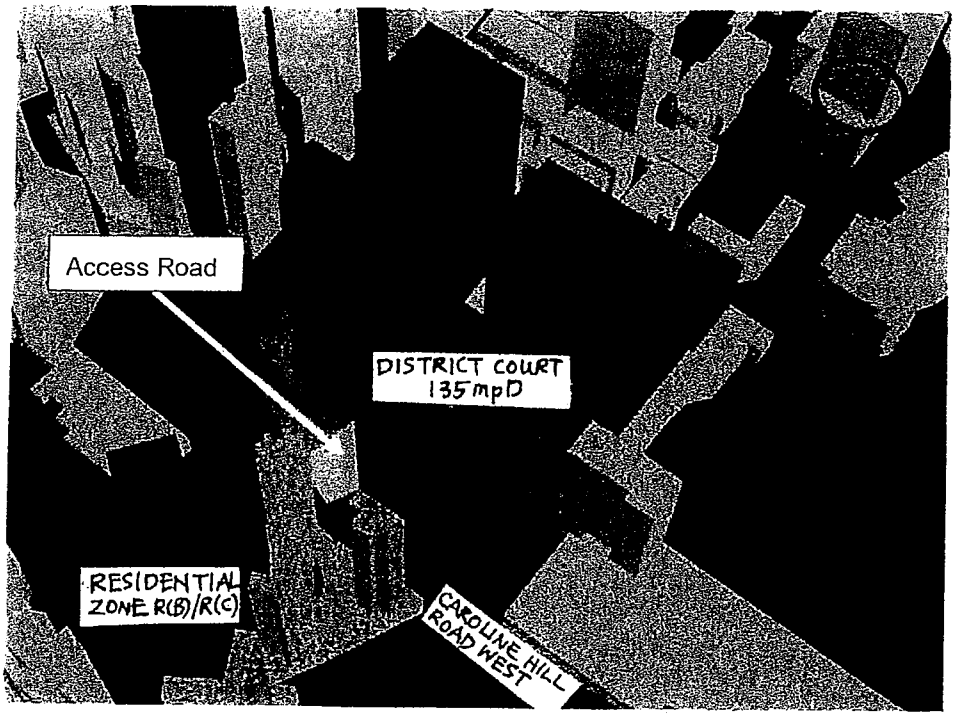


Figure 22 Zoomed-in view of 3D model for the Optional Scheme from south

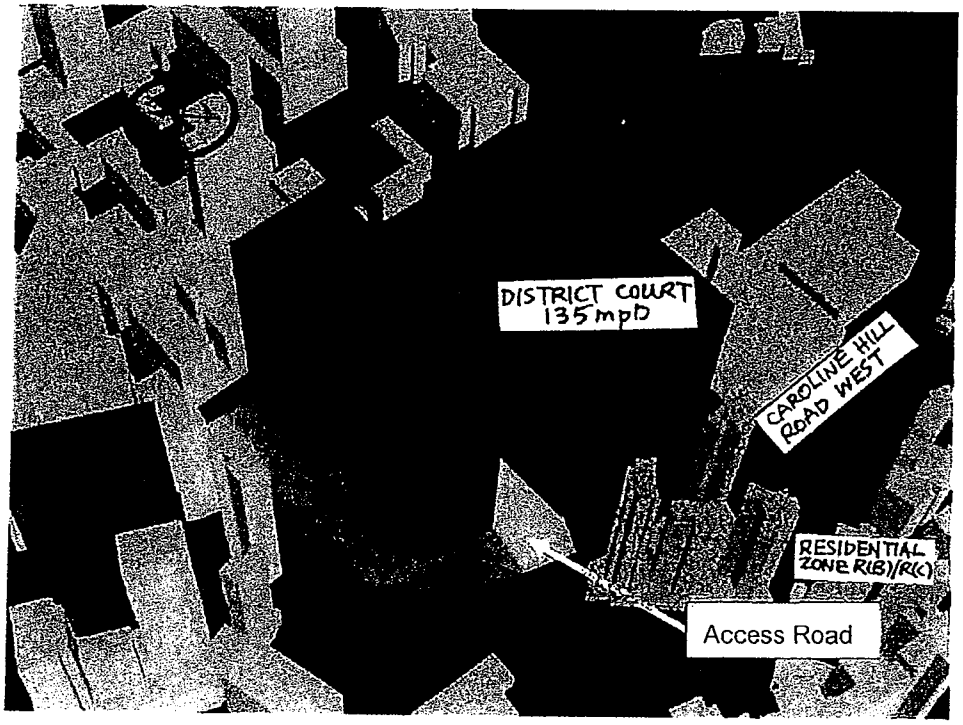
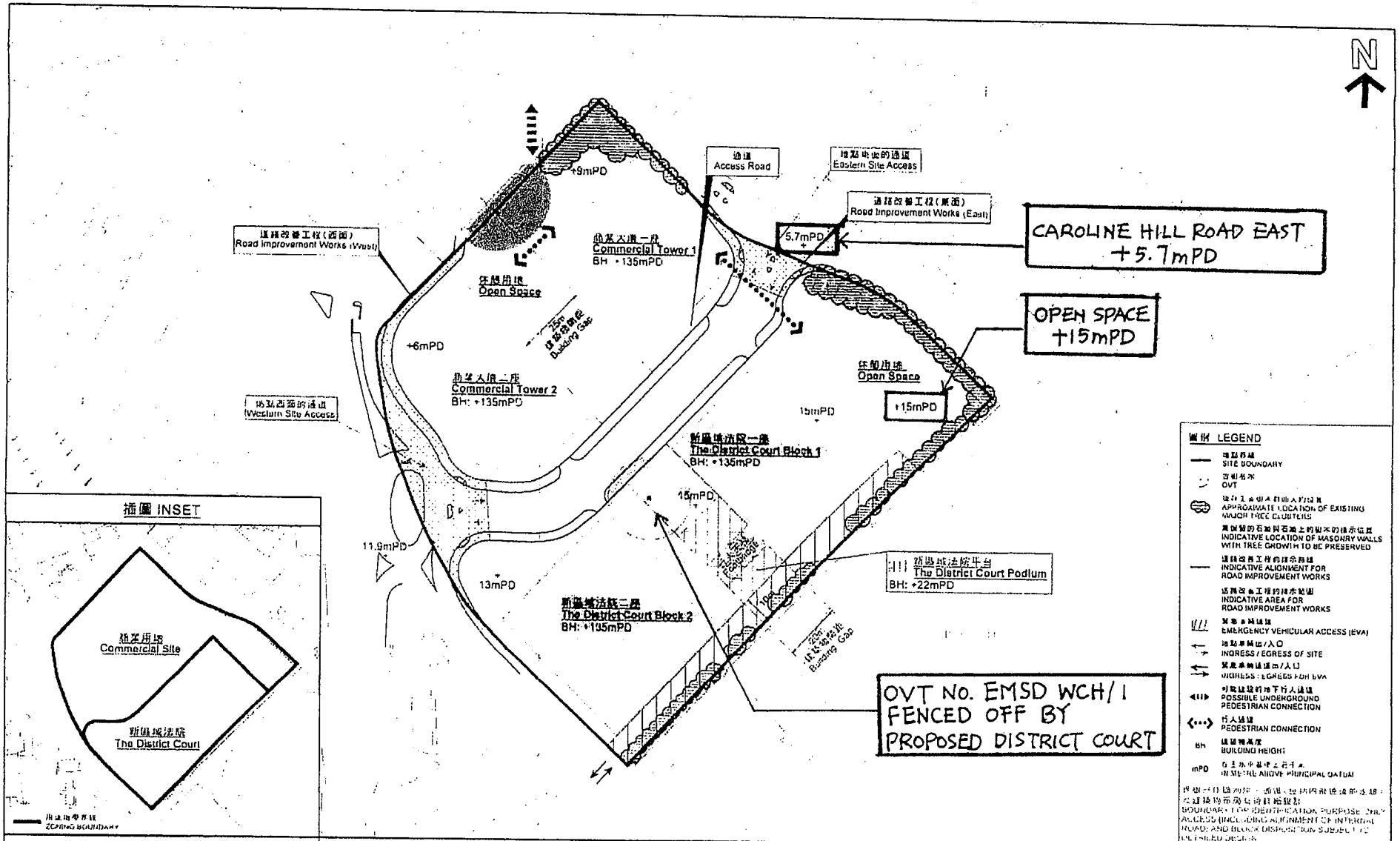


Figure 23 Zoomed-in view of 3D model for the Optional Scheme from west



本圖是圖於2019年2月28日製備，所根據的資料為測量圖編號 11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019 BASED ON SURVEY SHEET No 11-SW-15B

加路連山道用地的概念藍圖

CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 1,200 比例尺

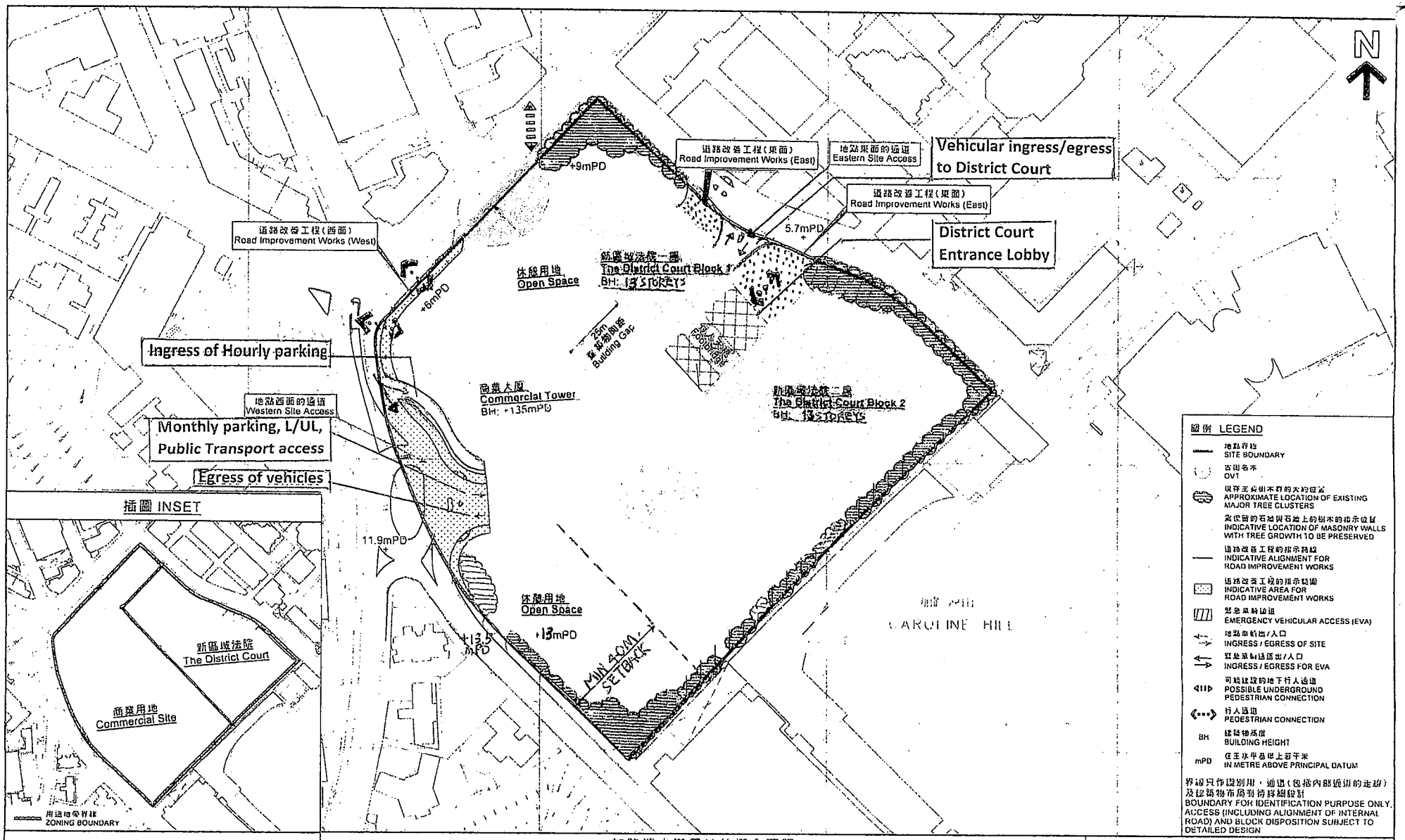
METRES 20 0 20 40 60 80 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No

圖 PLAN

Drawing no. CHR-Plan2



本摘要圖於2019年2月28日提備，所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

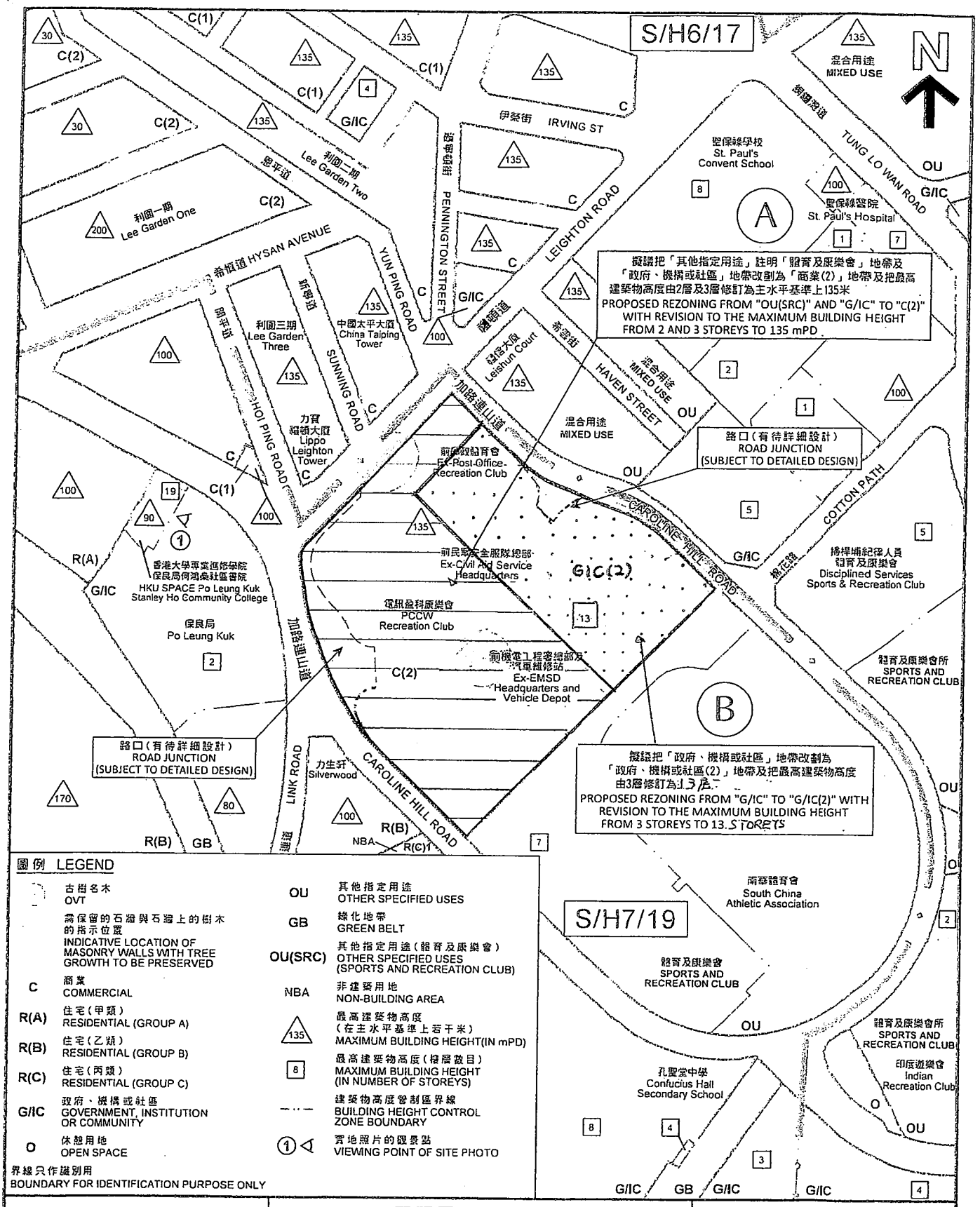
SCALE 1 : 1 200 比例尺

METRES 20 0 20 40 60 80 METRES

SCHEME B

DRAWING NO.

SchemeB-Plan



圖例 LEGEND

	古樹名木 OVT	OU	其他指定用途 OTHER SPECIFIED USES
	需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED	GB	綠化地帶 GREEN BELT
C	商業 COMMERCIAL	OU(SRC)	其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
R(A)	住宅(甲類) RESIDENTIAL (GROUP A)	NBA	非建築用地 NON-BUILDING AREA
R(B)	住宅(乙類) RESIDENTIAL (GROUP B)	135	最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)
R(C)	住宅(丙類) RESIDENTIAL (GROUP C)	8	最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
G/IC	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY		建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY
O	休憩用地 OPEN SPACE	1	實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號 11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

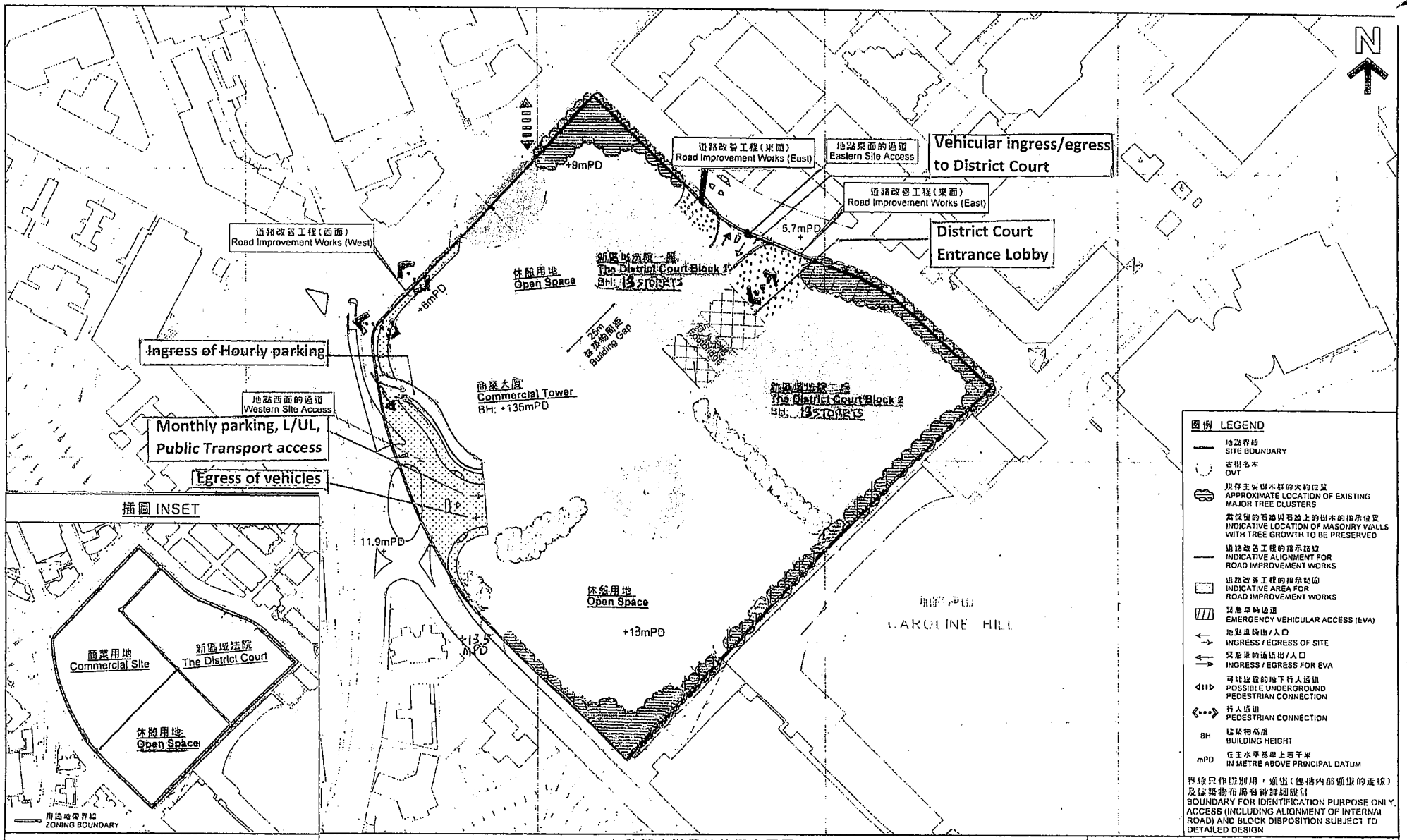
SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME B

DRAWING NO.

SchemeB-OZP



本摘錄圖於2019年2月28日擬備，所根據的資料為測量圖編號 11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019 BASED ON SURVEY SHEET No. 11-SW-15B

加路連山道用地的概念藍圖

CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

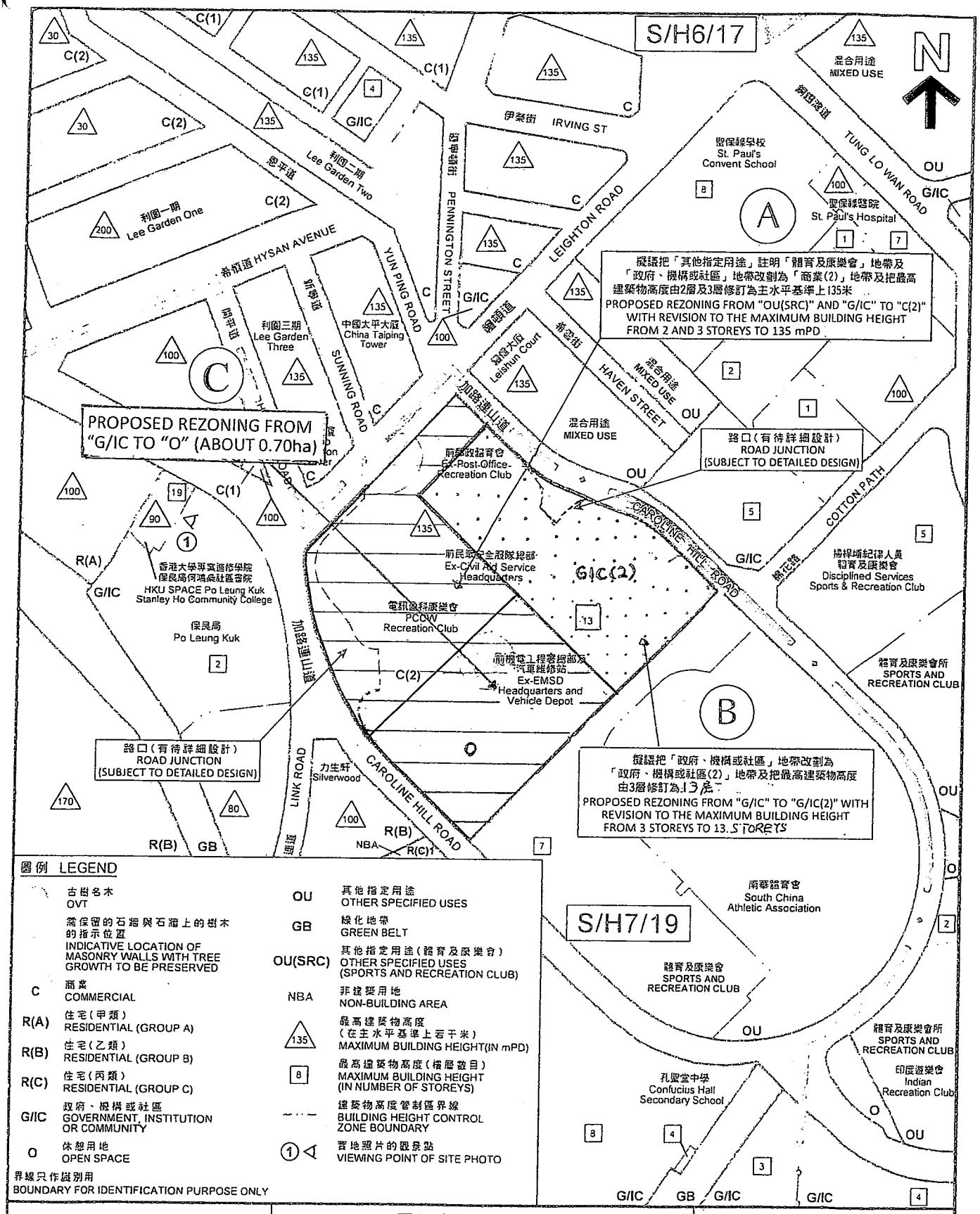
SCALE 1 : 1 200 比例尺

METRES 20 0 20 40 60 80 METRES

SCHEME C

DRAWING NO.

SchemeC-Plan



圖例 LEGEND

	古樹名木 OVT	OU	其他指定用途 OTHER SPECIFIED USES
	需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED	GB	綠化地帶 GREEN BELT
C	商業 COMMERCIAL	OU(SRC)	其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
R(A)	住宅(甲類) RESIDENTIAL (GROUP A)	NBA	非建築用地 NON-BUILDING AREA
R(B)	住宅(乙類) RESIDENTIAL (GROUP B)	135	最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)
R(C)	住宅(丙類) RESIDENTIAL (GROUP C)	8	最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
G/IC	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY		建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY
O	休憩用地 OPEN SPACE	1	實地照片的觀景點 VIEWING POINT OF SITE PHOTO

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本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號 11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME C

DRAWING NO.

SchemeC-OZP

22nd July, 2019

Town Planning Board

15/F, North Point

Government Offices,

333 Java Road,

North Point

TPB/R/S/H7/20-20

Dear Sir/Madame,

Re: Proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

We refer to the proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A, and would like to raise our objections and our proposed amendments to the Town Planning Board, as shown in the attached documents and attachments, for your consideration.

Thank you for your attention.

Yours sincerely,

Chairman of the Owners Corporation Committee

RECEIVED
24 JUL 2019
Town Planning Board

We refer to MCP Paper No. 5/19 for consideration by The Metro Planning Committee on 3.5.2019, regarding further consideration of proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A, and would like to make a representation to the Town Planning Board in respect of the draft plan and the revised Explanatory Statement(ES) on the following issues:

A. **Justification on the Disposition of District Court and adjacent Open Space**

1. The disposition of the District Court as shown in the Conceptual Layout Plan did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road West, Link Road and Boardwood Road. Actually, the whole planning document including the technical assessment report, did not take into account of the said Residential Zone. The AVA report only provide limited views. The disposition of the proposed 135m tall District Court will cause extreme negative impact on the sunlight penetration and ventilation, which will adversely affect the health of the residents. We want to stress that whenever there is room for a better planning, a layout just fulfilling the min. requirement of the Building Regulations is not the function of Planning Department and Town Planning Board. This planning proposal is said to be against the aim of the Town Planning Ordinance Cap.131 " To promote the health, safety, convenience and general welfare of the community." We understand that the conceptual Layout Plan only provide the frame work for the scope, height and site area and GFA etc., the detail layout will be subject to future design. However, if the basic framework did not set in a rational and acceptable manner from the very beginning, the future layout will likely to be further deviate from a good planning.

1.1 The disposition of District Court largely reduced the sunlight penetration to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) District Court Block 2 is directly abutting Caroline Hill Road West, leaving only a 20m gap with the opposite building (Caroline Garden). Given the fact that District Court Block 2 is proposed to be 135mPD, whereas Caroline Garden is only 100mPD, therefore, the whole residential block will be under shadow during most of the days. Even worse, the living, dinning, master bedroom and kitchen of the whole block of Caroline Garden are directly facing the proposed District Court Block 2.

b.) Please refer to the attached drawing no. CHR-Plan1 & CHR-Sec1, showing the proposed Conceptual Layout Plan attached to MCP Paper No. 5/19. The residential zone along Caroline Hill Road West and Link Road will likely to be under shadow for most of the days due to the blockage of sunlight by the District Court.

1.2 The District Court largely reduced the visual permeability and ventilation to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) Please refer to the attached photomontage Fig.1, Fig. 2, Fig. 3, Fig. 4 and Zoomed in view of 3D model Fig. 5, Fig.6. The photos have shown clearly the visual and ventilation impact brought about by the two massive blocks to the neighborhood.

b.) As shown in the proposed Conceptual Layout Plan and ES for OZP No. S/H7/19A, a clear building gap of not less than 25m in width shall be provided to facilitate better ventilation within the commercial zone. However, the layout did not consider that the disposition of the District court alternately resulting a narrow gap of less than 25m with the opposite building (Caroline Garden). Given the fact that the opposite building is a residential building, a generous width of more than 25m should be provided to facilitate better ventilation and permeability.

1.3 According to the Conceptual Layout Plan, the existing OVT No. EMSD WCH/1 would be surrounded by the proposed District Court. And due to security reason, the OVT would be fenced off from the public. We strongly object the layout of the proposed District Court, as it did not fully utilize the valuable resources in the community for public enhancement. Please refer to attached drawing no. CHR-Plan2, showing the Conceptual Layout Plan with the OVT being fenced off by the District Court without connection to the public open space.

2. Disposition of the Open Space adjacent to the District Court Block 1

2.1 The Open Space adjacent to the proposed District Court Block 1 at the east bound of the subject site is proposed to be located at 15mPD. However, the level of the adjacent Caroline Hill Road east is at 5.7mPD. With a 10m of level differences, the pedestrian connection to the open space is proposed to be via an elevated link or underground crossing from the commercial development. Clearly, the disposition of the open space did not facilitate easy accessibility by the public, especially for the elderlies and the disabled. In addition, disabled access such as ramp and disabled lift should be provided, which will take up a large part of the narrow open space. As a result, the proposed open space will eventually becoming an isolated, left-over space, located at the far end corner of the site.

2.2 Please refer to attached drawing no. CHR-Plan2, showing the level differences between the proposed open space and the adjacent Caroline Hill Road east.

B. **Justification of the Height of the District Court**

1. According to the draft plan, the subject site is proposed to rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 135mPD, in order to facilitate the Wan Chai District Court development.

2. According to the development proposal, the total G.F.A of the District Court is 70,000 sq. m. And with reference to the proposed Conceptual Layout Plan for the CHR site(Plan 5), the floor area of the District Court is approx. 5,300m2/fl (Block 1 +Block 2). It is noted that the Judiciary indicated that they would not accept a district court of reduced area not fully meeting its functional and operational requirements. Therefore, the floor area cannot be substantially reduced in achieving a taller building. In this regard, the maximum no. of floors of the District Court should be maximum 13 storeys.

3. Below is the table showing the comparison of the development data between the proposed District Court, the existing Wan Chai District Court and the West Kowloon Law Court. It is noted that, with a similar floor area and total G.F.A comparing with the proposed District Court, the West Kowloon Law Court is only 11 storeys high, which is only around 60m tall. Therefore, it is not justify to rezone the maximum building height of G/IC to 135mPD.

	Proposed District Court	Existing Wanchai District Court	West Kowloon Law Court
Site Area (m2)	10,620.00	2,189.30	7,509.00
G.F.A. (m2)	70,000.00	30,776.20	60,320.00
Floor Area (m2/floor)	District Court 1+ District Court 2= 5300 (Approx)	N/A	5483.6
Building Height (m)	135	50 (Approx)	60 (Approx)
	No. of storey = To be determined	No. of storeys = 14	No. of storeys = 11

C. Schedule of Uses as attached to Wong Nai Chung OZP No.S/H7/19A

Hotel is falling in Column 1 (Uses always permitted) under Commercial zone. We strongly object this item as Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.

D. Justification of a new access road across the site

According to the conceptual scheme, a new access road is proposed across the site in a northeast-southwest direction to serve the commercial development and the District Court.

1. One major road to serve pedestrian and vehicular access to both commercial development and District Court is considered to be inefficient. We are especially concerned that as mentioned in the planning documents, detailed design shall be subject to the future developer of the commercial development to accommodate the vehicles waiting to enter the carpark.

2. We strongly opposed the provision of a new access road, as the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. Even though the access road is built, the extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road within the site will only impose burden on the existing road network, and in turn creating more bottlenecks. The new access road not only could not alleviate the already overloaded traffic in the area, but in a way further worsened the situation.

E. **Proposed amendments to the draft plan**

Based on the above concerns, we would like to submit our proposed amendments to the draft plan. We have come up in two proposals, namely Scheme B and Scheme C, for your further consideration.

Scheme B *(Please refer to attached drawing no. SchemeB-Plan)*

Merits of the proposed amendments to the draft plan:

(a) enhance sunlight penetration, ventilation and visual openness to the neighborhood;
(b) ensure the open space to be easily accessed by the public;
(c) address the shortfall in local open space to serve the immediate local community;
(d) add value to the development by incorporating the OVT to the public open space;
(e) reduce the traffic impact to the surrounding area;
(f) further strengthened the security of the District Court;
(g) allow easy accessibility to the District Court

1. According to the conceptual layout plan, the commercial development will be comprised of two commercial towers. In order to free up more public open space to serve the local community, we proposed that the twin commercial tower (28-35 storeys) to be replaced by a 35 storeys single tower. Given the total GFA of 100,000m2 and 135m height restriction being unchanged, the typical floor area shall be 3,000m2 approx. The commercial tower will be located at the west portion of the site because of its (i) close proximity to the commercial zone (ii) direct access to pedestrian crossing at Leighton Road (iii) least disturbance to the Residential Zone along Caroline Hill Road.

2. To address the traffic issue, we proposed that traffic diversion should be carried out in three layers:

   1.) Reduce the number of vehicles travelling and snarling above ground by diverting them to the underground once they have reached the site. We proposed that vehicular access to the development will be via underground carpark.
   2.) Vehicular access to different buildings serving different functions should be diverted and separated. We proposed that the underground carpark will be split up for commercial and District Court separately in order to reduce burden on one major access. Moreover, the security of District Court could be further strengthened as well. Ingress/egress of vehicular traffic to the commercial development will be via the western site access to underground; ingress/egress to the district court be via the eastern site access to underground.

3.) We observed that one of the major reason of traffic congestion is due to long queue of hourly parking vehicles, usually taking up one traffic lane. We proposed to introduce a separate access point of hourly parking vehicles at the western portion of the site, whereas public transportation, loading/unloading and monthly parking shall be diverted to another access point.

3. Pedestrian access to the commercial development shall be provided at-grade in the western portion fronting the pedestrian crossing at Leighton Road. For the District Court, road improvement and widening works will be implemented at the eastern portion along Caroline Hill Road. Pedestrian access will be provided at-grade to the entrance lobby of the District Court at Caroline Hill Road east.

4. By locating the District Court at the northern portion fronting Leighton Road and Caroline Hill Road east, public access to the District Court could be further enhanced.

5. By providing separate pedestrian and vehicular entrance of the District Court from the Commercial development, the security of the District Court could be further strengthen.

6. Provision of a large and continuous Open Space

6.1 By removing one commercial tower and the access road, the area of the open space can be largely increased. We proposed that not less than 8000 sq.m. i.e. approx.30% of the total site area (26,583m2) shall be provided for public open space.

6.2 The level of the open space at southern portion is at 13mPD, while the adjacent Caroline Hill Road West is at 13-13.5mPD, which is actually at-grade level. This revised layout can ensure easy accessibility by the public.

6.3 Unlike the draft plan with the open space located at the far end corner of Caroline Hill Road east, resulting a left-over isolated space, this revised layout can allow the open space to serve as an extension and a continuous green belt to the adjacent neighborhood. And by incorporating the existing OVT No. EMSD WCH/1 to the open space, such valuable resources can add value to the community and to enhance public enjoyment.

6.4 It is noted that a revised conceptual layout plan (Plan FC-3) attached to the planning document has been trying to address the issue of set back from Caroline Hill Road west. However, the layout would result in an even more Isolated, gloomy and narrow open space at eastbound, being surrounded by concrete walls of the District Court. Moreover, the "open space" created from this set back at Caroline Hill Road west cannot be served for public use due to

security reason. Similarly, the OVT being fenced off by the District Court also cannot be incorporated into the public open space due to security reason.

6.5 In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Boardwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site and the District Court as shown in attached drawing no. SchemeB-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial***
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A***
   "...To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided <u>at-grade in the southern portion facing Caroline Hill Road and at-grade in the western portion fronting Leighton Road. A setback of not less than 40m in width from the southwestern site boundary shall be implemented, where no structure above ground level can be constructed beyond this setback line.</u> The future developer will be required to submit a landscape plan under lease. <u>The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and</u> the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved....")

Scheme C (Please refer to attached drawing no. SchemeC-Plan)

To further address the inadequacies in the government's plan, including underestimated traffic situation, overoptimistic commercial land demand forecast, and undermined potential of the open space, we hereby propose a further improvement scheme.

We propose to lower the scale of the commercial development, by removing the proposed 10,000m^2 retail space. As we can see from the development of Times Square, their shopping mall attract a lot of people, roads around Times Square are full of vehicles waiting for parking space. Therefore, we can foresee the commercial development of Wong Nai Chung Outline Zoning Plan No. S/H7/19 will also attract a lot of people to come, and there is only 125 parking spaces according to current proposal which obviously can't fulfil all needs. Vehicles will retard in Caroline Hill Road, Leighton Road, Pennington Street, Sunning Street, Yun Ping Road, Lan Fong Road and Lee Garden Road etc. while they are waiting for available parking space, which will resulted in a huge traffic jam. Therefore, we propose to lower the scale of commercial development, hoping that can reduce the impact to the traffic to nearby area.

Besides S/H7/19, there are five commercial development projects carrying or will carry on in Causeway Bay, they are The Excelsior, Radiant Centre, No.42-44 Yiu Wa Street, Lee Garden Three, Crowne Plaza Hong Kong Causeway Bay, which will provide 1,370,031 feet^2 commercial space, and they are all surrounding Wong Nai Chung Outline Zoning Plan No. S/H7/19. In addition, there are two development projects under planning, J Plus Hotel and No. 27, 29 to 31 Sugar Street. So the commercial space supply in Causeway Bay is enough, therefore, we suggested that the number of building should reduce to one block.

In order to have an excellent sunlight penetration and ventilation, the height restriction of the Outline Zoning Plan should be 135m tall.

The public space in Outline Zoning Plan should open to public and managed by Leisure and Cultural Services Department. And the design of the space should fit the actual needs of the community, and more greening elements should be added to the space since various development projects have significantly reduce the green area in

Causeway Bay.

The calculation of Gross Floor Area (GFA) of the whole Outline Zoning Plan is based on the GDP growth rate of Hong Kong, but the figures that Government using are from 2017 which can't reflect the actual economic situation of present Hong Kong. The latest data showing the present economic growth of Hong Kong is slowing down which mean the GFA of the whole Outline Zoning Plan should be reduced.

Attachments

Drawing no. CHR-Plan1
Drawing no. CHR-Sec1
Fig.1
Fig.2
Fig.3
Fig.4
Fig.5
Fig.6
Drawing no. CHR-Plan2
Drawing no. SchemeB-Plan
Drawing no. SchemeB-OZP
Drawing no. SchemeC-Plan
Drawing no. SchemeC-OZP

Signature:

Name: CHO YUEN YI WENDY

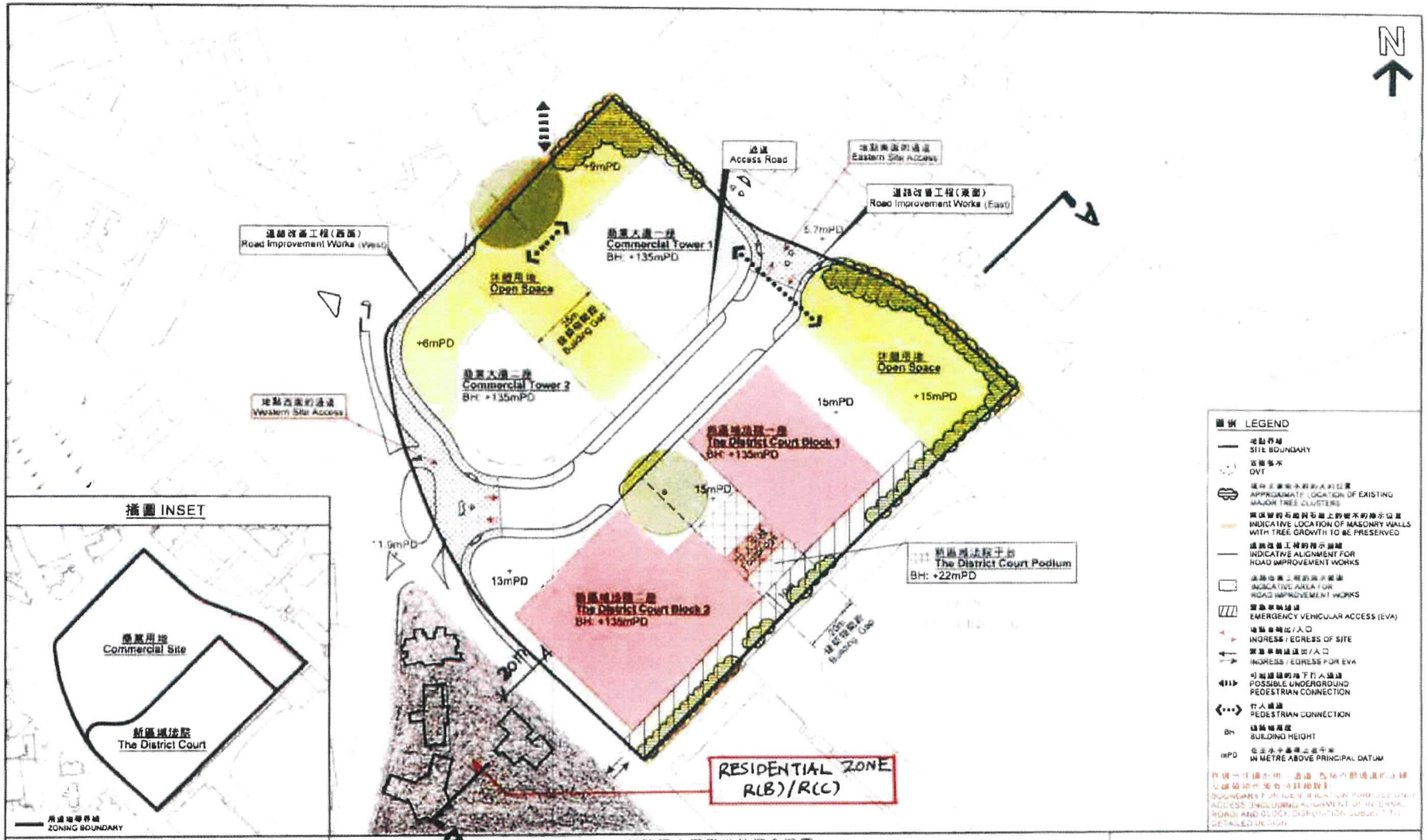
Name of Estate: Park Garden [redacted]

Position: IO Committee chairman

Email: [redacted]

Date: 14-7-2019

ID Card No.: [redacted]



本圖是根據2019年2月28日製備，所根據的資料為測量圖編號 11-SW-158

EXTRACT PLAN PREPARED ON 28.2.2019 BASED ON SURVEY SHEET No 11-SW-158

加路連山道用地的概念藍圖

CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地作商業用途及新區城法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE: 1 : 1,200 比例尺

METRES 20 0 20 40 60 80 METRES

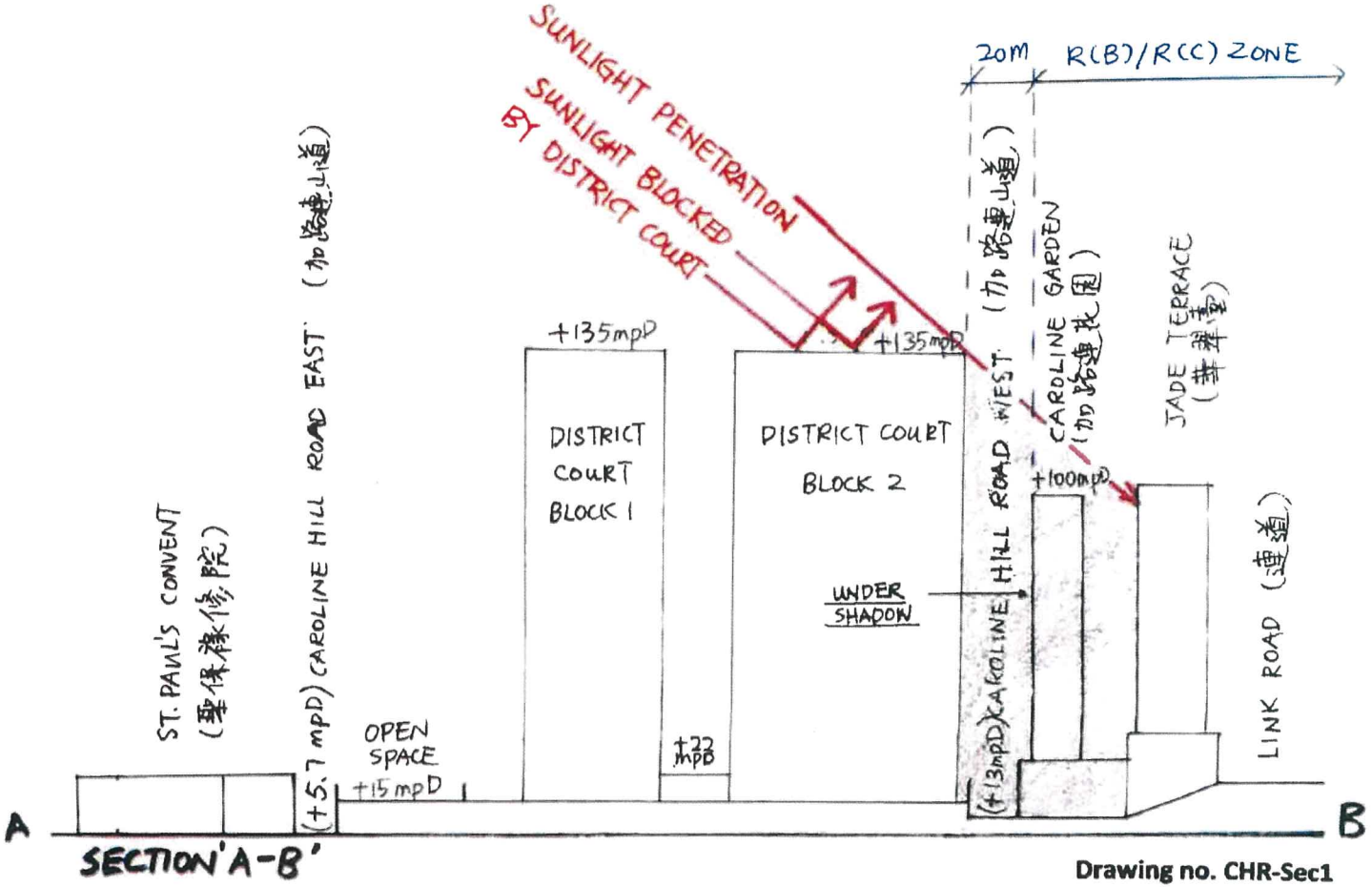
規劃署

PLANNING DEPARTMENT

參考編號 REFERENCE No

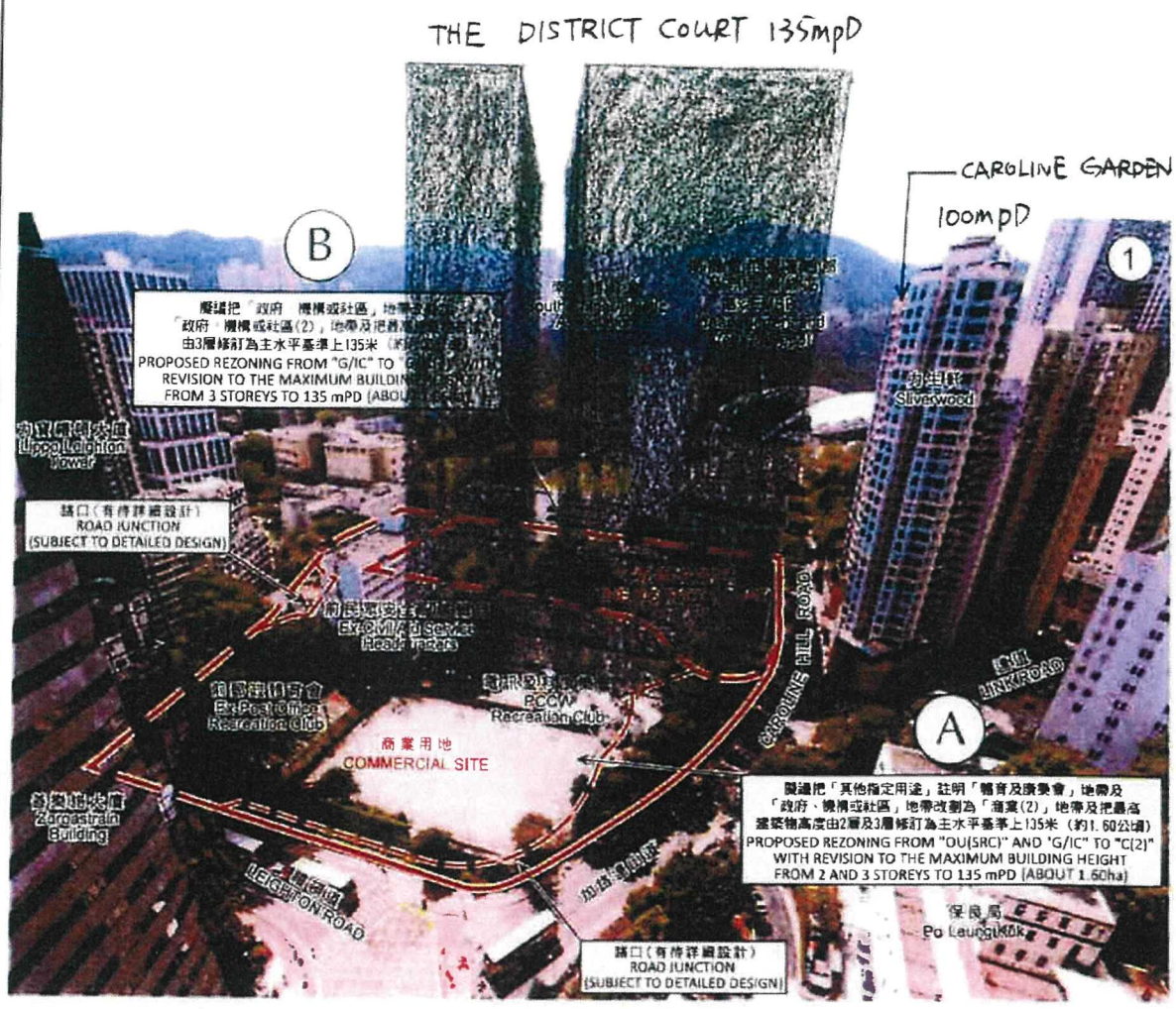
圖 PLAN

Drawing no. CHR-Plan1



SECTION 'A-B'

Drawing no. CHR-Sec1



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本摘要圖於2019年2月28日擬備，所根據的資料為攝於2018年5月16日的實地照片 PLAN PREPARED ON 28.2.2019 BASED ON SITE PHOTO TAKEN ON 16.5.2018	實地照片 SITE PHOTO 重新發展鯉魚門加路連山道用地作商業用途及新區域法院 REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT	規劃署 PLANNING DEPARTMENT 參考編號 REFERENCE No. M/H7/19/3 圖 PLAN Fig.1

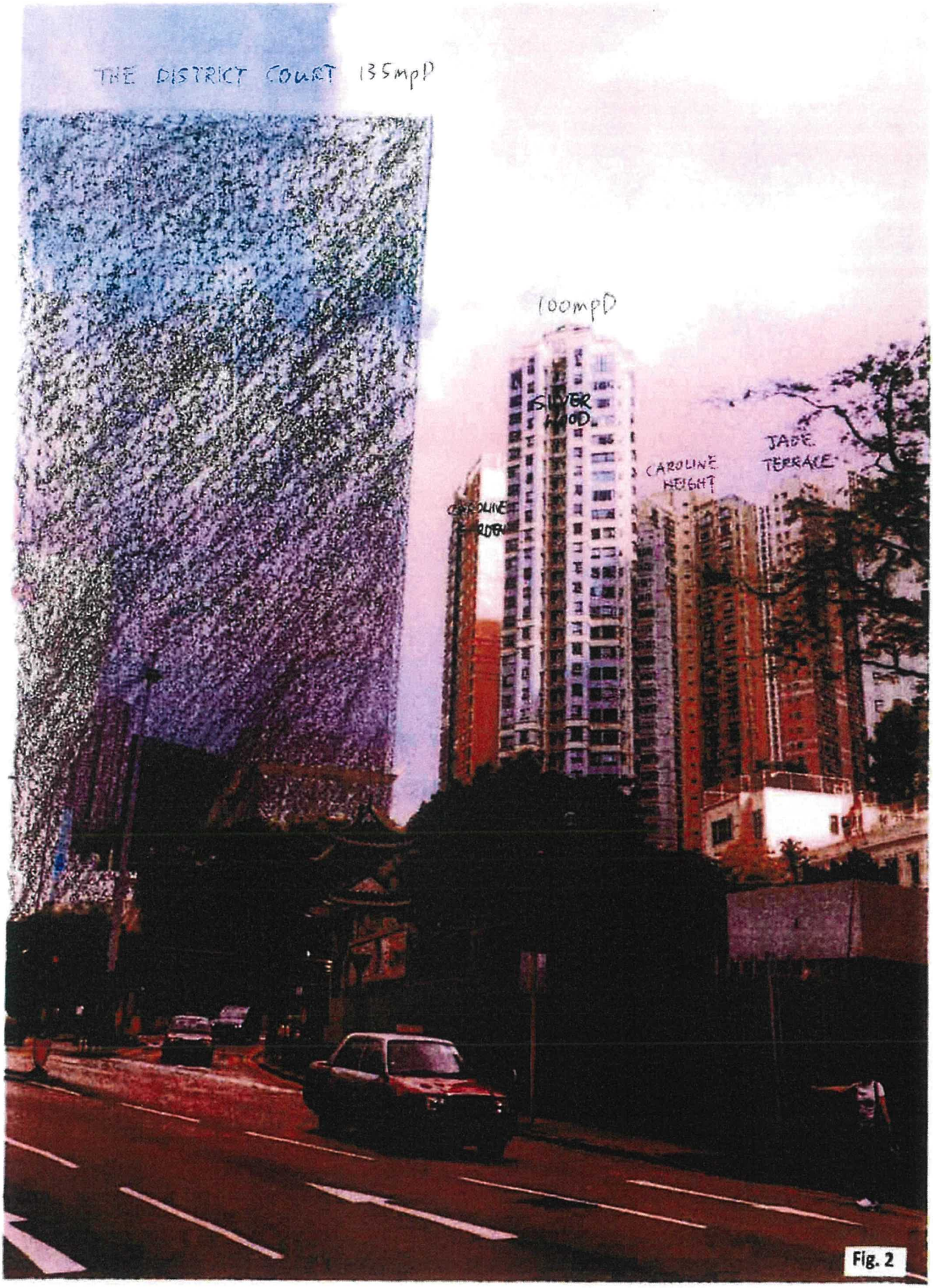

THE DISTRICT COURT 135mpD
100mpD
SILVER WOOD
CAROLINE HEIGHT
JADE TERRACE

Fig. 2

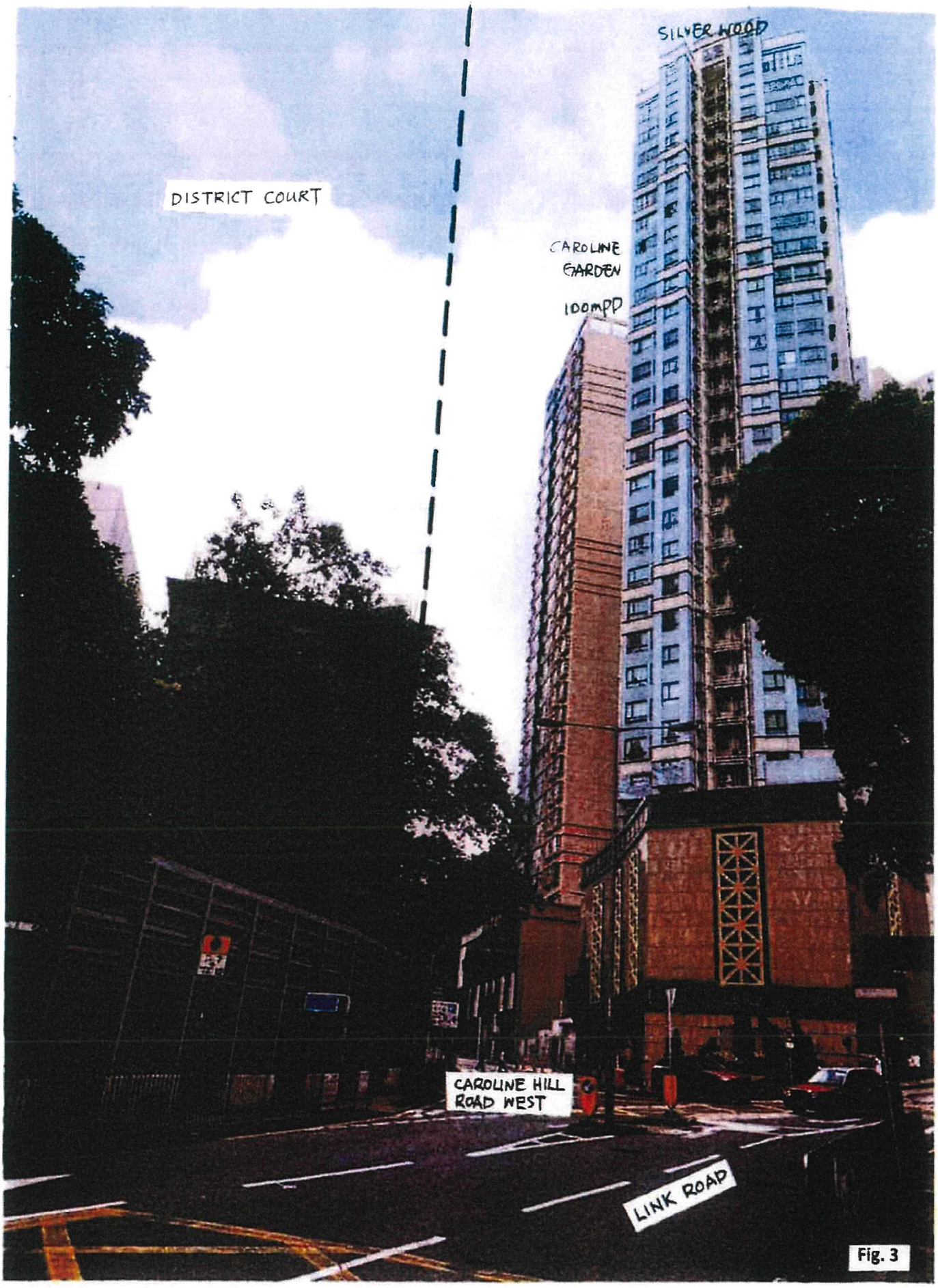

SILVER WOOD
DISTRICT COURT
CAROLINE GARDEN
100mPD
CAROLINE HILL ROAD WEST
LINK ROAD

Fig. 3

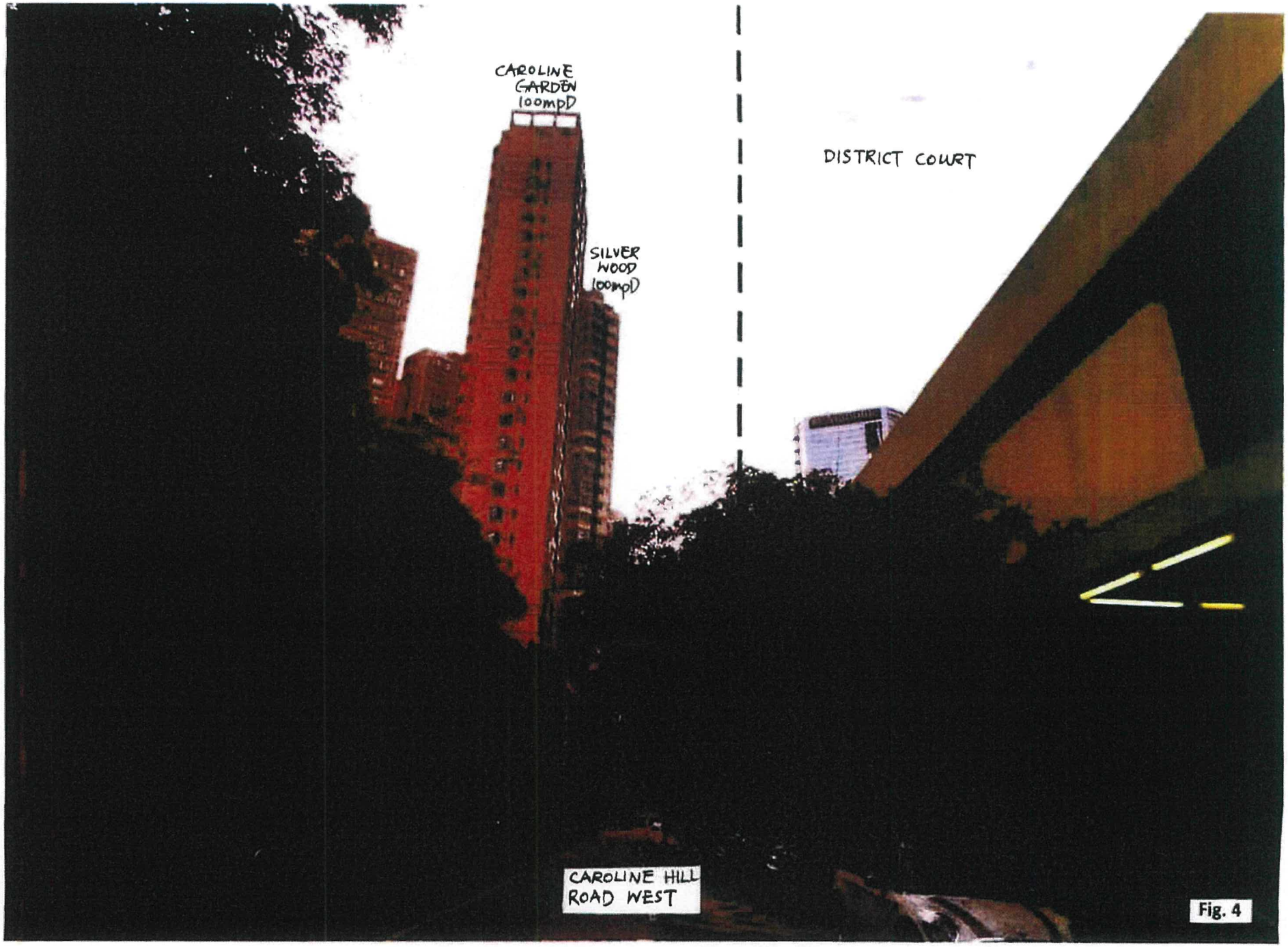

CAROLINE
GARDEN
100mpD
SILVER
WOOD
100mpD
DISTRICT COURT
CAROLINE HILL
ROAD WEST

Fig. 4

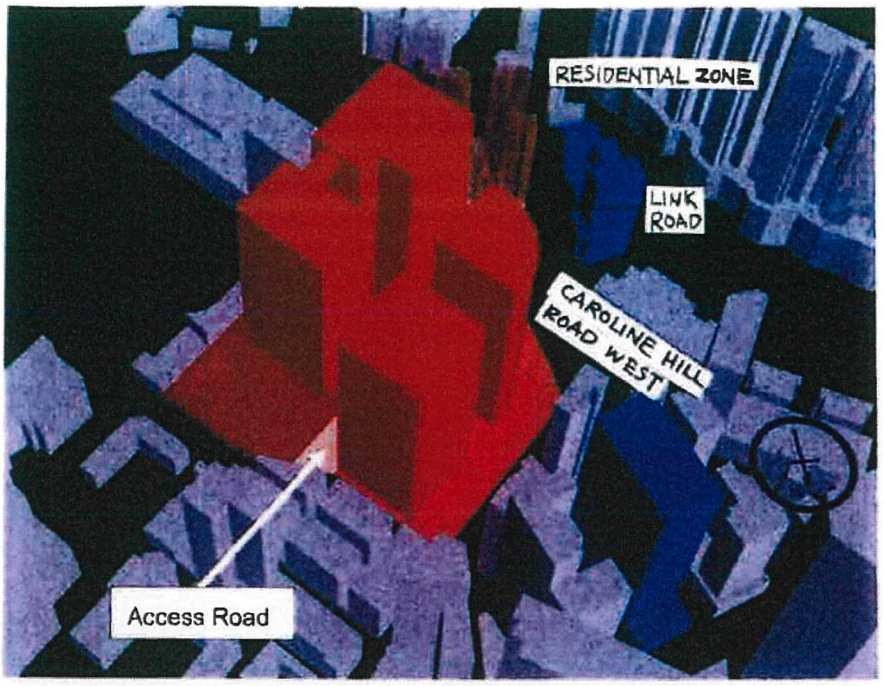


Figure 20 Zoomed-in view of 3D model for the Optional Scheme from north

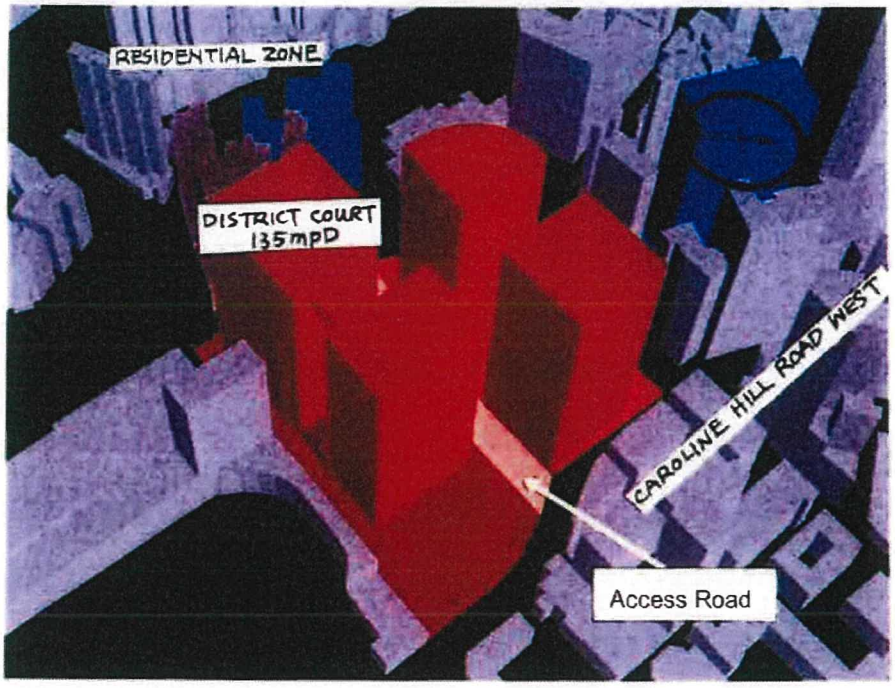


Figure 21 Zoomed-in view of 3D model for the Optional Scheme from east

WRT

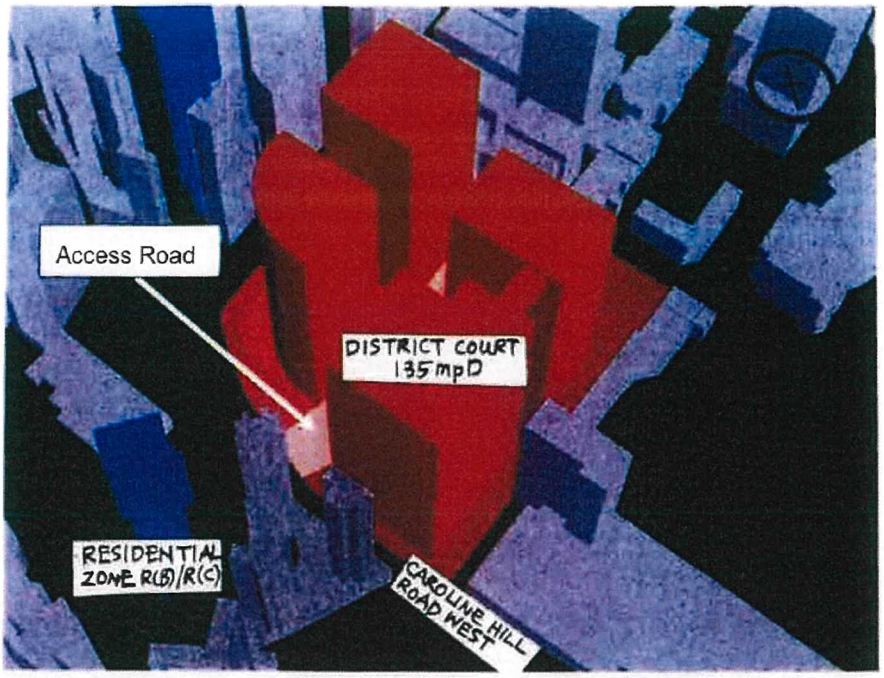


Figure 22 Zoomed-in view of 3D model for the Optional Scheme from south

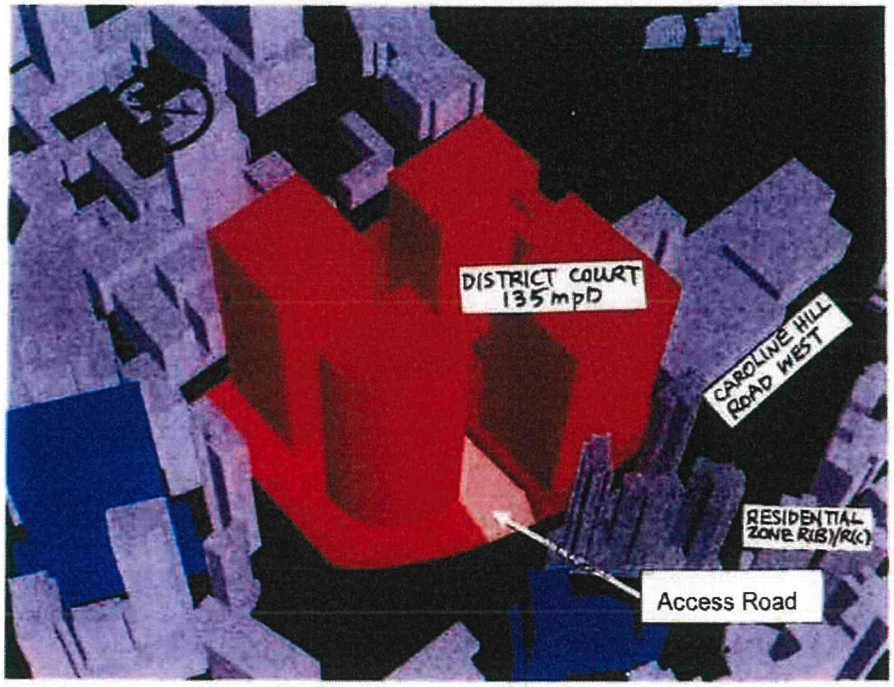
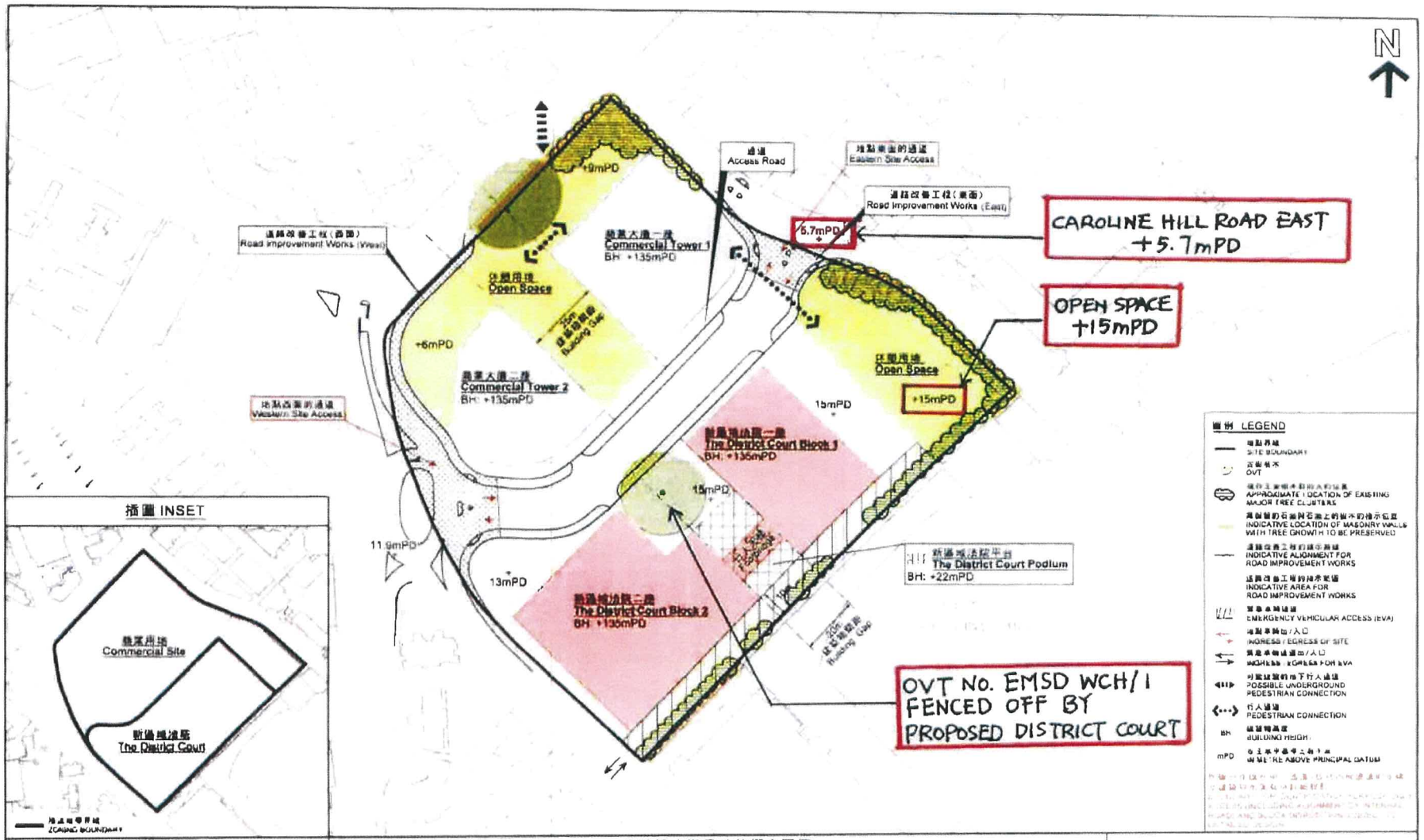


Figure 23 Zoomed-in view of 3D model for the Optional Scheme from west



本圖是根據2019年2月28日製備，所根據的資料為測量圖編號 11-SW-15B

EXTRACT PLAN PREPARED ON 28 2 2019 BASED ON SURVEY SHEET No 11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 1,250 比例尺

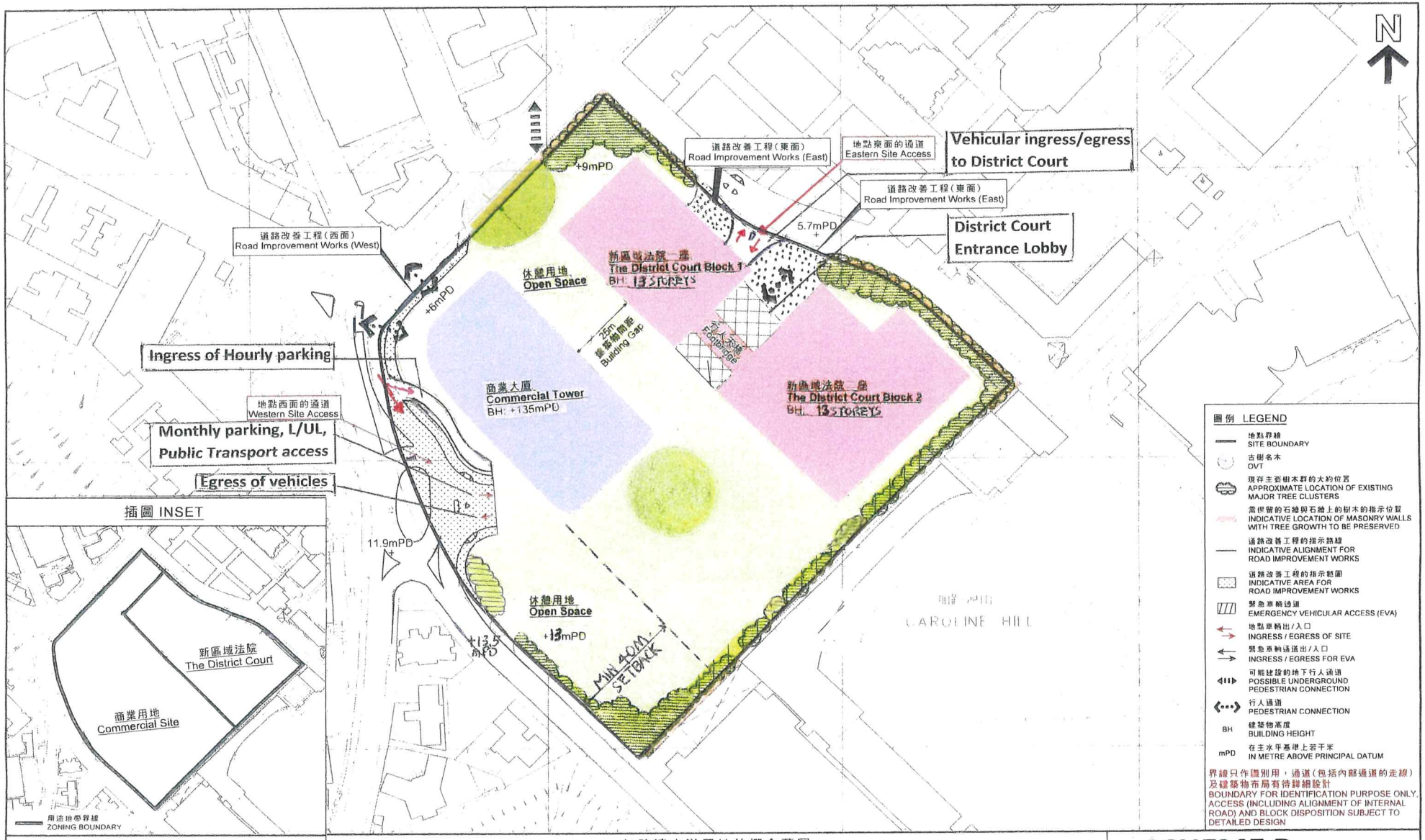
METRES 20 0 20 40 60 80 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No

圖 PLAN

Drawing no. CHR-Plan2



本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

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REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

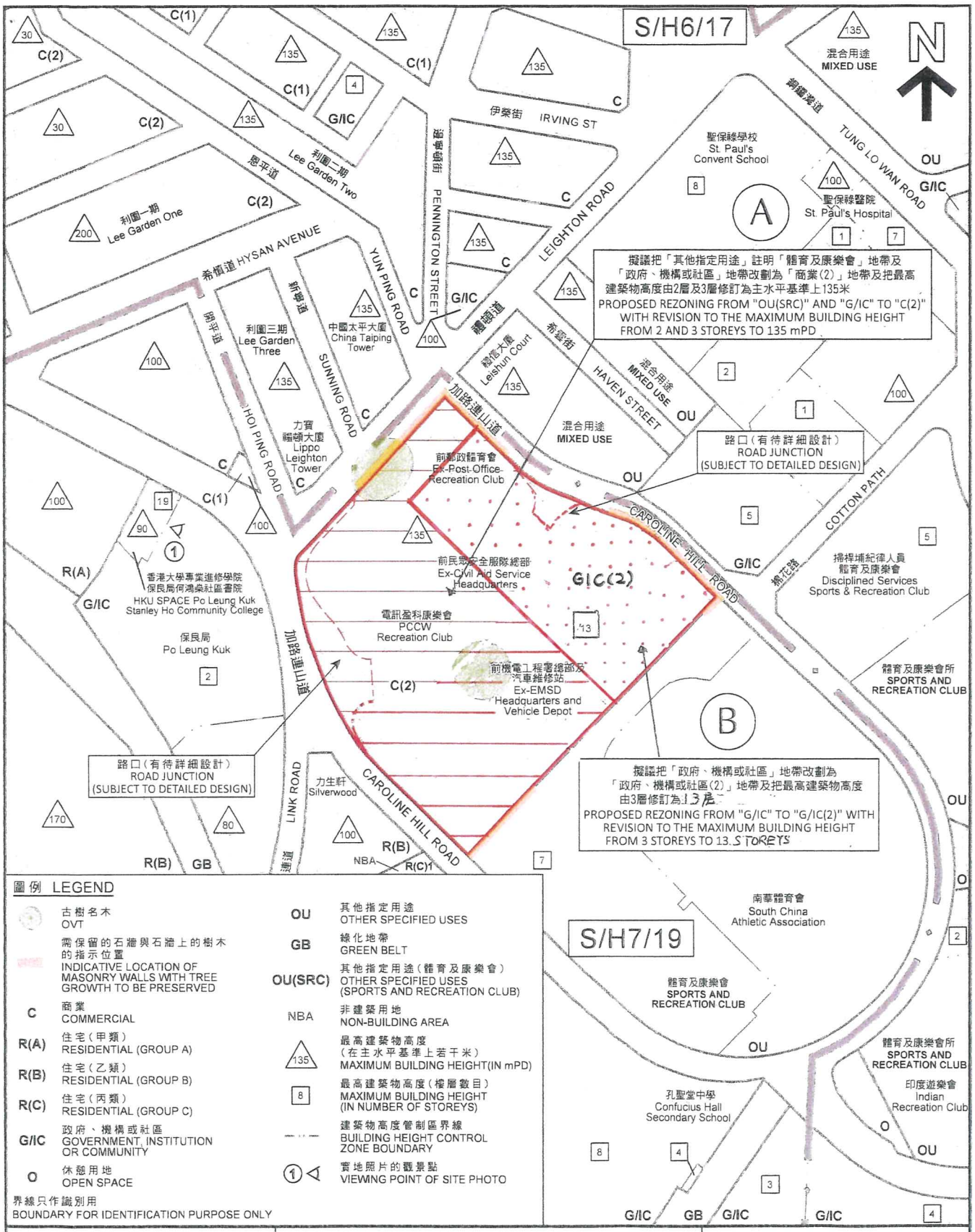
SCALE 1 : 1 200 比例尺

METRES 20 0 20 40 60 80 METRES

SCHEME B

DRAWING NO.

SchemeB-Plan



圖例 LEGEND

古樹名木 OVT	
需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED	
C	商業 COMMERCIAL
R(A)	住宅(甲類) RESIDENTIAL (GROUP A)
R(B)	住宅(乙類) RESIDENTIAL (GROUP B)
R(C)	住宅(丙類) RESIDENTIAL (GROUP C)
G/IC	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
O	休憩用地 OPEN SPACE
OU	其他指定用途 OTHER SPECIFIED USES
GB	綠化地帶 GREEN BELT
OU(SRC)	其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
NBA	非建築用地 NON-BUILDING AREA
135	最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)
8	最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
— · · —	建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY
①	實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號 11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME B

DRAWING NO.

SchemeB-OZP

本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

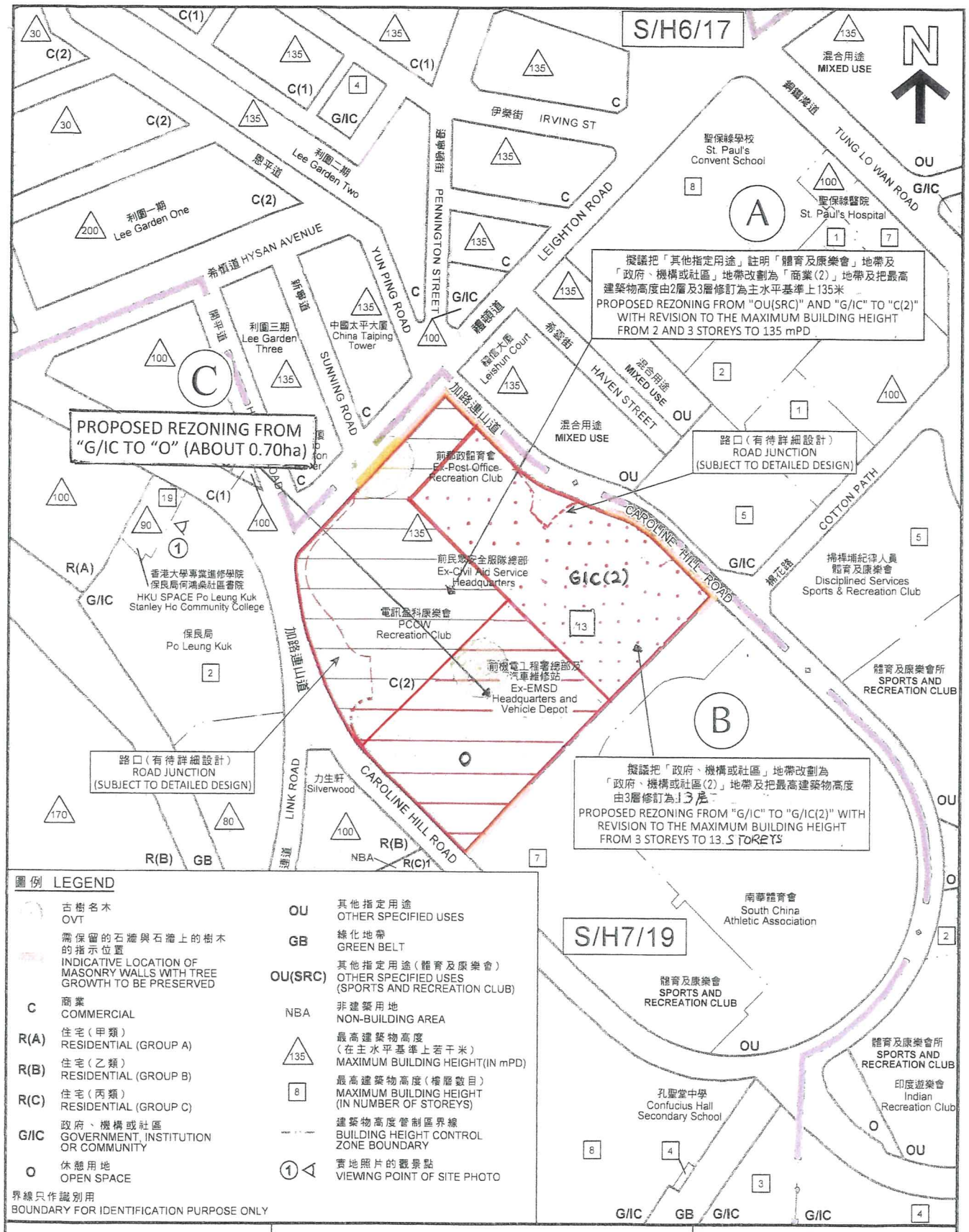
SCALE 1 : 1 200 比例尺

米 METRES 20 0 20 40 60 80 米 METRES

SCHEME C

DRAWING NO.

SchemeC-Plan



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R(A) 住宅(甲類) RESIDENTIAL (GROUP A)	
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R(C) 住宅(丙類) RESIDENTIAL (GROUP C)	
G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY	
O 休憩用地 OPEN SPACE	
OU 其他指定用途 OTHER SPECIFIED USES	
GB 綠化地帶 GREEN BELT	
OU(SRC) 其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)	
NBA 非建築用地 NON-BUILDING AREA	
135 最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)	
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建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY	
1 實地照片的觀景點 VIEWING POINT OF SITE PHOTO	

界線只作識別用
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平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME C

DRAWING NO.

SchemeC-OZP

22nd July, 2019

TPB/R/S/H7/20-21

Town Planning Board

15/F, North Point

Government Offices,

333 Java Road,

North Point

Dear Sir/Madame,

Re: Proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

We refer to the proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A, and would like to raise our objections and our proposed amendments to the Town Planning Board, as shown in the attached documents and attachments, for your consideration.

Thank you for your attention.

Yours sincerely,

Chairman of the Owners Corporation Committee

RECEIVED
24 JUL 2019
Town Planning Board

We refer to MCP Paper No. 5/19 for consideration by The Metro Planning Committee on 3.5.2019, regarding further consideration of proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A, and would like to make a representation to the Town Planning Board in respect of the draft plan and the revised Explanatory Statement(ES) on the following issues:

A. Justification on the Disposition of District Court and adjacent Open Space

1. The disposition of the District Court as shown in the Conceptual Layout Plan did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road West, Link Road and Boardwood Road. Actually, the whole planning document including the technical assessment report, did not take into account of the said Residential Zone. The AVA report only provide limited views. The disposition of the proposed 135m tall District Court will cause extreme negative impact on the sunlight penetration and ventilation, which will adversely affect the health of the residents. We want to stress that whenever there is room for a better planning, a layout just fulfilling the min. requirement of the Building Regulations is not the function of Planning Department and Town Planning Board. This planning proposal is said to be against the aim of the Town Planning Ordinance Cap.131 " To promote the health, safety, convenience and general welfare of the community." We understand that the conceptual Layout Plan only provide the frame work for the scope, height and site area and GFA etc., the detail layout will be subject to future design. However, if the basic framework did not set in a rational and acceptable manner from the very beginning, the future layout will likely to be further deviate from a good planning.

1.1 The disposition of District Court largely reduced the sunlight penetration to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) District Court Block 2 is directly abutting Caroline Hill Road West, leaving only a 20m gap with the opposite building (Caroline Garden). Given the fact that District Court Block 2 is proposed to be 135mPD, whereas Caroline Garden is only 100mPD, therefore, the whole residential block will be under shadow during most of the days. Even worse, the living, dinning, master bedroom and kitchen of the whole block of Caroline Garden are directly facing the proposed District Court Block 2.

b.) Please refer to the attached drawing no. CHR-Plan1 & CHR-Sec1, showing the proposed Conceptual Layout Plan attached to MCP Paper No. 5/19. The residential zone along Caroline Hill Road West and Link Road will likely to be under shadow for most of the days due to the blockage of sunlight by the District Court.

1.2 The District Court largely reduced the visual permeability and ventilation to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) Please refer to the attached photomontage Fig.1, Fig. 2, Fig. 3, Fig. 4 and Zoomed in view of 3D model Fig. 5, Fig.6. The photos have shown clearly the visual and ventilation impact brought about by the two massive blocks to the neighborhood.

b.) As shown in the proposed Conceptual Layout Plan and ES for OZP No. S/H7/19A, a clear building gap of not less than 25m in width shall be provided to facilitate better ventilation within the commercial zone. However, the layout did not consider that the disposition of the District court alternately resulting a narrow gap of less than 25m with the opposite building (Caroline Garden). Given the fact that the opposite building is a residential building, a generous width of more than 25m should be provided to facilitate better ventilation and permeability.

1.3 According to the Conceptual Layout Plan, the existing OVT No. EMSD WCH/1 would be surrounded by the proposed District Court. And due to security reason, the OVT would be fenced off from the public. We strongly object the layout of the proposed District Court, as it did not fully utilize the valuable resources in the community for public enhancement. Please refer to attached drawing no. CHR-Plan2, showing the Conceptual Layout Plan with the OVT being fenced off by the District Court without connection to the public open space.

2. Disposition of the Open Space adjacent to the District Court Block 1

2.1 The Open Space adjacent to the proposed District Court Block 1 at the east bound of the subject site is proposed to be located at 15mPD. However, the level of the adjacent Caroline Hill Road east is at 5.7mPD. With a 10m of level differences, the pedestrian connection to the open space is proposed to be via an elevated link or underground crossing from the commercial development. Clearly, the disposition of the open space did not facilitate easy accessibility by the public, especially for the elderlies and the disabled. In addition, disabled access such as ramp and disabled lift should be provided, which will take up a large part of the narrow open space. As a result, the proposed open space will eventually becoming an isolated, left-over space, located at the far end corner of the site.

2.2 Please refer to attached drawing no. CHR-Plan2, showing the level differences between the proposed open space and the adjacent Caroline Hill Road east.

B. Justification of the Height of the District Court

1. According to the draft plan, the subject site is proposed to rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 135mPD, in order to facilitate the Wan Chai District Court development.

2. According to the development proposal, the total G.F.A of the District Court is 70,000 sq. m. And with reference to the proposed Conceptual Layout Plan for the CHR site(Plan 5), the floor area of the District Court is approx. 5,300m2/fl (Block 1 +Block 2). It is noted that the Judiciary indicated that they would not accept a district court of reduced area not fully meeting its functional and operational requirements. Therefore, the floor area cannot be substantially reduced in achieving a taller building. In this regard, the maximum no. of floors of the District Court should be maximum 13 storeys.

3. Below is the table showing the comparison of the development data between the proposed District Court, the existing Wan Chai District Court and the West Kowloon Law Court. It is noted that, with a similar floor area and total G.F.A comparing with the proposed District Court, the West Kowloon Law Court is only 11 storeys high, which is only around 60m tall. Therefore, it is not justify to rezone the maximum building height of G/IC to 135mPD.

	Proposed District Court	Existing Wanchai District Court	West Kowloon Law Court
Site Area (m2)	10,620.00	2,189.30	7,509.00
G.F.A. (m2)	70,000.00	30,776.20	60,320.00
Floor Area (m2/floor)	District Court 1+ District Court 2= 5300 (Approx)	N/A	5483.6
Building Height (m)	135	50 (Approx)	60 (Approx)
	No. of storey = To be determined	No. of storeys = 14	No. of storeys = 11

C. Schedule of Uses as attached to Wong Nai Chung OZP No.S/H7/19A

Hotel is falling in Column 1 (Uses always permitted) under Commercial zone. We strongly object this item as Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.

D. Justification of a new access road across the site

According to the conceptual scheme, a new access road is proposed across the site in a northeast-southwest direction to serve the commercial development and the District Court.

1. One major road to serve pedestrian and vehicular access to both commercial development and District Court is considered to be inefficient. We are especially concerned that as mentioned in the planning documents, detailed design shall be subject to the future developer of the commercial development to accommodate the vehicles waiting to enter the carpark.

2. We strongly opposed the provision of a new access road, as the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. Even though the access road is built, the extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road within the site will only impose burden on the existing road network, and in turn creating more bottlenecks. The new access road not only could not alleviate the already overloaded traffic in the area, but in a way further worsened the situation.

E. Proposed amendments to the draft plan

Based on the above concerns, we would like to submit our proposed amendments to the draft plan. We have come up in two proposals, namely Scheme B and Scheme C, for your further consideration.

Scheme B *(Please refer to attached drawing no. SchemeB-Plan)*

Merits of the proposed amendments to the draft plan:

(a) enhance sunlight penetration, ventilation and visual openness to the neighborhood;
(b) ensure the open space to be easily accessed by the public;
(c) address the shortfall in local open space to serve the immediate local community;
(d) add value to the development by incorporating the OVT to the public open space;
(e) reduce the traffic impact to the surrounding area;
(f) further strengthened the security of the District Court;
(g) allow easy accessibility to the District Court

1. According to the conceptual layout plan, the commercial development will be comprised of two commercial towers. In order to free up more public open space to serve the local community, we proposed that the twin commercial tower (28-35 storeys) to be replaced by a 35 storeys single tower. Given the total GFA of 100,000m2 and 135m height restriction being unchanged, the typical floor area shall be 3,000m2 approx. The commercial tower will be located at the west portion of the site because of its (i) close proximity to the commercial zone (ii) direct access to pedestrian crossing at Leighton Road (iii) least disturbance to the Residential Zone along Caroline Hill Road.

2. To address the traffic issue, we proposed that traffic diversion should be carried out in three layers:

   1.) Reduce the number of vehicles travelling and snarling above ground by diverting them to the underground once they have reached the site. We proposed that vehicular access to the development will be via underground carpark.
   2.) Vehicular access to different buildings serving different functions should be diverted and separated. We proposed that the underground carpark will be split up for commercial and District Court separately in order to reduce burden on one major access. Moreover, the security of District Court could be further strengthened as well. Ingress/egress of vehicular traffic to the commercial development will be via the western site access to underground; ingress/egress to the district court be via the eastern site access to underground.

3.) We observed that one of the major reason of traffic congestion is due to long queue of hourly parking vehicles, usually taking up one traffic lane. We proposed to introduce a separate access point of hourly parking vehicles at the western portion of the site, whereas public transportation, loading/unloading and monthly parking shall be diverted to another access point.

3. Pedestrian access to the commercial development shall be provided at-grade in the western portion fronting the pedestrian crossing at Leighton Road. For the District Court, road improvement and widening works will be implemented at the eastern portion along Caroline Hill Road. Pedestrian access will be provided at-grade to the entrance lobby of the District Court at Caroline Hill Road east.

4. By locating the District Court at the northern portion fronting Leighton Road and Caroline Hill Road east, public access to the District Court could be further enhanced.

5. By providing separate pedestrian and vehicular entrance of the District Court from the Commercial development, the security of the District Court could be further strengthen.

6. Provision of a large and continuous Open Space

6.1 By removing one commercial tower and the access road, the area of the open space can be largely increased. We proposed that not less than 8000 sq.m. i.e. approx.30% of the total site area (26,583m2) shall be provided for public open space.

6.2 The level of the open space at southern portion is at 13mPD, while the adjacent Caroline Hill Road West is at 13-13.5mPD, which is actually at-grade level. This revised layout can ensure easy accessibility by the public.

6.3 Unlike the draft plan with the open space located at the far end corner of Caroline Hill Road east, resulting a left-over isolated space, this revised layout can allow the open space to serve as an extension and a continuous green belt to the adjacent neighborhood. And by incorporating the existing OVT No. EMSD WCH/1 to the open space, such valuable resources can add value to the community and to enhance public enjoyment.

6.4 It is noted that a revised conceptual layout plan (Plan FC-3) attached to the planning document has been trying to address the issue of set back from Caroline Hill Road west. However, the layout would result in an even more Isolated, gloomy and narrow open space at eastbound, being surrounded by concrete walls of the District Court. Moreover, the "open space" created from this set back at Caroline Hill Road west cannot be served for public use due to

security reason. Similarly, the OVT being fenced off by the District Court also cannot be incorporated into the public open space due to security reason.

6.5 In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Boardwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site and the District Court as shown in attached drawing no. SchemeB-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A.***
   Schedule of uses: Commercial
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A***
   "...To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided <u>at-grade in the southern portion facing Caroline Hill Road and at-grade in the western portion fronting Leighton Road. A setback of not less than 40m in width from the southwestern site boundary shall be implemented, where no structure above ground level can be constructed beyond this setback line.</u> The future developer will be required to submit a landscape plan under lease. <u>The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and</u> the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved....")

Scheme C (Please refer to attached drawing no. SchemeC-Plan)

To further address the inadequacies in the government's plan, including underestimated traffic situation, overoptimistic commercial land demand forecast, and undermined potential of the open space, we hereby propose a further improvement scheme.

1. We propose to lower the scale of the commercial development, by removing the proposed 10,000m2 retail space. As we can see from the development of Times Square, their shopping mall attract a lot of people, roads around Times Square are full of vehicles waiting for parking space. Therefore, we can foresee the commercial development of Wong Nai Chung Outline Zoning Plan No. S/H7/19 will also attract a lot of people to come, and there is only 125 parking spaces according to current proposal which obviously can't fulfil all needs. Vehicles will retard in Caroline Hill Road, Leighton Road, Pennington Street, Sunning Street, Yun Ping Road, Lan Fong Road and Lee Garden Road etc. while they are waiting for available parking space, which will resulted in a huge traffic jam. Therefore, we propose to lower the scale of commercial development, hoping that can reduce the impact to the traffic to nearby area.
2. Besides S/H7/19, there are five commercial development projects carrying or will carry on in Causeway Bay, they are The Excelsior, Radiant Centre, No.42-44 Yiu Wa Street, Lee Garden Three, Crowne Plaza Hong Kong Causeway Bay, which will provide 1,370,031 feet2 commercial space, and they are all surrounding Wong Nai Chung Outline Zoning Plan No. S/H7/19. In addition, there are two development projects under planning, J Plus Hotel and No. 27, 29 to 31 Sugar Street. So the commercial space supply in Causeway Bay is enough, therefore, we suggested that the number of building should reduce to one block.
3. In order to have an excellent sunlight penetration and ventilation, the height restriction of the Outline Zoning Plan should be 135m tall.

4. The public space in Outline Zoning Plan should open to public and managed by Leisure and Cultural Services Department. And the design of the space should fit the actual needs of the community, and more greening elements should be added to the space since various development projects have significantly reduce the green area in Causeway Bay.

5. The calculation of Gross Floor Area (GFA) of the whole Outline Zoning Plan is based on the GDP growth rate of Hong Kong, but the figures that Government using are from 2017 which can't reflect the actual economic situation of present Hong Kong. The latest data showing the present economic growth of Hong Kong is slowing down which mean the GFA of the whole Outline Zoning Plan should be reduced.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. *Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site, the District Court and Open Space as shown in attached drawing no. SchemeC-OZP.*
2. *To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.*
3. *Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial*
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. *Amendments to the Explanatory Statement Item 8.6of OZP S/H7/19A. Open Space ("O"): Total Area 10.04 ha*
5. *Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial Item (3) "On land designated "Commercial (2)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 90,000m2, or the gross floor area of the existing building, whichever is the greater, and it shall include the gross floor area of G/IC facilities as required by the Government.*
6. *Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A*

For the "C(2)" site, development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 90,000m2, with due consideration of the traffic capacity in the area.

Attachments

Drawing no. CHR-Plan1
Drawing no. CHR-Sec1
Fig.1
Fig. 2
Fig. 3
Fig. 4
Fig. 5
Fig.6
Drawing no. CHR-Plan2
Drawing no. SchemeB-Plan
Drawing no. SchemeB-OZP
Drawing no. SchemeC-Plan
Drawing no. SchemeC-OZP

Signature:

Name: FU, KAM WING RAYMOND

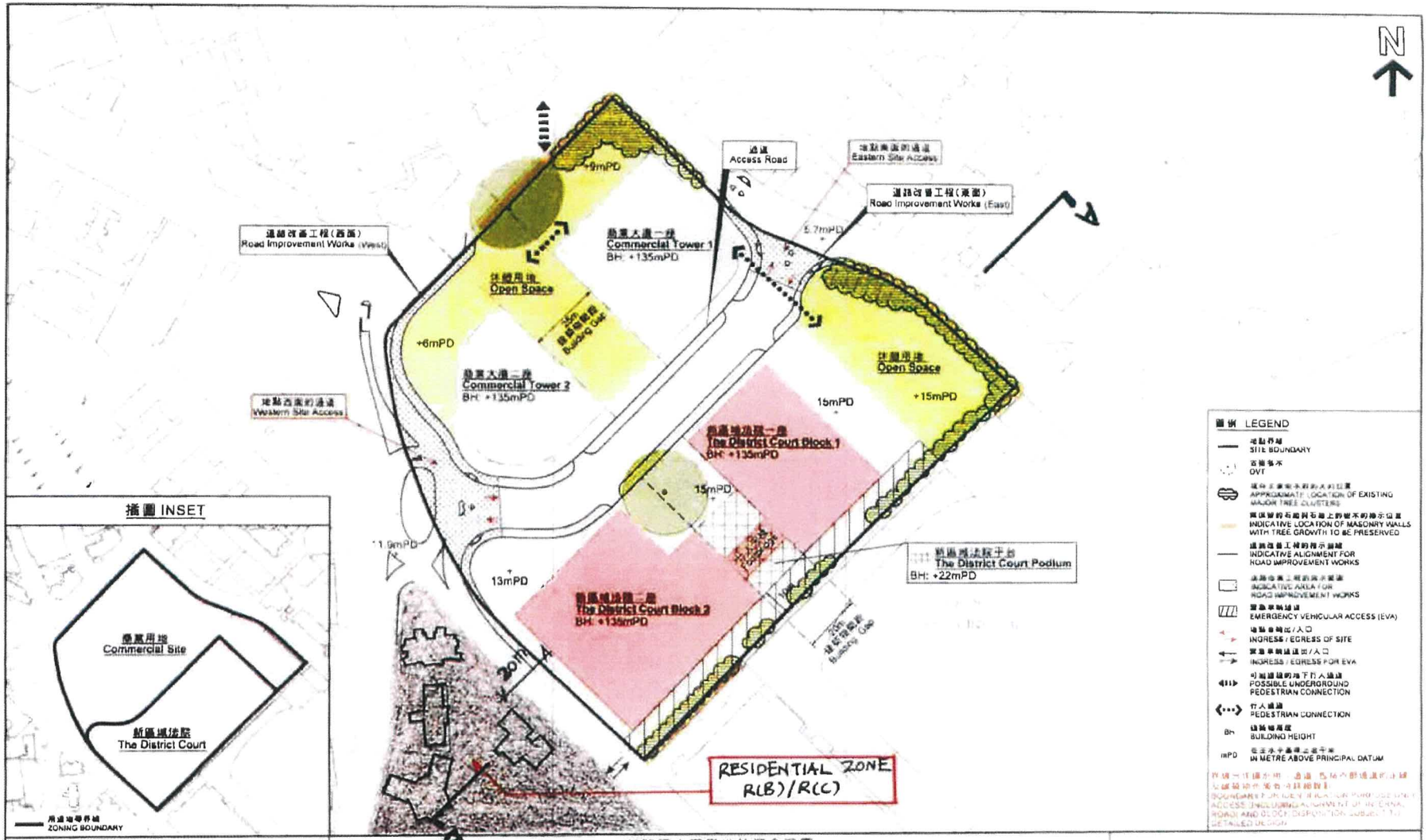
ID Card no. (First 4 Digit): [redacted]

Name of Estate: WING ON TOWER

Position: CHAIRMAN

Email: [redacted]

Date:



本圖是根據2019年2月28日製備，所根據的資料為測量圖編號 11-SW-158

EXTRACT PLAN PREPARED ON 28.2.2019 BASED ON SURVEY SHEET No 11-SW-158

加路連山道用地的概念藍圖

CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地作商業用途及新區城法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE: 1 : 1,200 比例尺

METRES 20 0 20 40 60 80 METRES

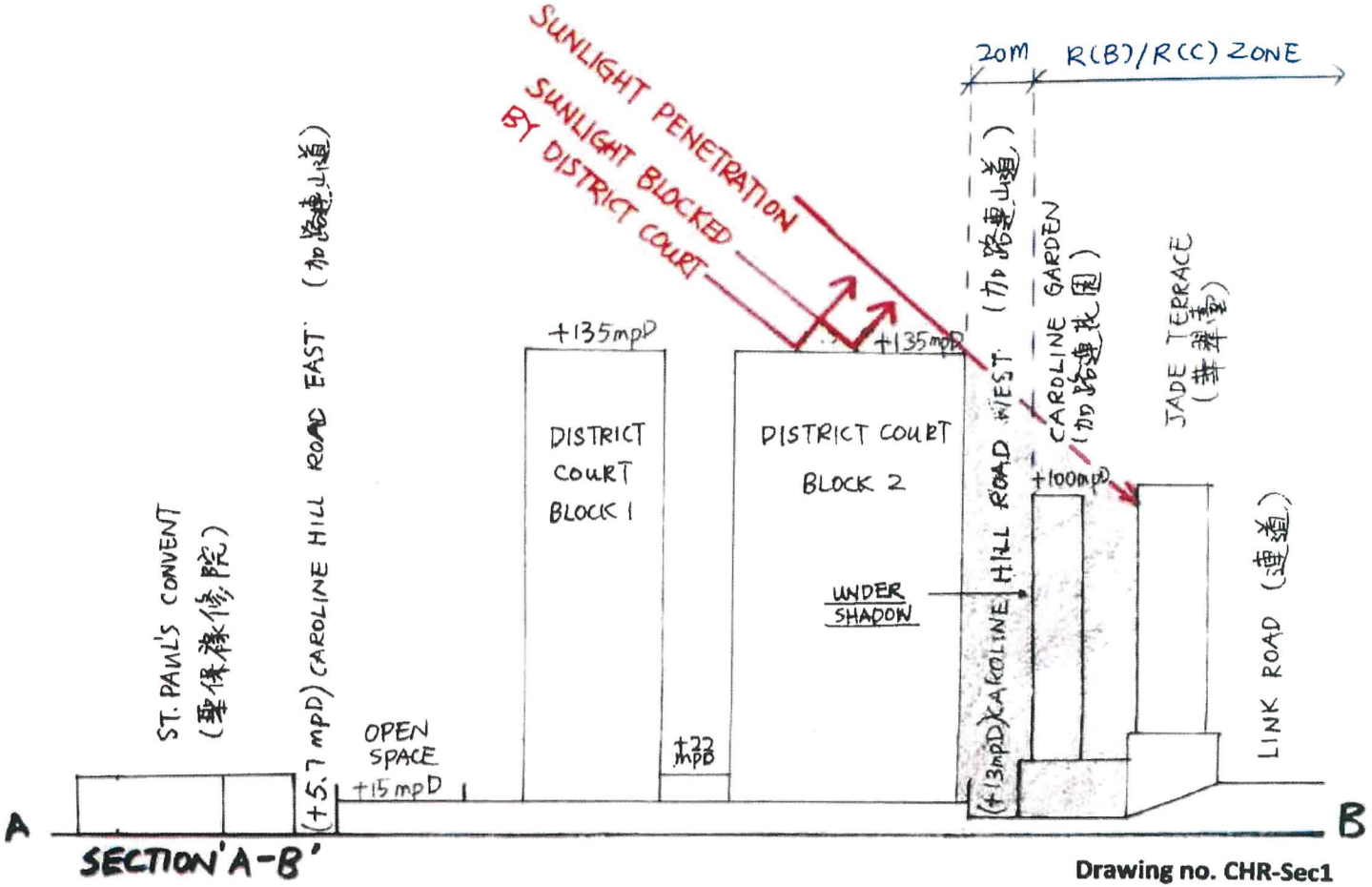
規劃署

PLANNING DEPARTMENT

參考編號 REFERENCE No

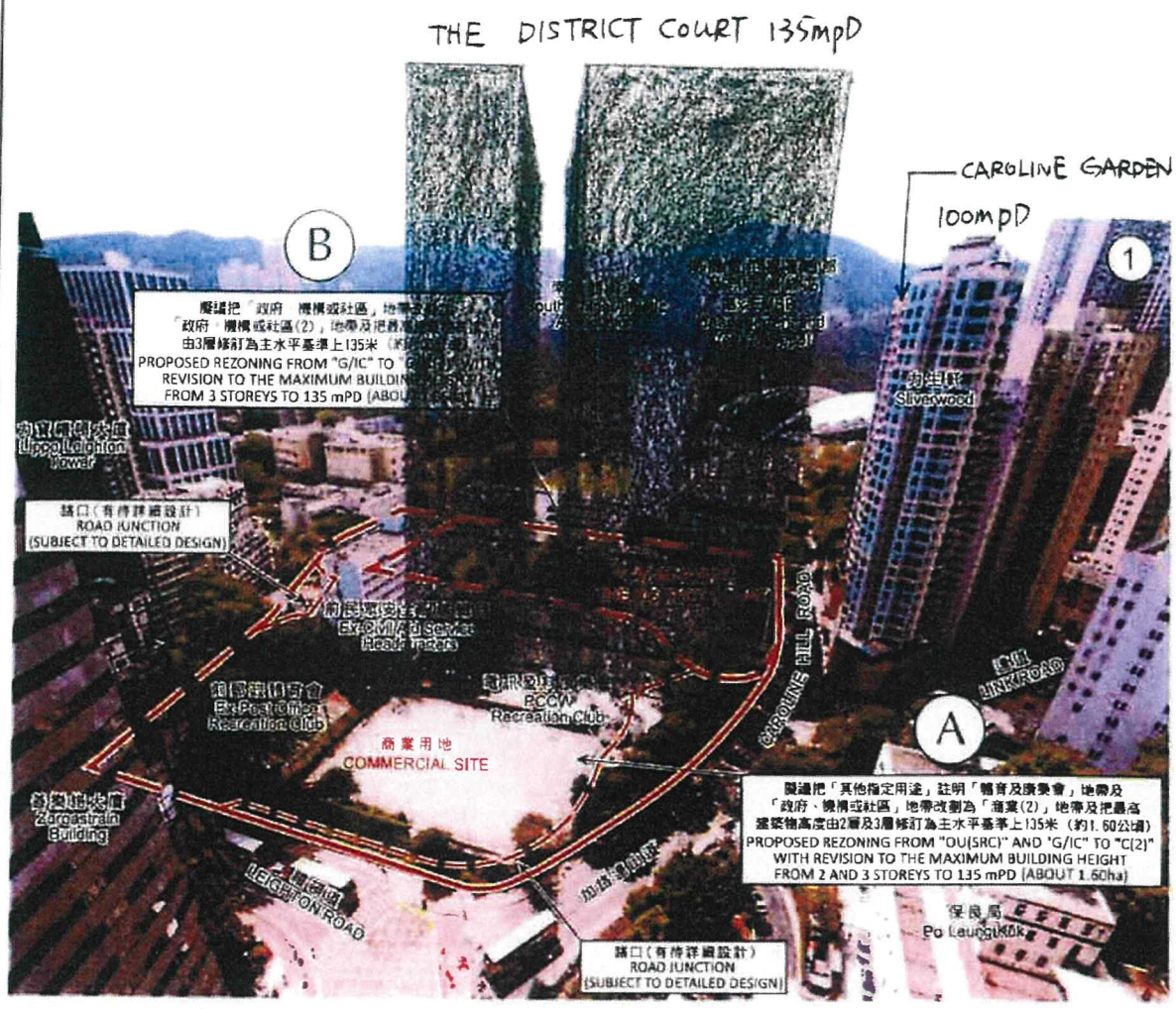
圖 PLAN

Drawing no. CHR-Plan1



SECTION 'A-B'

Drawing no. CHR-Sec1



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月28日擬備，所根據的資料為攝於2018年5月16日的實地照片 PLAN PREPARED ON 28.2.2019 BASED ON SITE PHOTO TAKEN ON 16.5.2018	實地照片 SITE PHOTO 重新發展鯉魚門加路連山道用地作商業用途及新區域法院 REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT	規劃署 PLANNING DEPARTMENT 參考編號 REFERENCE No. M/H7/19/3 圖 PLAN Fig.1

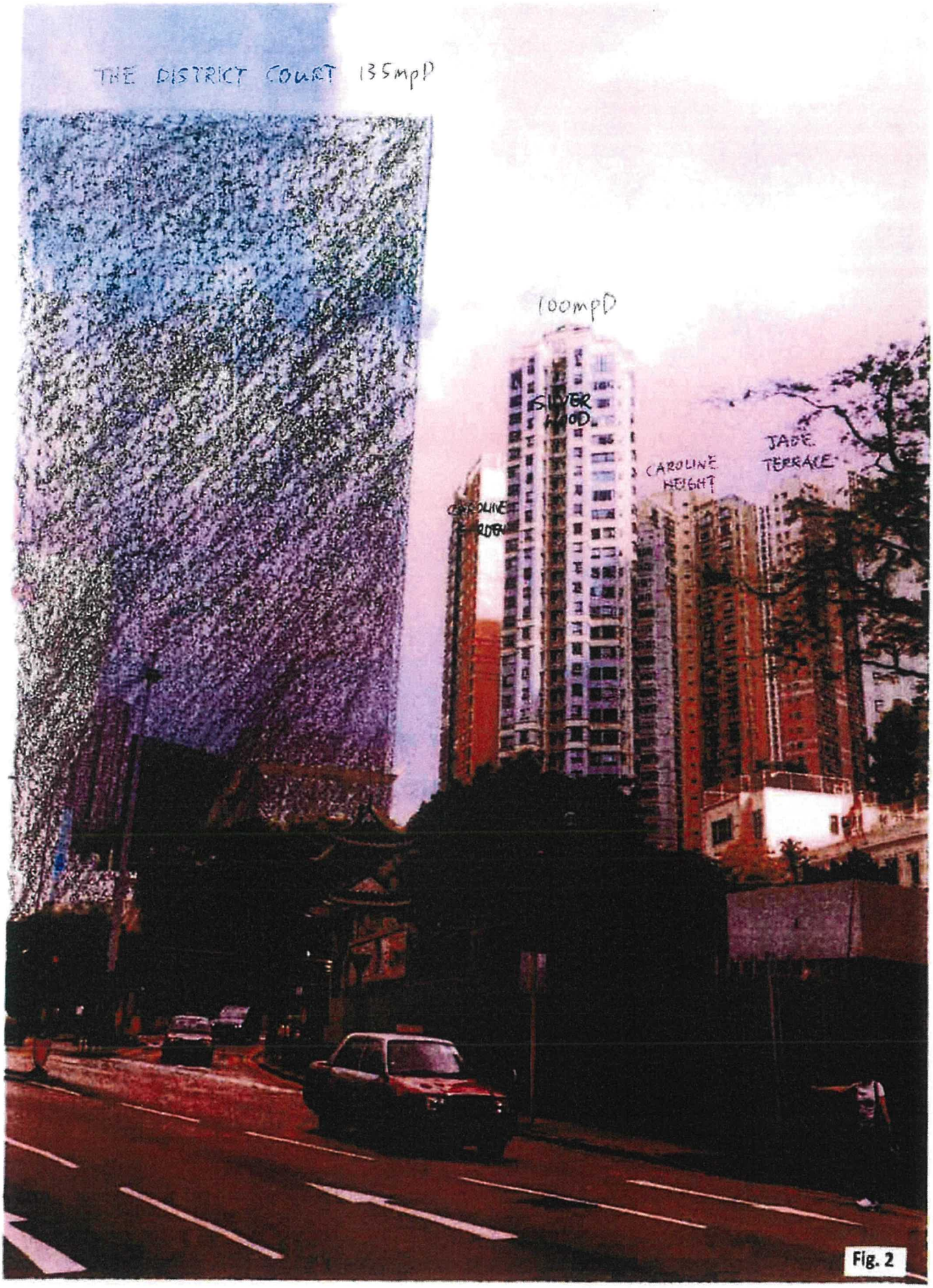

THE DISTRICT COURT 135mpD
100mpD
SILVER WOOD
CAROLINE HEIGHT
JADE TERRACE

Fig. 2

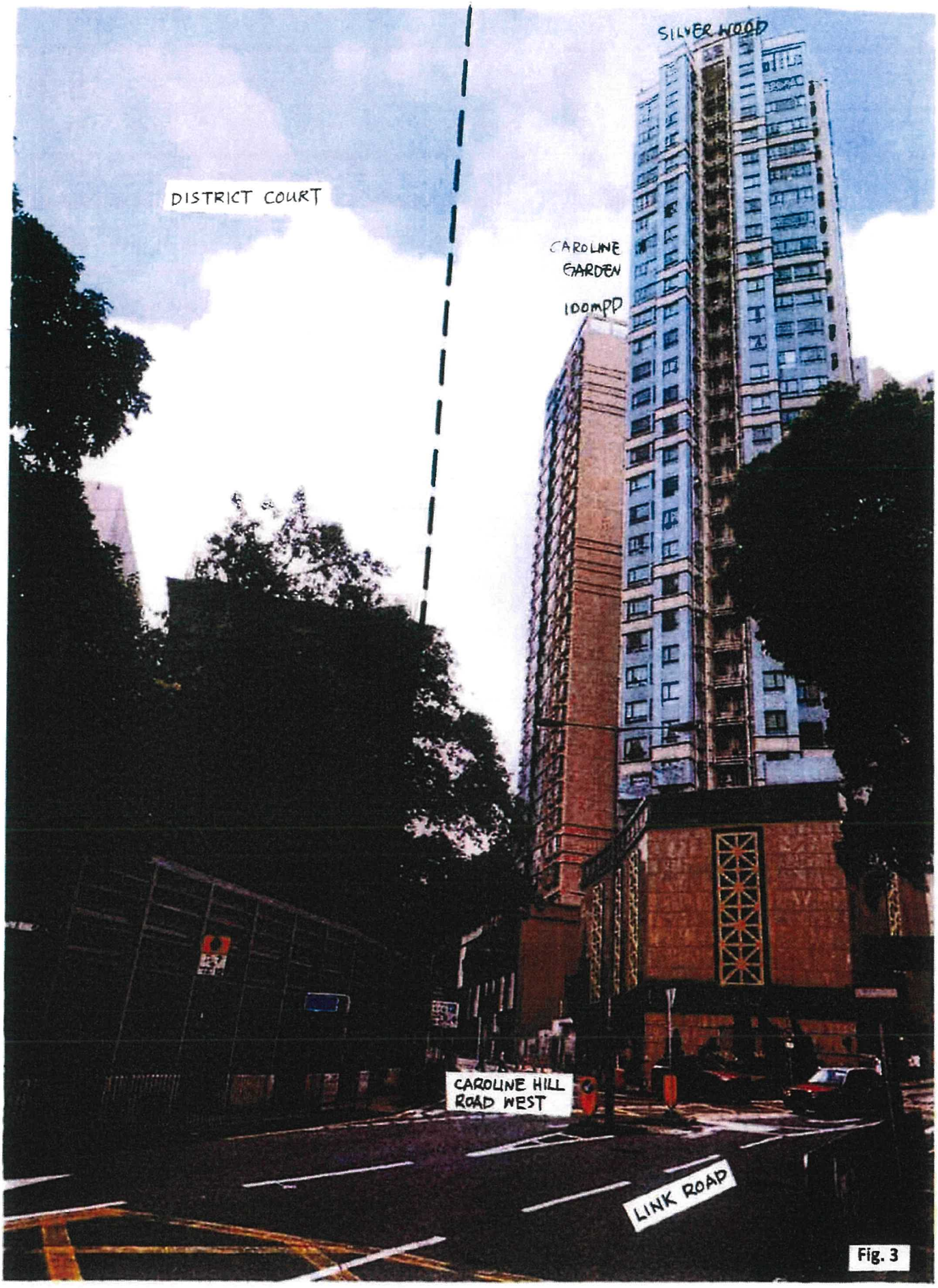

SILVER WOOD
DISTRICT COURT
CAROLINE GARDEN
100mPD
CAROLINE HILL ROAD WEST
LINK ROAD

Fig. 3

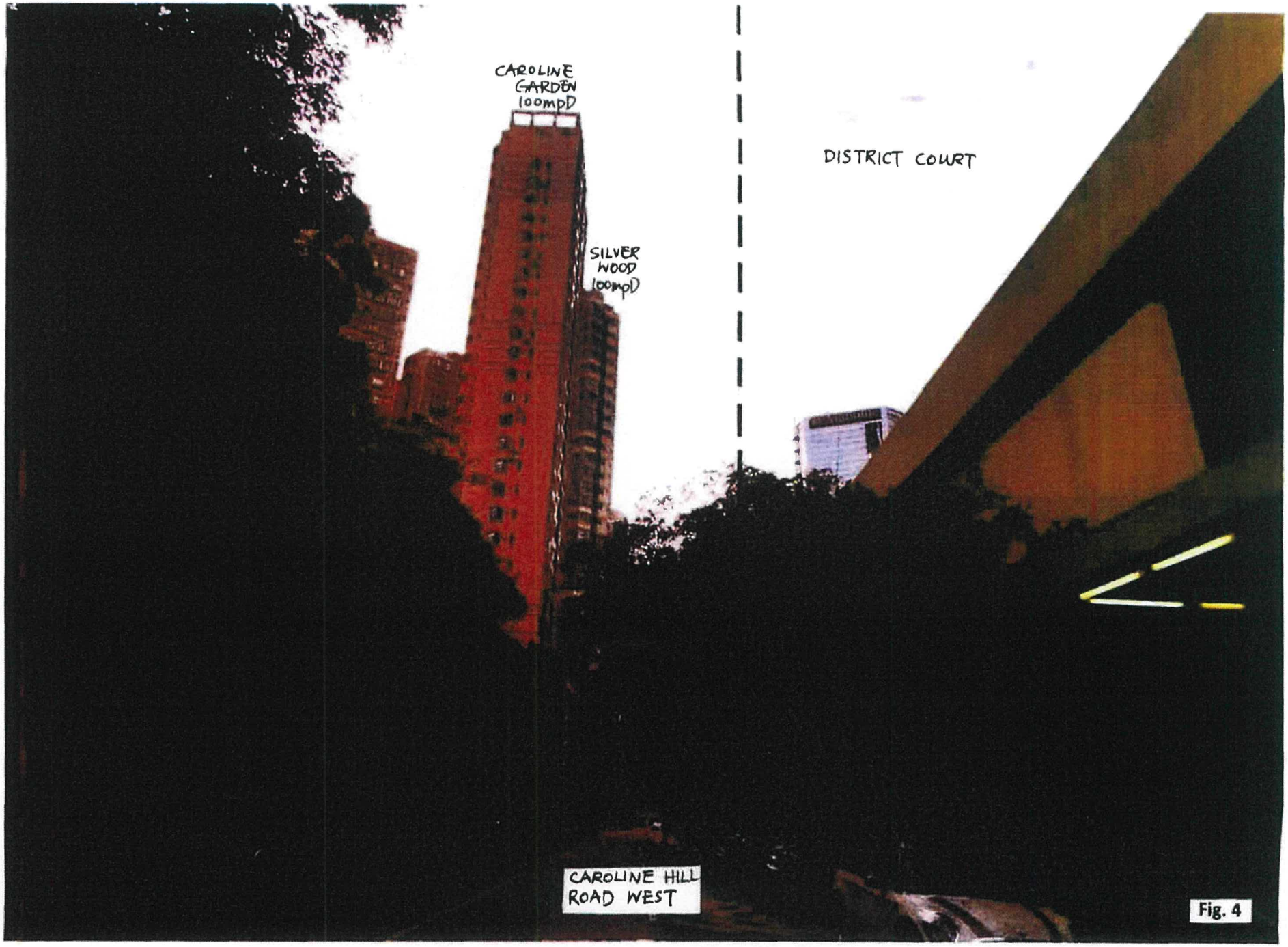

CAROLINE
GARDEN
100mpD
SILVER
WOOD
100mpD
DISTRICT COURT
CAROLINE HILL
ROAD WEST

Fig. 4

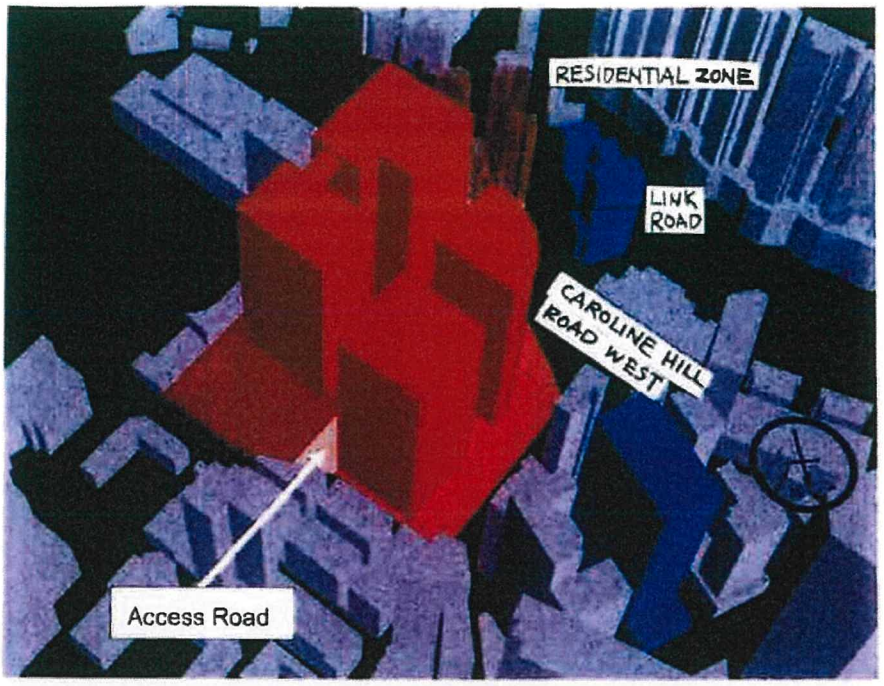


Figure 20 Zoomed-in view of 3D model for the Optional Scheme from north

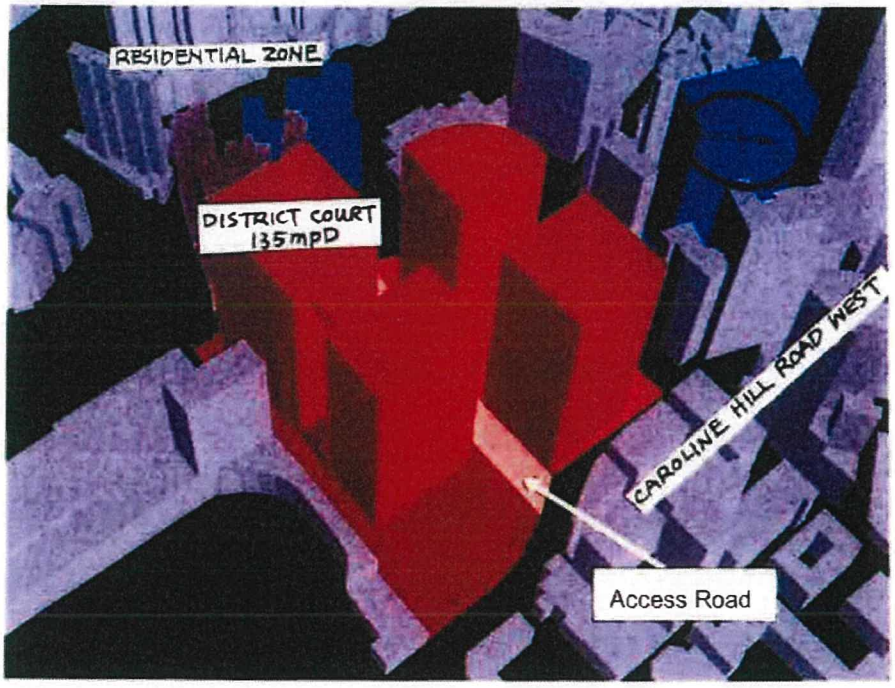


Figure 21 Zoomed-in view of 3D model for the Optional Scheme from east

WRT

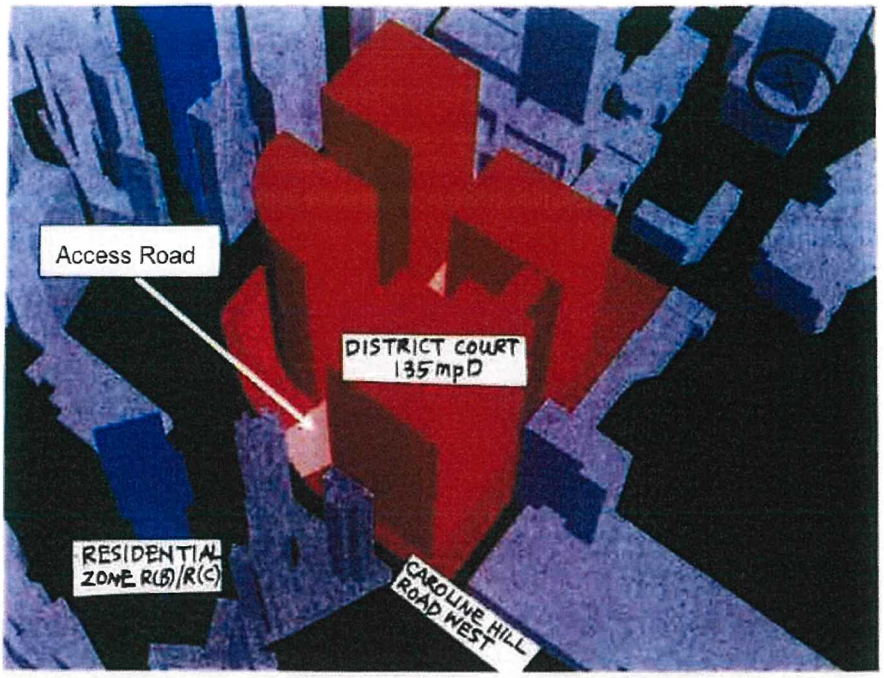


Figure 22 Zoomed-in view of 3D model for the Optional Scheme from south

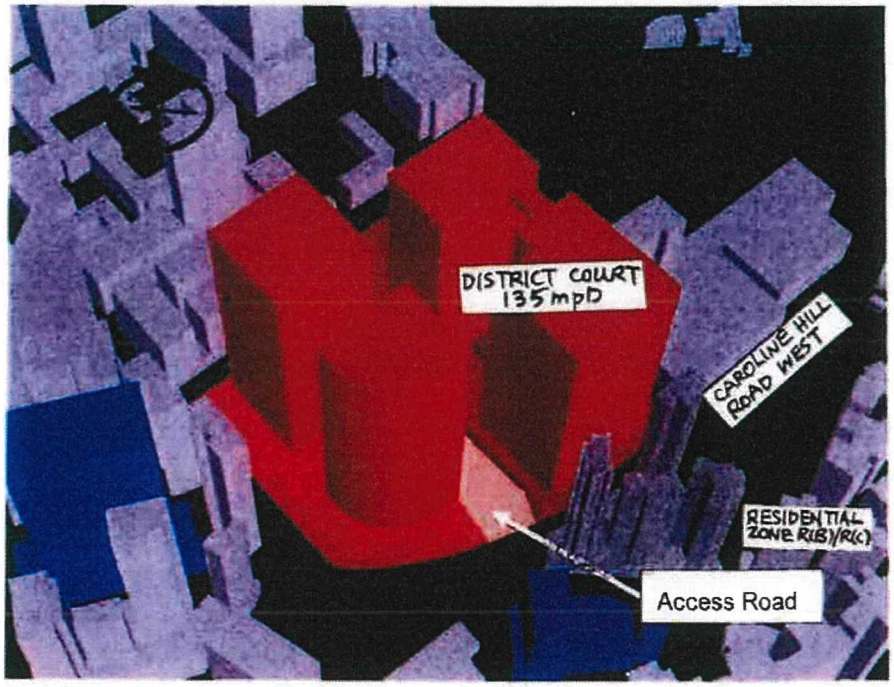
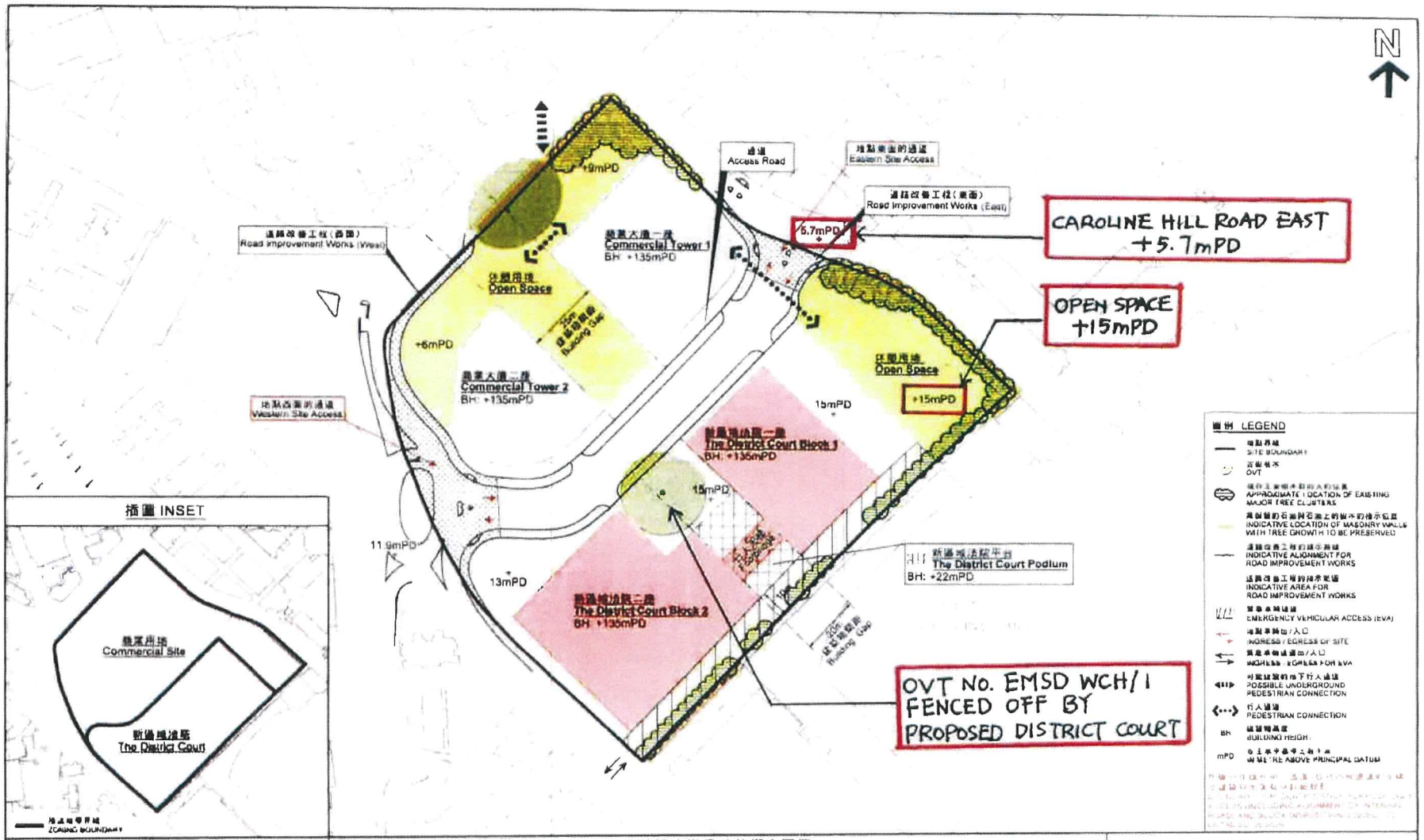


Figure 23 Zoomed-in view of 3D model for the Optional Scheme from west



本圖是根據2019年2月28日製備，所根據的資料為測量圖編號 11-SW-15B

EXTRACT PLAN PREPARED ON 28 2 2019 BASED ON SURVEY SHEET No 11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 1,250 比例尺

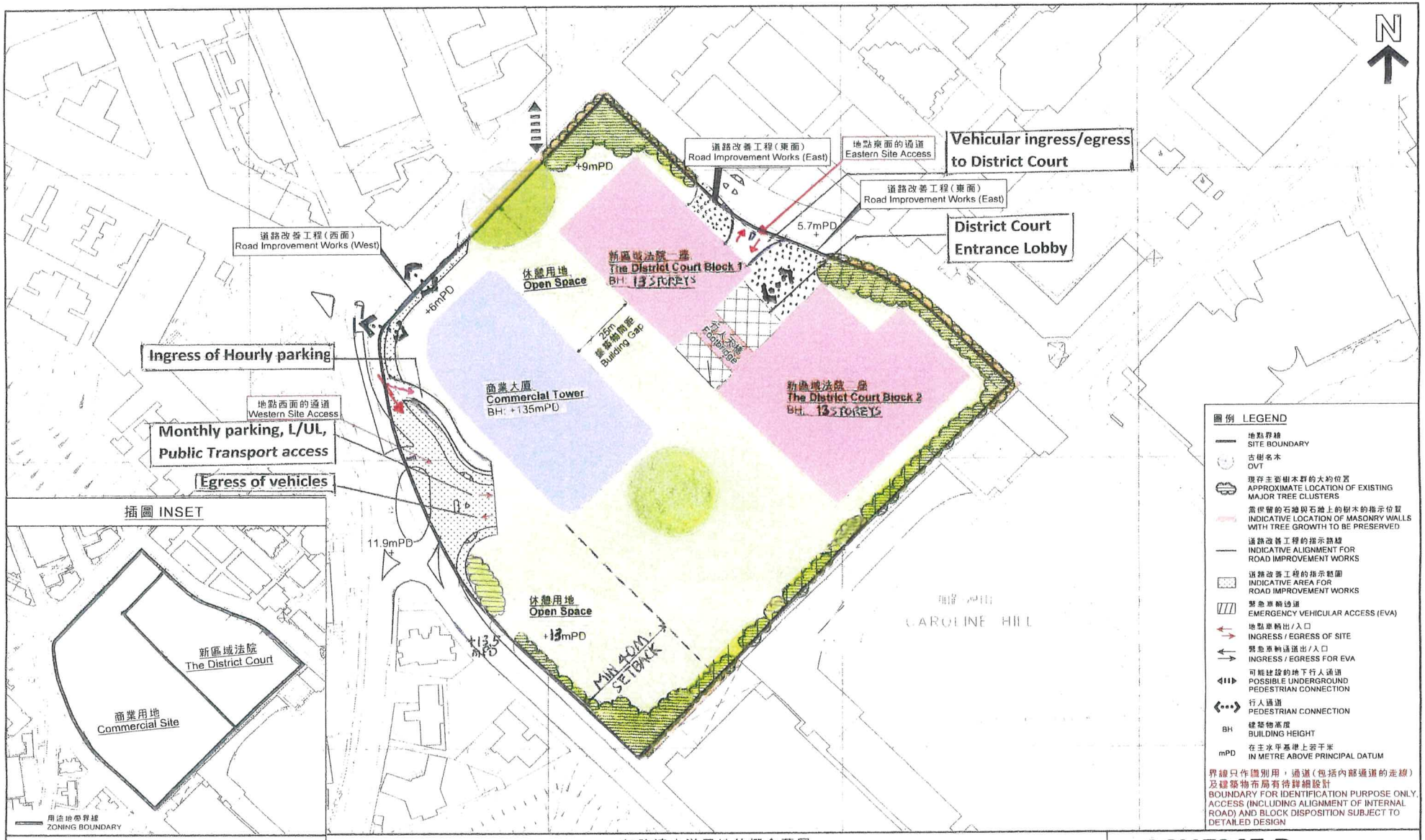
METRES 20 0 20 40 60 80 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No

圖 PLAN

Drawing no. CHR-Plan2



本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

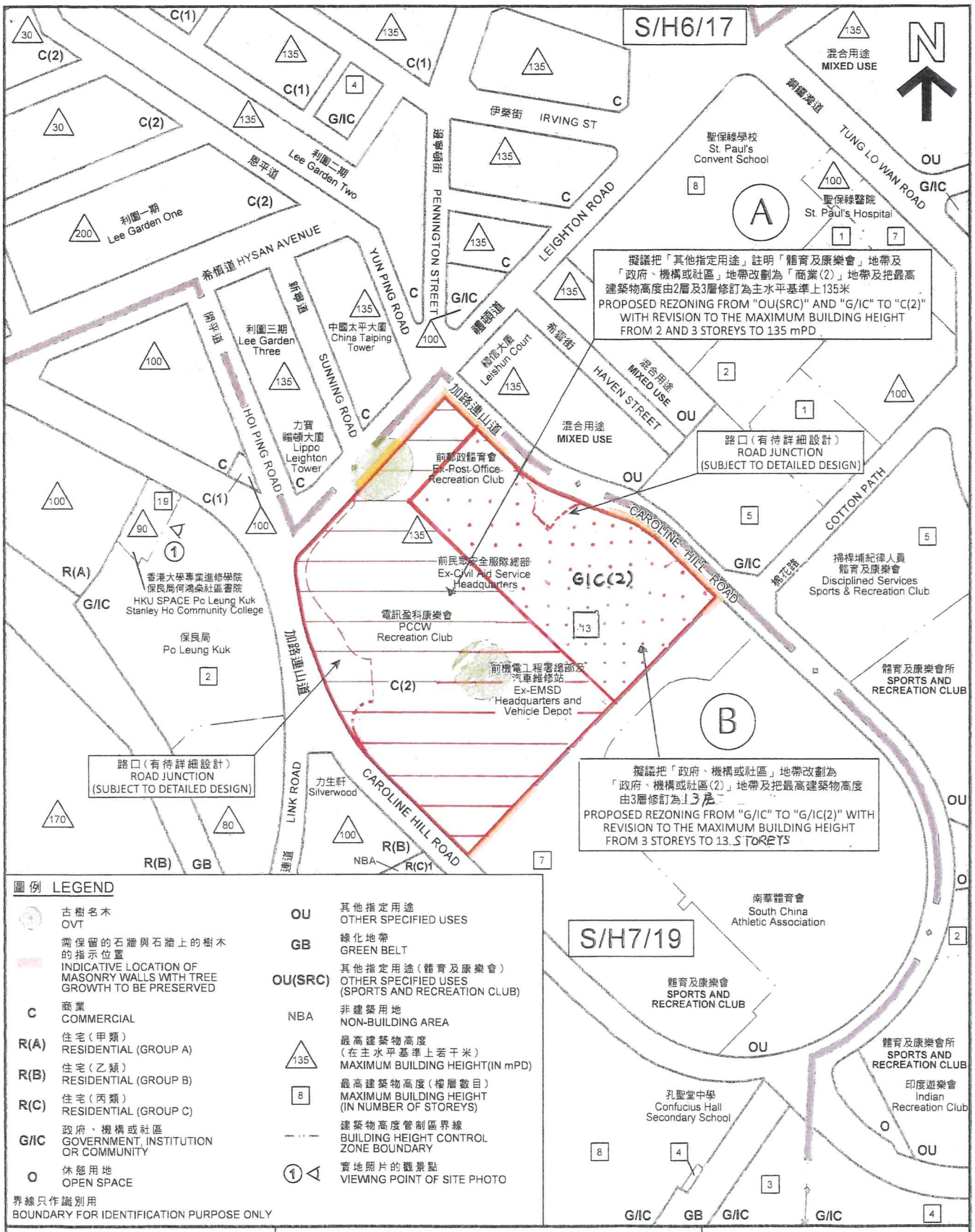
SCALE 1 : 1 200 比例尺

METRES 20 0 20 40 60 80 METRES

SCHEME B

DRAWING NO.

SchemeB-Plan



圖例 LEGEND

古樹名木 OVT	
需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED	
C	商業 COMMERCIAL
R(A)	住宅(甲類) RESIDENTIAL (GROUP A)
R(B)	住宅(乙類) RESIDENTIAL (GROUP B)
R(C)	住宅(丙類) RESIDENTIAL (GROUP C)
G/IC	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
O	休憩用地 OPEN SPACE
OU	其他指定用途 OTHER SPECIFIED USES
GB	綠化地帶 GREEN BELT
OU(SRC)	其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
NBA	非建築用地 NON-BUILDING AREA
135	最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)
8	最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
— · · —	建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY
①	實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號 11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME B

DRAWING NO.

SchemeB-OZP

本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

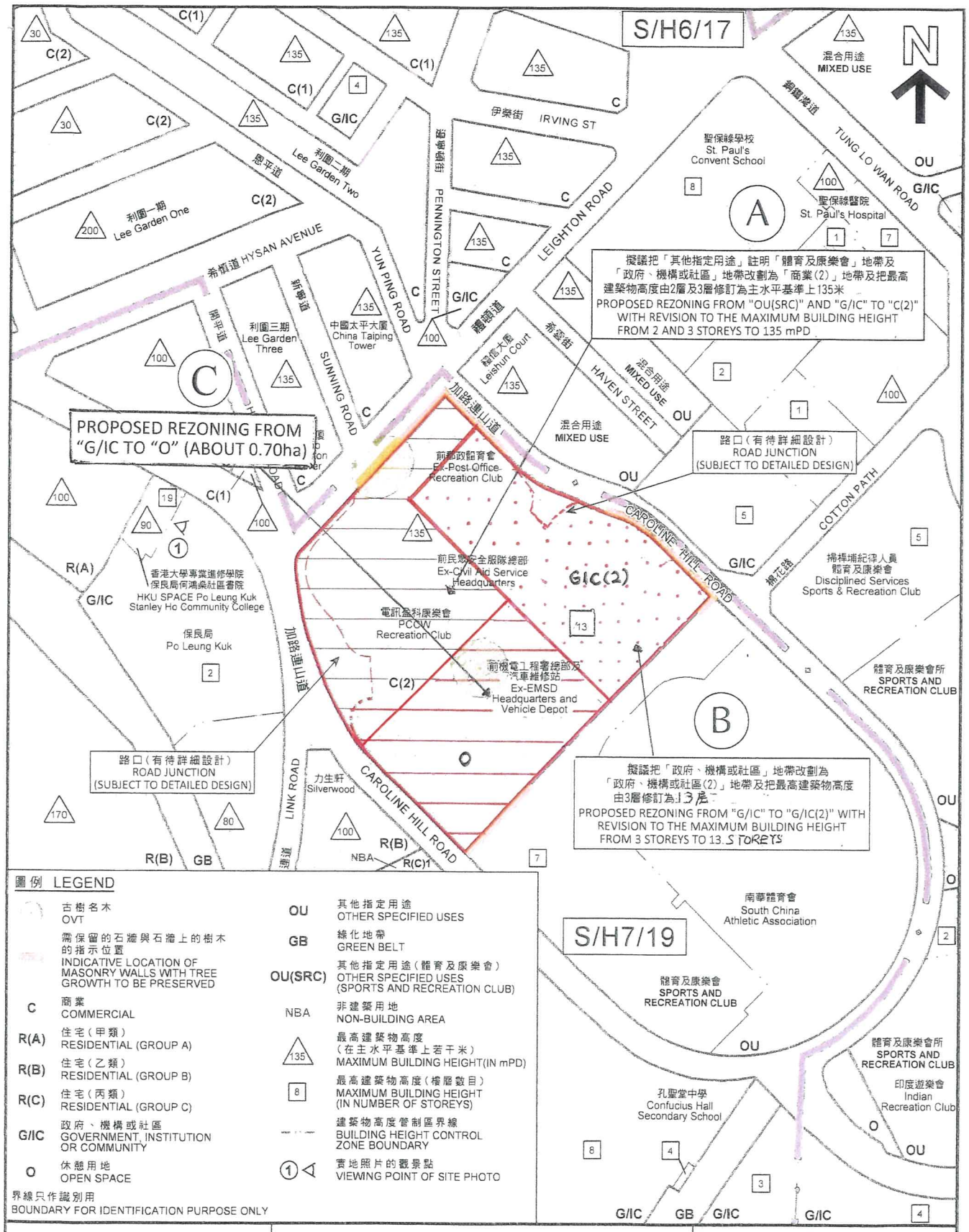
SCALE 1 : 1 200 比例尺

米 METRES 20 0 20 40 60 80 米 METRES

SCHEME C

DRAWING NO.

SchemeC-Plan



圖例 LEGEND

古樹名木 OVT	
需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED	
C 商業 COMMERCIAL	
R(A) 住宅(甲類) RESIDENTIAL (GROUP A)	
R(B) 住宅(乙類) RESIDENTIAL (GROUP B)	
R(C) 住宅(丙類) RESIDENTIAL (GROUP C)	
G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY	
O 休憩用地 OPEN SPACE	
OU 其他指定用途 OTHER SPECIFIED USES	
GB 綠化地帶 GREEN BELT	
OU(SRC) 其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)	
NBA 非建築用地 NON-BUILDING AREA	
135 最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)	
8 最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	
建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY	
1 實地照片的觀景點 VIEWING POINT OF SITE PHOTO	

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號 11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME C

DRAWING NO.

SchemeC-OZP

22nd July, 2019

TPB/R/S/H7/20-22

Town Planning Board

15/F, North Point

Government Offices,

333 Java Road,

North Point

Dear Sir/Madame,

Re: Proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

We refer to the proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A, and would like to raise our objections and our proposed amendments to the Town Planning Board, as shown in the attached documents and attachments, for your consideration.

Thank you for your attention.

Yours sincerely,

Chairman of the Owners Corporation Committee

RECEIVED
24 JUL 2019
Town Planning Board

We refer to MCP Paper No. 5/19 for consideration by The Metro Planning Committee on 3.5.2019, regarding further consideration of proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A, and would like to make a representation to the Town Planning Board in respect of the draft plan and the revised Explanatory Statement(ES) on the following issues:

A. Justification on the Disposition of District Court and adjacent Open Space

1. The disposition of the District Court as shown in the Conceptual Layout Plan did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road West, Link Road and Boardwood Road. Actually, the whole planning document including the technical assessment report, did not take into account of the said Residential Zone. The AVA report only provide limited views. The disposition of the proposed 135m tall District Court will cause extreme negative impact on the sunlight penetration and ventilation, which will adversely affect the health of the residents. We want to stress that whenever there is room for a better planning, a layout just fulfilling the min. requirement of the Building Regulations is not the function of Planning Department and Town Planning Board. This planning proposal is said to be against the aim of the Town Planning Ordinance Cap.131 " To promote the health, safety, convenience and general welfare of the community." We understand that the conceptual Layout Plan only provide the frame work for the scope, height and site area and GFA etc., the detail layout will be subject to future design. However, if the basic framework did not set in a rational and acceptable manner from the very beginning, the future layout will likely to be further deviate from a good planning.

1.1 The disposition of District Court largely reduced the sunlight penetration to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) District Court Block 2 is directly abutting Caroline Hill Road West, leaving only a 20m gap with the opposite building (Caroline Garden). Given the fact that District Court Block 2 is proposed to be 135mPD, whereas Caroline Garden is only 100mPD, therefore, the whole residential block will be under shadow during most of the days. Even worse, the living, dinning, master bedroom and kitchen of the whole block of Caroline Garden are directly facing the proposed District Court Block 2.

b.) Please refer to the attached drawing no. CHR-Plan1 & CHR-Sec1, showing the proposed Conceptual Layout Plan attached to MCP Paper No. 5/19. The residential zone along Caroline Hill Road West and Link Road will likely to be under shadow for most of the days due to the blockage of sunlight by the District Court.

1.2 The District Court largely reduced the visual permeability and ventilation to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) Please refer to the attached photomontage Fig.1, Fig. 2, Fig. 3, Fig. 4 and Zoomed in view of 3D model Fig. 5, Fig.6. The photos have shown clearly the visual and ventilation impact brought about by the two massive blocks to the neighborhood.

b.) As shown in the proposed Conceptual Layout Plan and ES for OZP No. S/H7/19A, a clear building gap of not less than 25m in width shall be provided to facilitate better ventilation within the commercial zone. However, the layout did not consider that the disposition of the District court alternately resulting a narrow gap of less than 25m with the opposite building (Caroline Garden). Given the fact that the opposite building is a residential building, a generous width of more than 25m should be provided to facilitate better ventilation and permeability.

1.3 According to the Conceptual Layout Plan, the existing OVT No. EMSD WCH/1 would be surrounded by the proposed District Court. And due to security reason, the OVT would be fenced off from the public. We strongly object the layout of the proposed District Court, as it did not fully utilize the valuable resources in the community for public enhancement. Please refer to attached drawing no. CHR-Plan2, showing the Conceptual Layout Plan with the OVT being fenced off by the District Court without connection to the public open space.

2. Disposition of the Open Space adjacent to the District Court Block 1

2.1 The Open Space adjacent to the proposed District Court Block 1 at the east bound of the subject site is proposed to be located at 15mPD. However, the level of the adjacent Caroline Hill Road east is at 5.7mPD. With a 10m of level differences, the pedestrian connection to the open space is proposed to be via an elevated link or underground crossing from the commercial development. Clearly, the disposition of the open space did not facilitate easy accessibility by the public, especially for the elderlies and the disabled. In addition, disabled access such as ramp and disabled lift should be provided, which will take up a large part of the narrow open space. As a result, the proposed open space will eventually becoming an isolated, left-over space, located at the far end corner of the site.

2.2 Please refer to attached drawing no. CHR-Plan2, showing the level differences between the proposed open space and the adjacent Caroline Hill Road east.

B. Justification of the Height of the District Court

1. According to the draft plan, the subject site is proposed to rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 135mPD, in order to facilitate the Wan Chai District Court development.

2. According to the development proposal, the total G.F.A of the District Court is 70,000 sq. m. And with reference to the proposed Conceptual Layout Plan for the CHR site(Plan 5), the floor area of the District Court is approx. 5,300m2/fl (Block 1 +Block 2). It is noted that the Judiciary indicated that they would not accept a district court of reduced area not fully meeting its functional and operational requirements. Therefore, the floor area cannot be substantially reduced in achieving a taller building. In this regard, the maximum no. of floors of the District Court should be maximum 13 storeys.

3. Below is the table showing the comparison of the development data between the proposed District Court, the existing Wan Chai District Court and the West Kowloon Law Court. It is noted that, with a similar floor area and total G.F.A comparing with the proposed District Court, the West Kowloon Law Court is only 11 storeys high, which is only around 60m tall. Therefore, it is not justify to rezone the maximum building height of G/IC to 135mPD.

	Proposed District Court	Existing Wanchai District Court	West Kowloon Law Court
Site Area (m2)	10,620.00	2,189.30	7,509.00
G.F.A. (m2)	70,000.00	30,776.20	60,320.00
Floor Area (m2/floor)	District Court 1+ District Court 2= 5300 (Approx)	N/A	5483.6
Building Height (m)	135	50 (Approx)	60 (Approx)
	No. of storey = To be determined	No. of storeys = 14	No. of storeys = 11

C. Schedule of Uses as attached to Wong Nai Chung OZP No.S/H7/19A

Hotel is falling in Column 1 (Uses always permitted) under Commercial zone. We strongly object this item as Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.

D. Justification of a new access road across the site

According to the conceptual scheme, a new access road is proposed across the site in a northeast-southwest direction to serve the commercial development and the District Court.

1. One major road to serve pedestrian and vehicular access to both commercial development and District Court is considered to be inefficient. We are especially concerned that as mentioned in the planning documents, detailed design shall be subject to the future developer of the commercial development to accommodate the vehicles waiting to enter the carpark.

2. We strongly opposed the provision of a new access road, as the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. Even though the access road is built, the extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road within the site will only impose burden on the existing road network, and in turn creating more bottlenecks. The new access road not only could not alleviate the already overloaded traffic in the area, but in a way further worsened the situation.

E. Proposed amendments to the draft plan

Based on the above concerns, we would like to submit our proposed amendments to the draft plan. We have come up in two proposals, namely Scheme B and Scheme C, for your further consideration.

Scheme B *(Please refer to attached drawing no. SchemeB-Plan)*

Merits of the proposed amendments to the draft plan:

(a) enhance sunlight penetration, ventilation and visual openness to the neighborhood;
(b) ensure the open space to be easily accessed by the public;
(c) address the shortfall in local open space to serve the immediate local community;
(d) add value to the development by incorporating the OVT to the public open space;
(e) reduce the traffic impact to the surrounding area;
(f) further strengthened the security of the District Court;
(g) allow easy accessibility to the District Court

1. According to the conceptual layout plan, the commercial development will be comprised of two commercial towers. In order to free up more public open space to serve the local community, we proposed that the twin commercial tower (28-35 storeys) to be replaced by a 35 storeys single tower. Given the total GFA of 100,000m2 and 135m height restriction being unchanged, the typical floor area shall be 3,000m2 approx. The commercial tower will be located at the west portion of the site because of its (i) close proximity to the commercial zone (ii) direct access to pedestrian crossing at Leighton Road (iii) least disturbance to the Residential Zone along Caroline Hill Road.

2. To address the traffic issue, we proposed that traffic diversion should be carried out in three layers:

   1.) Reduce the number of vehicles travelling and snarling above ground by diverting them to the underground once they have reached the site. We proposed that vehicular access to the development will be via underground carpark.
   2.) Vehicular access to different buildings serving different functions should be diverted and separated. We proposed that the underground carpark will be split up for commercial and District Court separately in order to reduce burden on one major access. Moreover, the security of District Court could be further strengthened as well. Ingress/egress of vehicular traffic to the commercial development will be via the western site access to underground; ingress/egress to the district court be via the eastern site access to underground.

3.) We observed that one of the major reason of traffic congestion is due to long queue of hourly parking vehicles, usually taking up one traffic lane. We proposed to introduce a separate access point of hourly parking vehicles at the western portion of the site, whereas public transportation, loading/unloading and monthly parking shall be diverted to another access point.

3. Pedestrian access to the commercial development shall be provided at-grade in the western portion fronting the pedestrian crossing at Leighton Road. For the District Court, road improvement and widening works will be implemented at the eastern portion along Caroline Hill Road. Pedestrian access will be provided at-grade to the entrance lobby of the District Court at Caroline Hill Road east.

4. By locating the District Court at the northern portion fronting Leighton Road and Caroline Hill Road east, public access to the District Court could be further enhanced.

5. By providing separate pedestrian and vehicular entrance of the District Court from the Commercial development, the security of the District Court could be further strengthen.

6. Provision of a large and continuous Open Space

6.1 By removing one commercial tower and the access road, the area of the open space can be largely increased. We proposed that not less than 8000 sq.m. i.e. approx.30% of the total site area (26,583m2) shall be provided for public open space.

6.2 The level of the open space at southern portion is at 13mPD, while the adjacent Caroline Hill Road West is at 13-13.5mPD, which is actually at-grade level. This revised layout can ensure easy accessibility by the public.

6.3 Unlike the draft plan with the open space located at the far end corner of Caroline Hill Road east, resulting a left-over isolated space, this revised layout can allow the open space to serve as an extension and a continuous green belt to the adjacent neighborhood. And by incorporating the existing OVT No. EMSD WCH/1 to the open space, such valuable resources can add value to the community and to enhance public enjoyment.

6.4 It is noted that a revised conceptual layout plan (Plan FC-3) attached to the planning document has been trying to address the issue of set back from Caroline Hill Road west. However, the layout would result in an even more Isolated, gloomy and narrow open space at eastbound, being surrounded by concrete walls of the District Court. Moreover, the "open space" created from this set back at Caroline Hill Road west cannot be served for public use due to

security reason. Similarly, the OVT being fenced off by the District Court also cannot be incorporated into the public open space due to security reason.

6.5 In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Boardwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site and the District Court as shown in attached drawing no. SchemeB-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A.***
   Schedule of uses: Commercial
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A***
   "...To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided <u>at-grade in the southern portion facing Caroline Hill Road and at-grade in the western portion fronting Leighton Road. A setback of not less than 40m in width from the southwestern site boundary shall be implemented, where no structure above ground level can be constructed beyond this setback line.</u> The future developer will be required to submit a landscape plan under lease. <u>The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and</u> the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved....")

Scheme C (Please refer to attached drawing no. SchemeC-Plan)

To further address the inadequacies in the government's plan, including underestimated traffic situation, overoptimistic commercial land demand forecast, and undermined potential of the open space, we hereby propose a further improvement scheme.

We propose to lower the scale of the commercial development, by removing the proposed 10,000m^2 retail space. As we can see from the development of Times Square, their shopping mall attract a lot of people, roads around Times Square are full of vehicles waiting for parking space. Therefore, we can foresee the commercial development of Wong Nai Chung Outline Zoning Plan No. S/H7/19 will also attract a lot of people to come, and there is only 125 parking spaces according to current proposal which obviously can't fulfil all needs. Vehicles will retard in Caroline Hill Road, Leighton Road, Pennington Street, Sunning Street, Yun Ping Road, Lan Fong Road and Lee Garden Road etc. while they are waiting for available parking space, which will resulted in a huge traffic jam. Therefore, we propose to lower the scale of commercial development, hoping that can reduce the impact to the traffic to nearby area.

Besides S/H7/19, there are five commercial development projects carrying or will carry on in Causeway Bay, they are The Excelsior, Radiant Centre, No.42-44 Yiu Wa Street, Lee Garden Three, Crowne Plaza Hong Kong Causeway Bay, which will provide 1,370,031 feet^2 commercial space, and they are all surrounding Wong Nai Chung Outline Zoning Plan No. S/H7/19. In addition, there are two development projects under planning, J Plus Hotel and No. 27, 29 to 31 Sugar Street. So the commercial space supply in Causeway Bay is enough, therefore, we suggested that the number of building should reduce to one block.

In order to have an excellent sunlight penetration and ventilation, the height restriction of the Outline Zoning Plan should be 135m tall.

The public space in Outline Zoning Plan should open to public and managed by Leisure and Cultural Services Department. And the design of the space should fit the actual needs of the community, and more greening elements should be added to the space since various development projects have significantly reduce the green area in Causeway Bay.

The calculation of Gross Floor Area (GFA) of the whole Outline Zoning Plan is based on the GDP growth rate of Hong Kong, but the figures that Government using are from 2017 which can't reflect the actual economic situation of present Hong Kong. The latest data showing the present economic growth of Hong Kong is slowing down which mean the GFA of the whole Outline Zoning Plan should be reduced.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site, the District Court and Open Space as shown in attached drawing no. SchemeC-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial***
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.6of OZP S/H7/19A. Open Space ("O"): Total Area 10.04 ha***
5. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial Item (3) "On land designated "Commercial (2)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 90,000m2, or the gross floor area of the existing building, whichever is the greater, and it shall include the gross floor area of G/IC facilities as required by the Government.***
6. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A***

For the "C(2)" site, development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 90,000m2, with due consideration of the traffic capacity in the area.

Attachments

Drawing no. CHR-Plan1
Drawing no. CHR-Sec1
Fig.1
Fig.2
Fig.3
Fig.4
Fig.5
Fig.6
Drawing no. CHR-Plan2
Drawing no. SchemeB-Plan
Drawing no. SchemeB-OZP
Drawing no. SchemeC-Plan
Drawing no. SchemeC-OZP

Signature: [illegible]

Name: CHENG KIT KING PEGGOTY

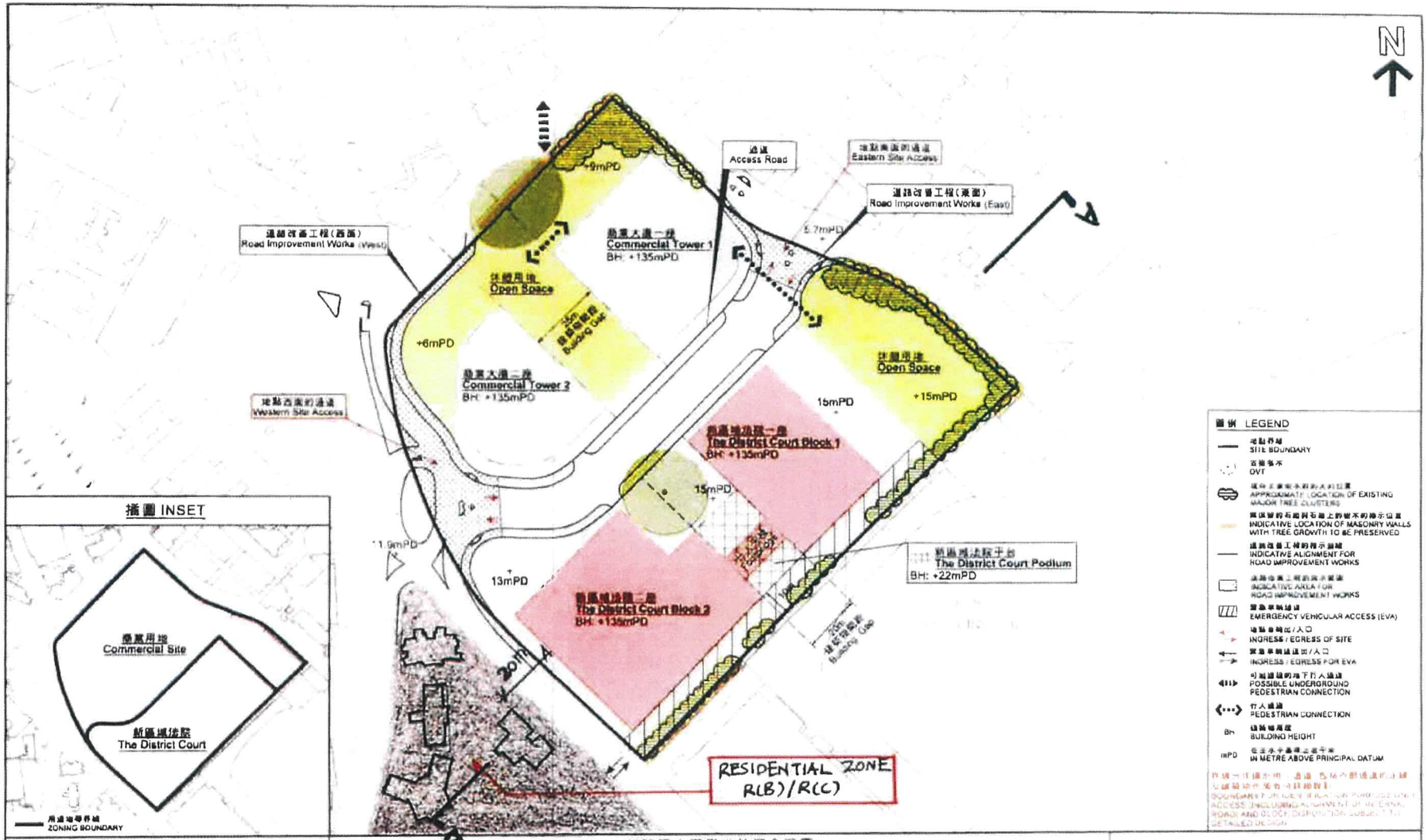
Name of Estate: Butler Towers

Position: CHAIRMAN

Email [redacted]

Date: July 22 2019

HKID# [redacted]



本圖是根據2019年2月28日製備，所根據的資料為測量圖編號 11-SW-158

EXTRACT PLAN PREPARED ON 28.2.2019 BASED ON SURVEY SHEET No 11-SW-158

加路連山道用地的概念藍圖

CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地作商業用途及新區城法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE: 1 : 1,200 比例尺

METRES 20 0 20 40 60 80 METRES

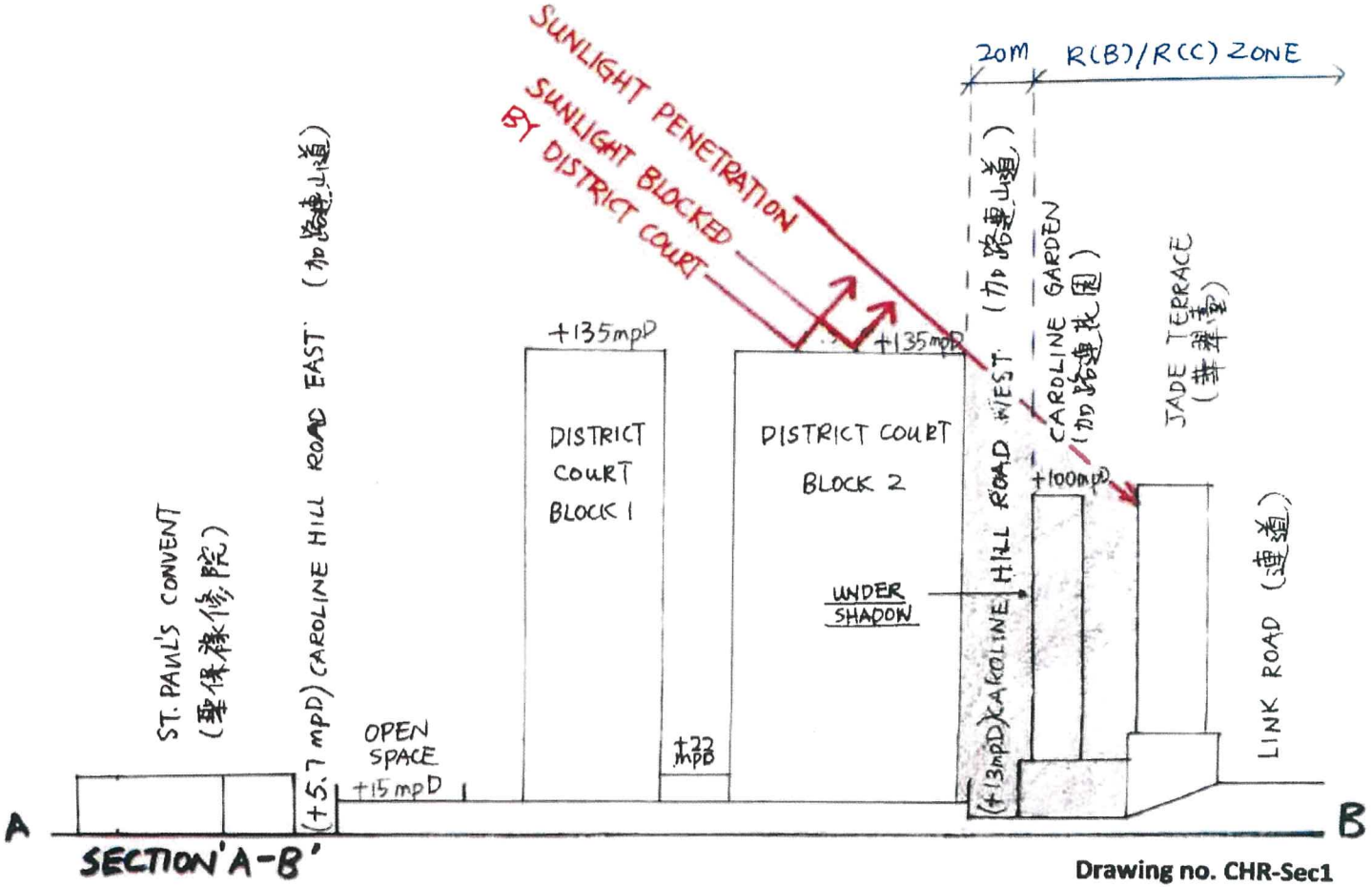
規劃署

PLANNING DEPARTMENT

參考編號 REFERENCE No

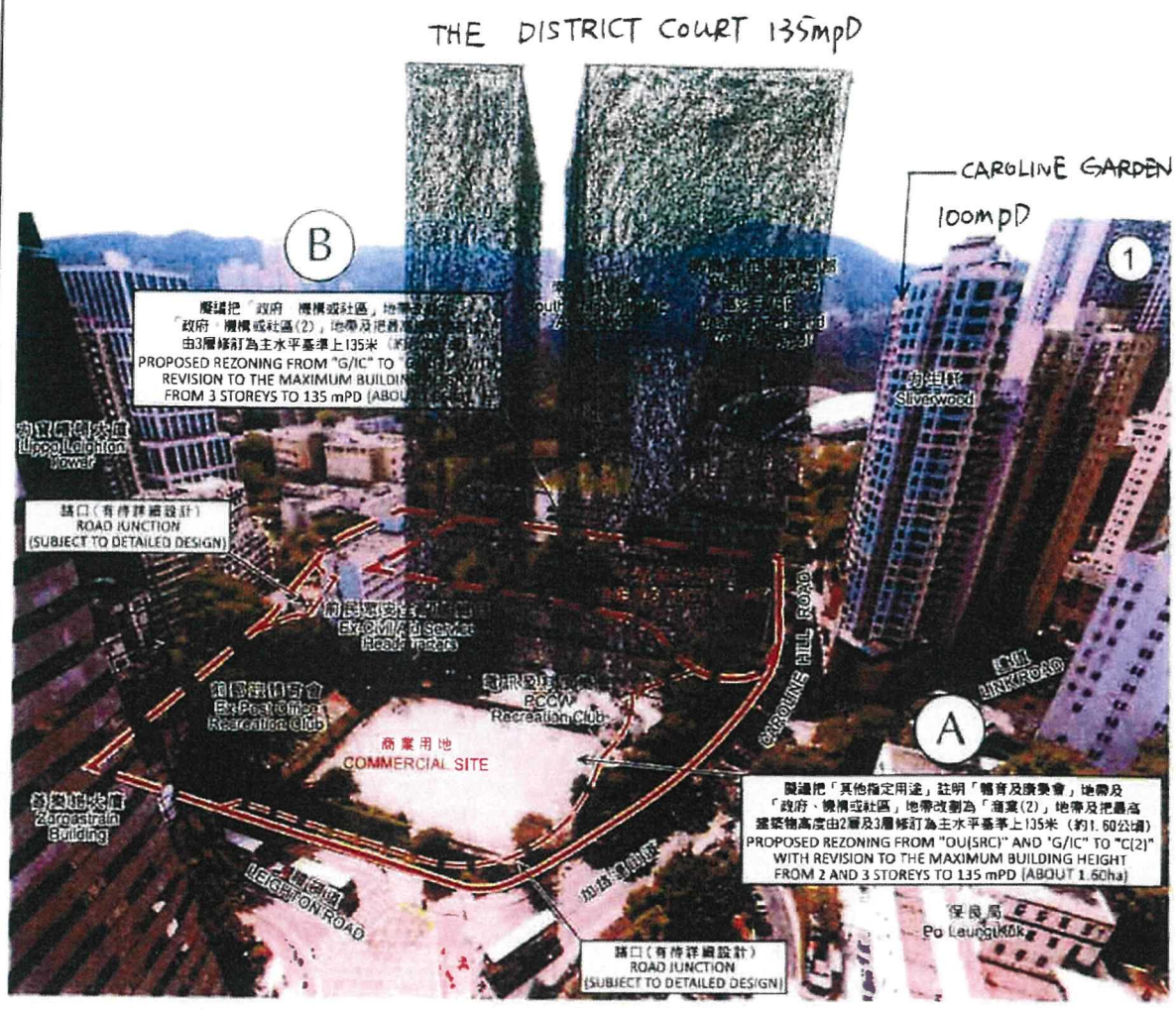
圖 PLAN

Drawing no. CHR-Plan1



SECTION 'A-B'

Drawing no. CHR-Sec1



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月28日擬備，所根據的資料為攝於2018年5月16日的實地照片 PLAN PREPARED ON 28.2.2019 BASED ON SITE PHOTO TAKEN ON 16.5.2018	實地照片 SITE PHOTO 重新發展鯉魚門加路連山道用地作商業用途及新區域法院 REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT	規劃署 PLANNING DEPARTMENT 參考編號 REFERENCE No. M/H7/19/3 圖 PLAN Fig.1

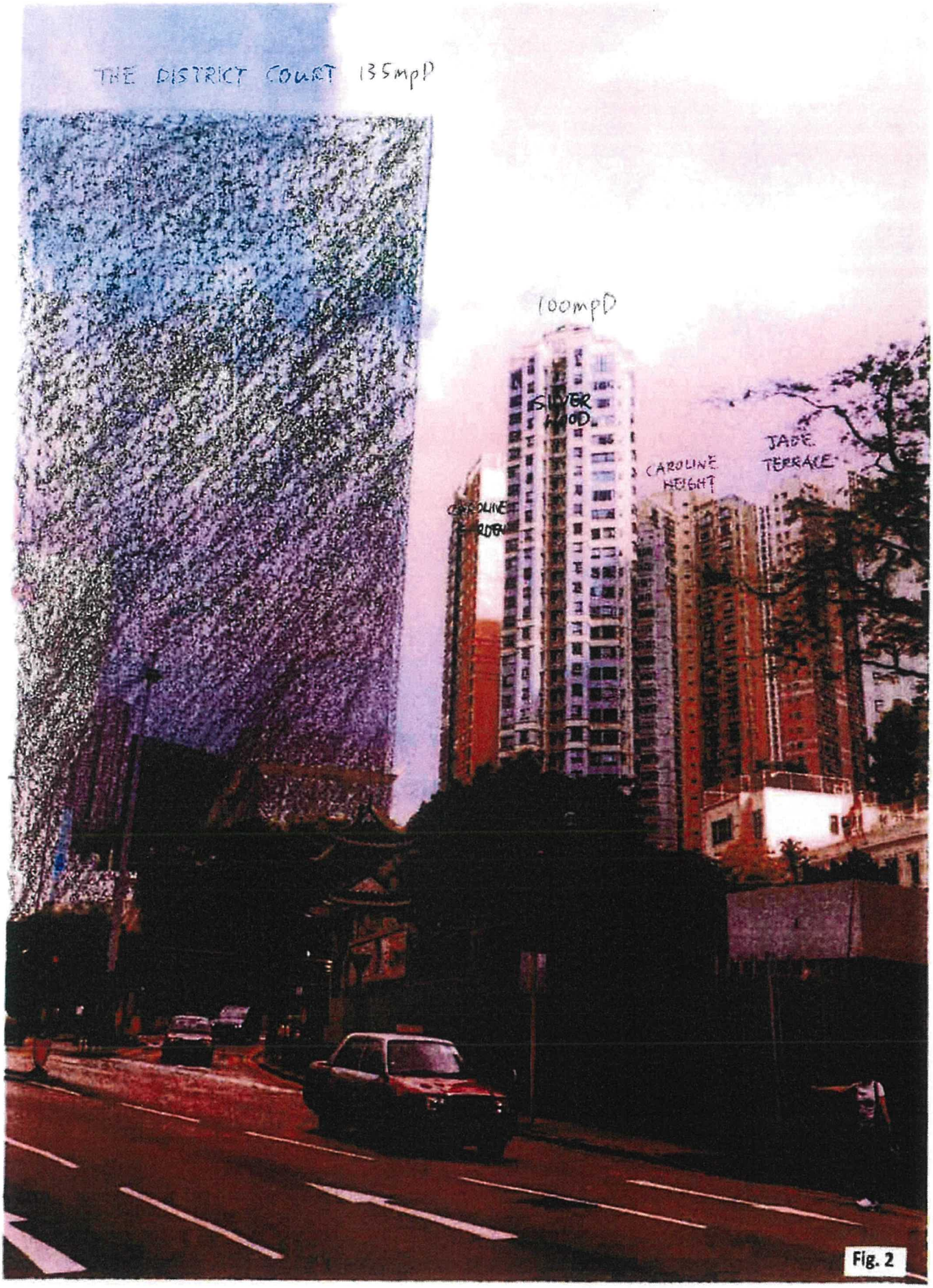

THE DISTRICT COURT 135mpD
100mpD
SILVER WOOD
CAROLINE HEIGHT
JADE TERRACE

Fig. 2

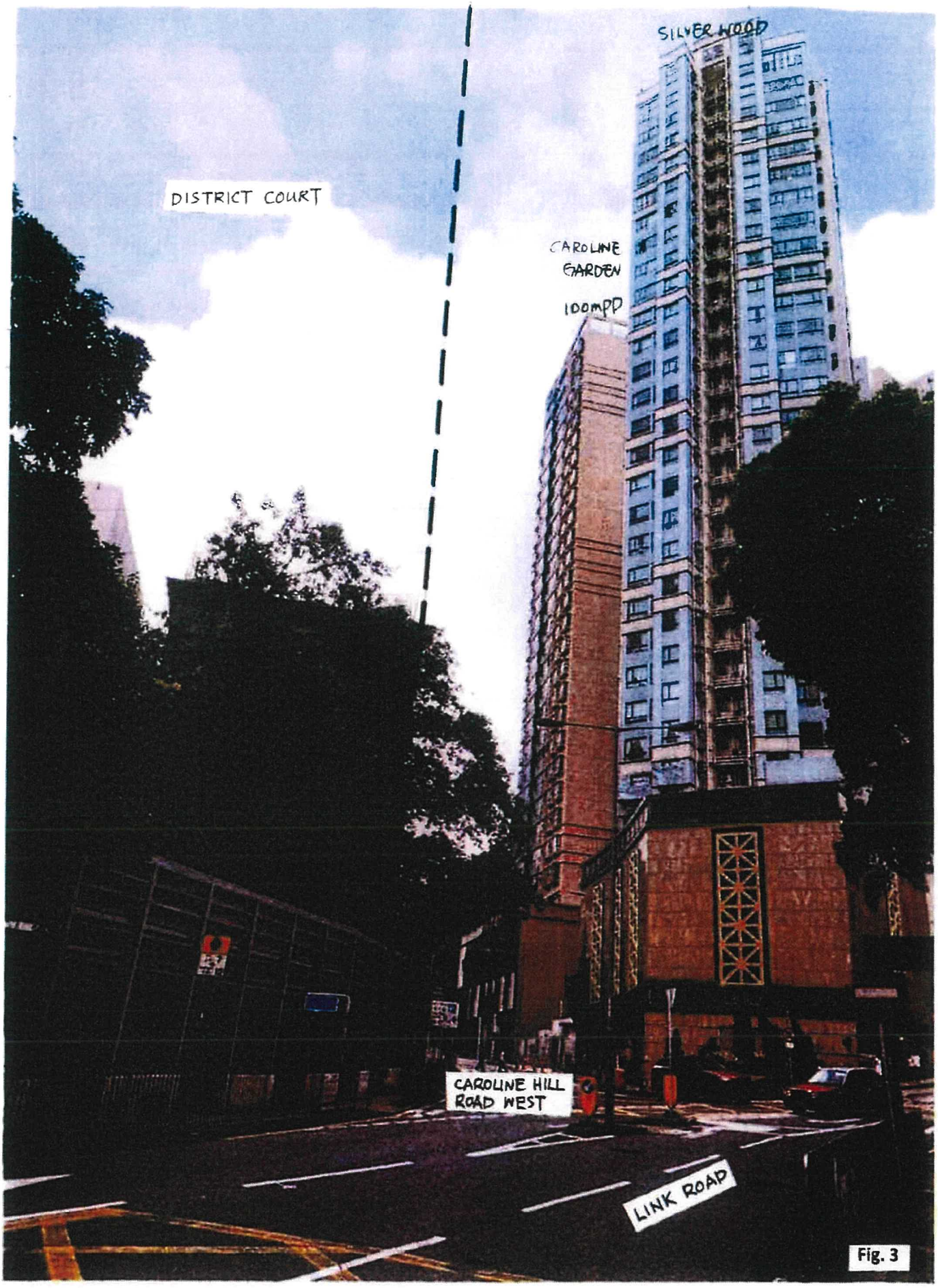

SILVER WOOD
DISTRICT COURT
CAROLINE GARDEN
100mPD
CAROLINE HILL ROAD WEST
LINK ROAD

Fig. 3

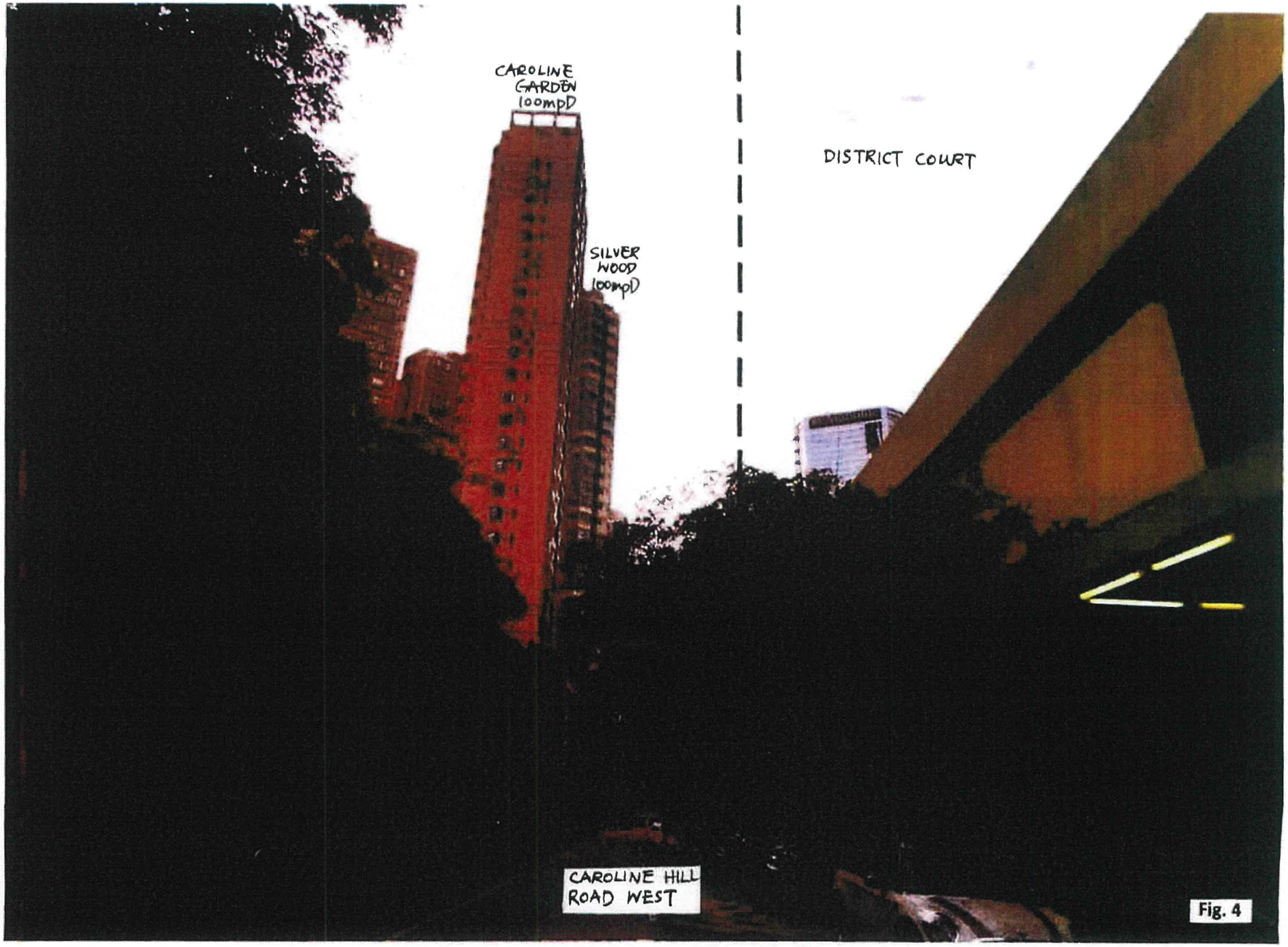

CAROLINE
GARDEN
100mpD
SILVER
WOOD
100mpD
DISTRICT COURT
CAROLINE HILL
ROAD WEST

Fig. 4

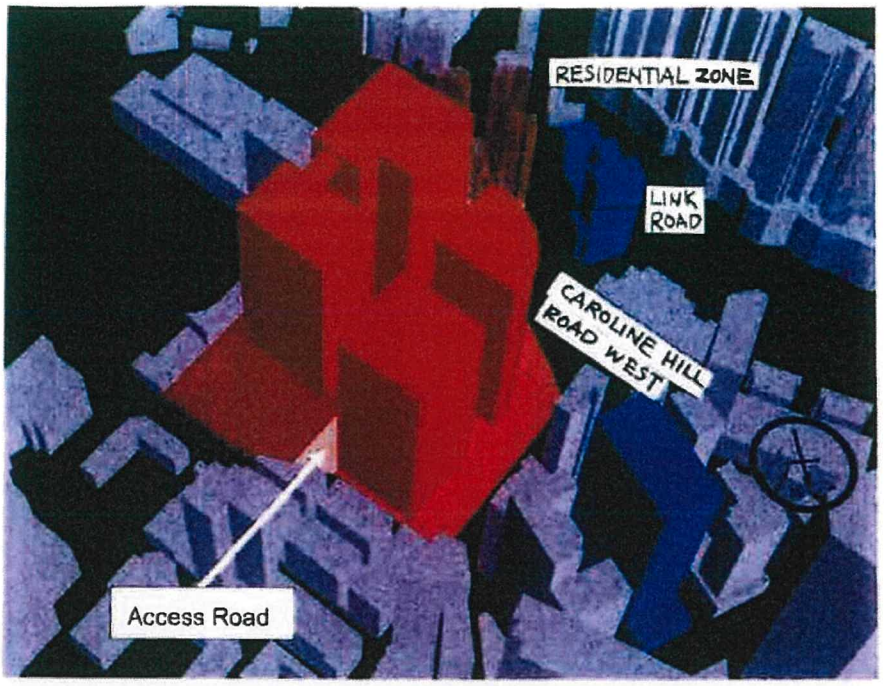


Figure 20 Zoomed-in view of 3D model for the Optional Scheme from north

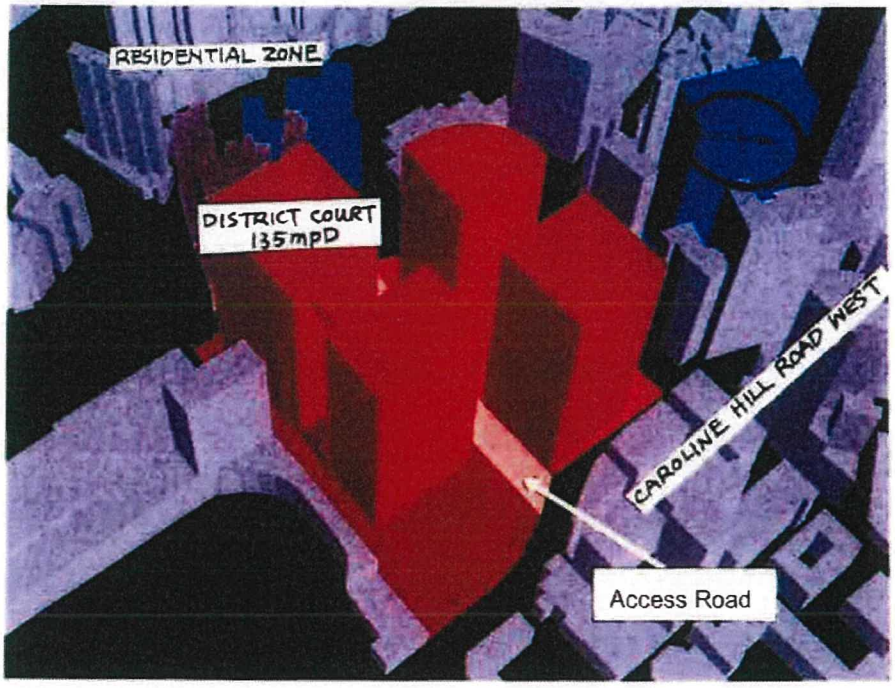


Figure 21 Zoomed-in view of 3D model for the Optional Scheme from east

WRT

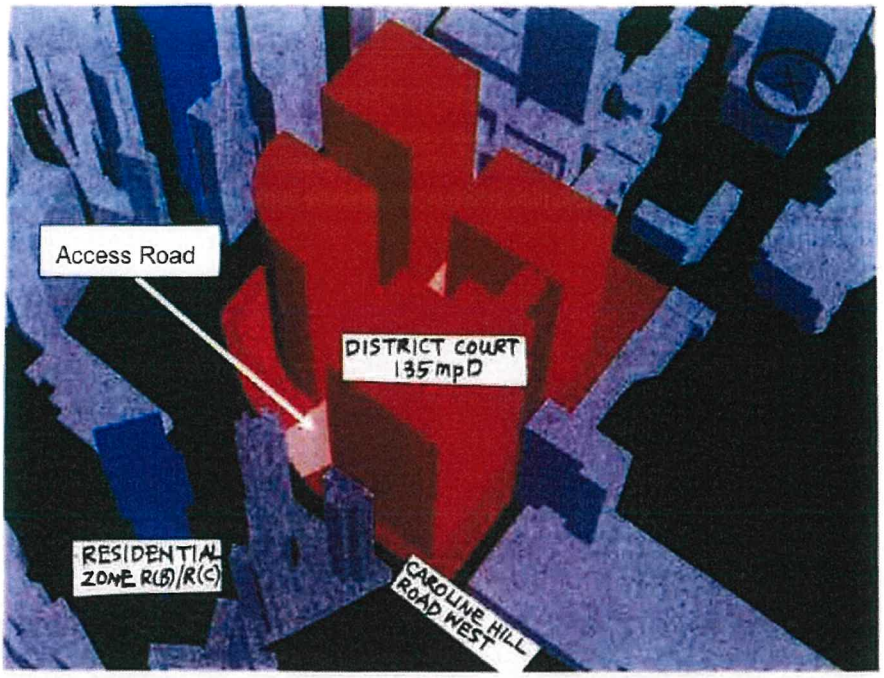


Figure 22 Zoomed-in view of 3D model for the Optional Scheme from south

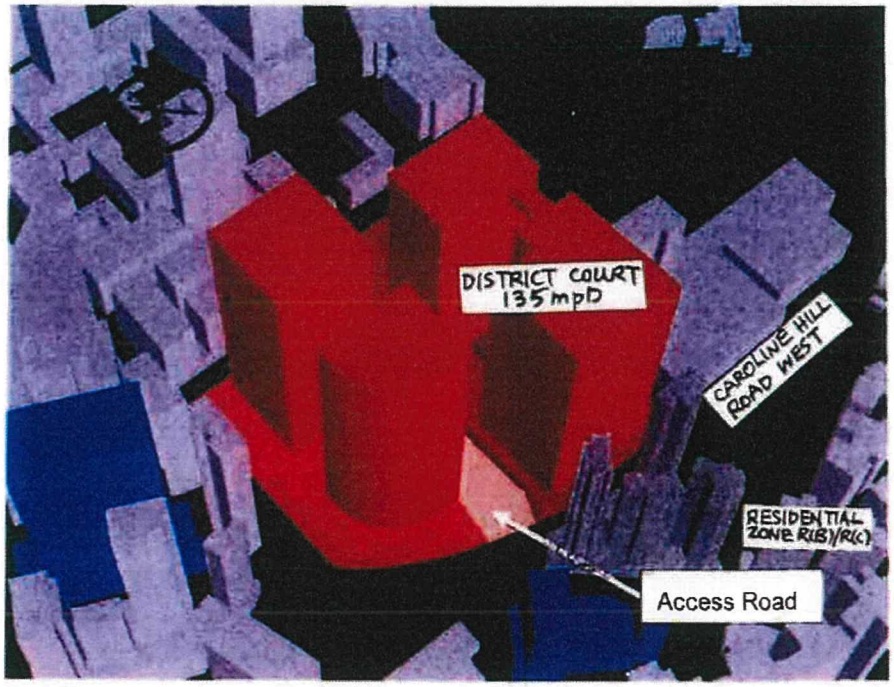
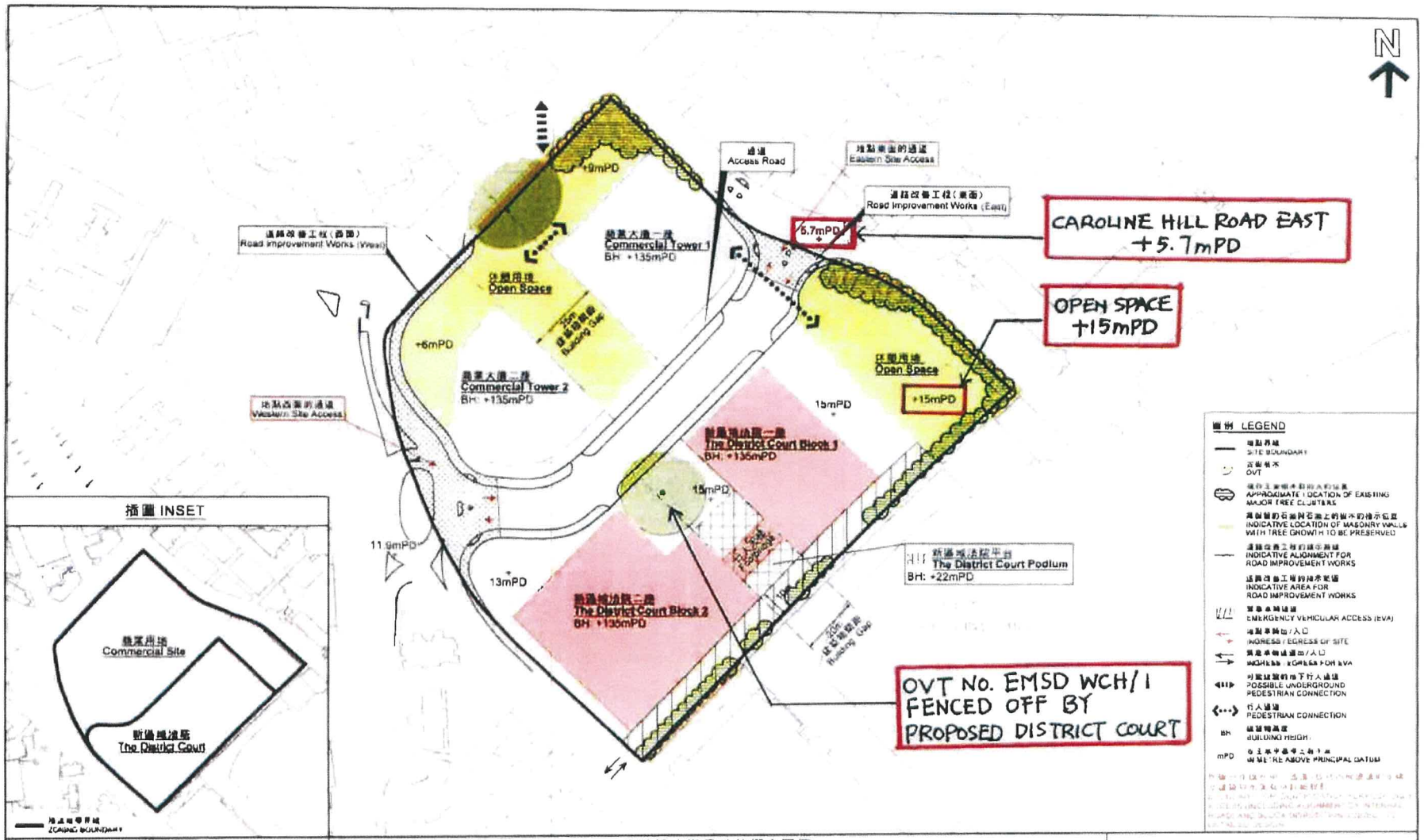


Figure 23 Zoomed-in view of 3D model for the Optional Scheme from west



本圖是根據2019年2月28日製備，所根據的資料為測量圖編號 11-SW-15B

EXTRACT PLAN PREPARED ON 28 2 2019 BASED ON SURVEY SHEET No 11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 1,250 比例尺

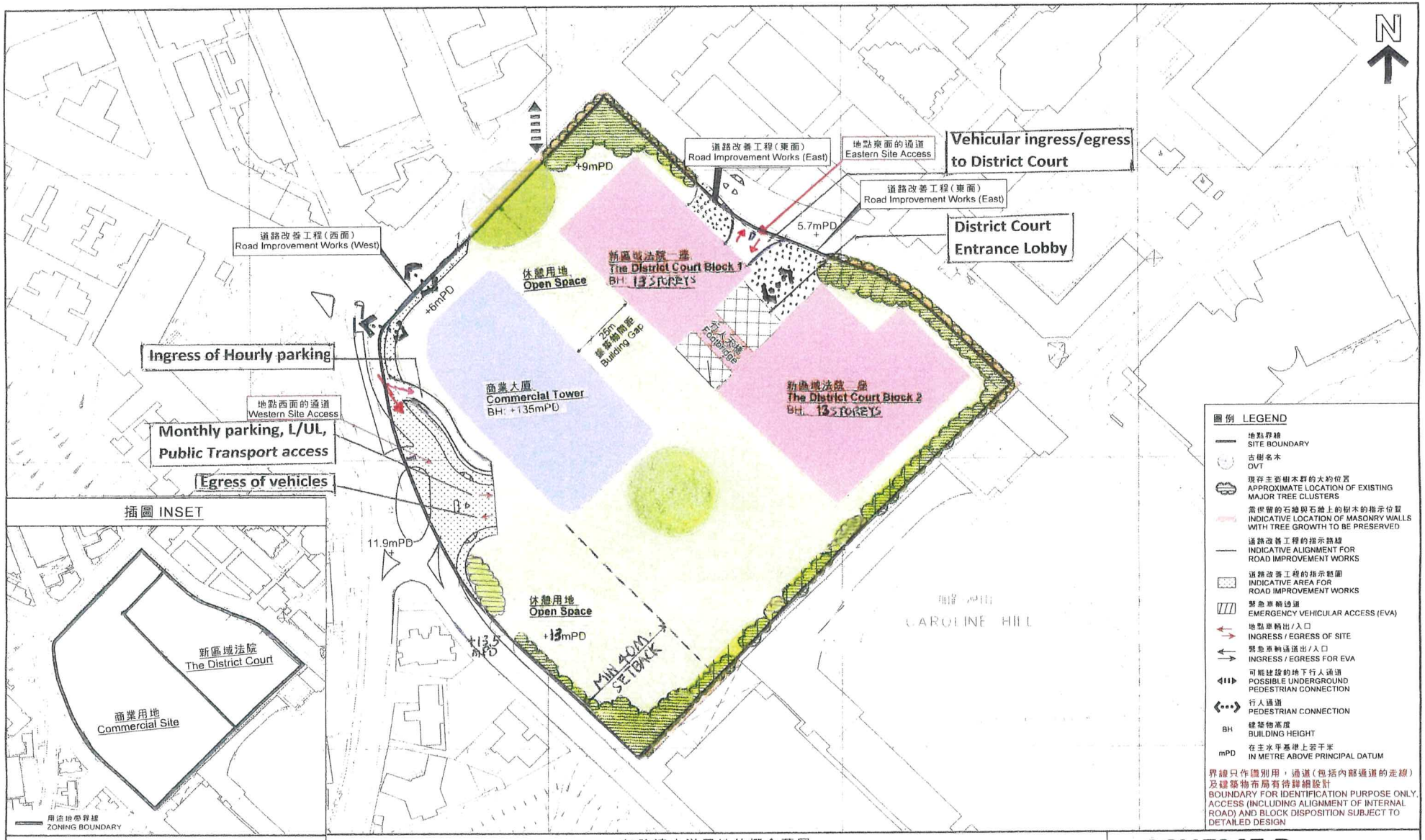
METRES 20 0 20 40 60 80 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No

圖 PLAN

Drawing no. CHR-Plan2



本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
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重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

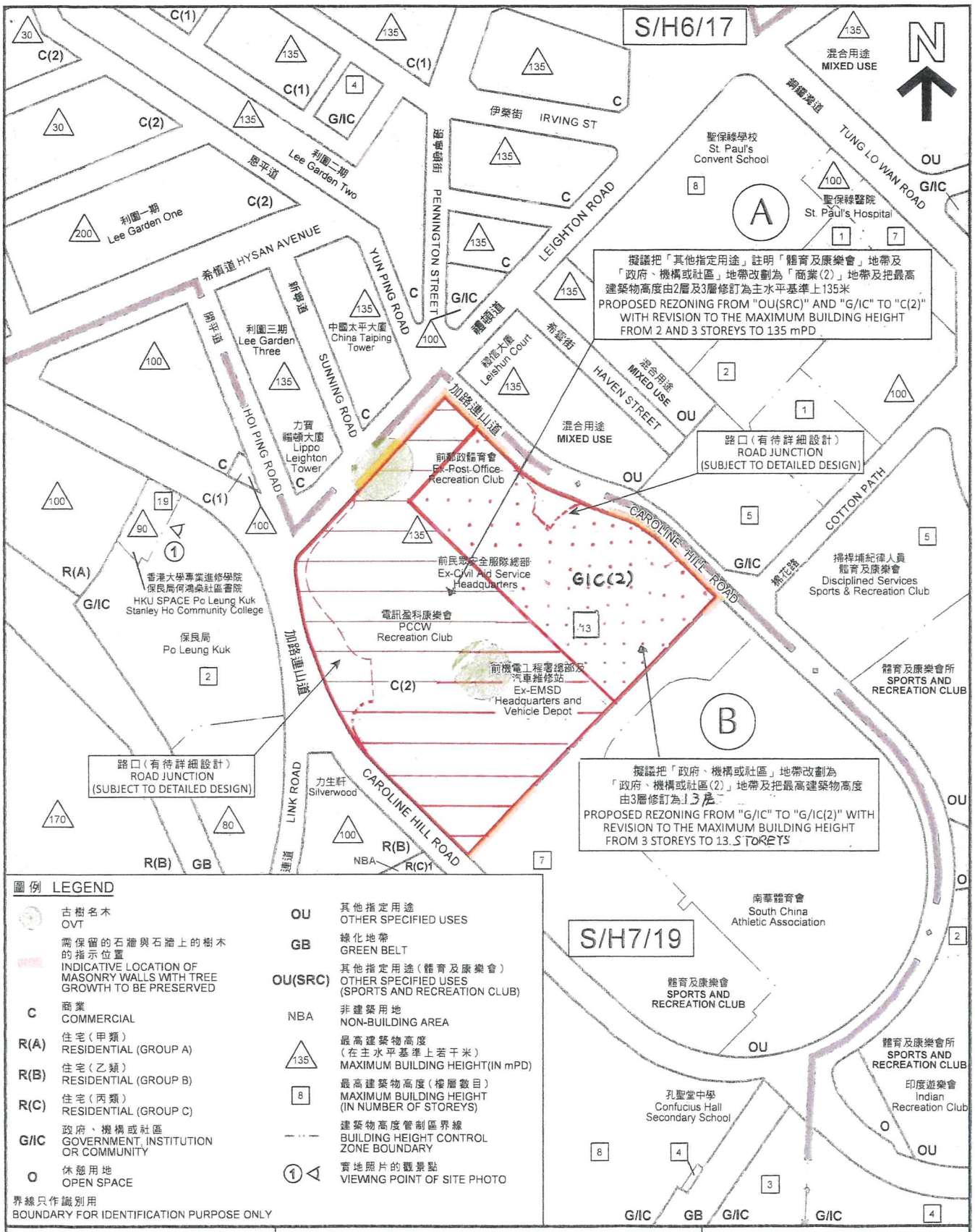
SCALE 1 : 1 200 比例尺

METRES 20 0 20 40 60 80 METRES

SCHEME B

DRAWING NO.

SchemeB-Plan



圖例 LEGEND

古樹名木 OVT	
需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED	
C	商業 COMMERCIAL
R(A)	住宅(甲類) RESIDENTIAL (GROUP A)
R(B)	住宅(乙類) RESIDENTIAL (GROUP B)
R(C)	住宅(丙類) RESIDENTIAL (GROUP C)
G/IC	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
O	休憩用地 OPEN SPACE
OU	其他指定用途 OTHER SPECIFIED USES
GB	綠化地帶 GREEN BELT
OU(SRC)	其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
NBA	非建築用地 NON-BUILDING AREA
135	最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)
8	最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
— · · —	建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY
①	實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
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本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號 11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME B

DRAWING NO.

SchemeB-OZP

本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

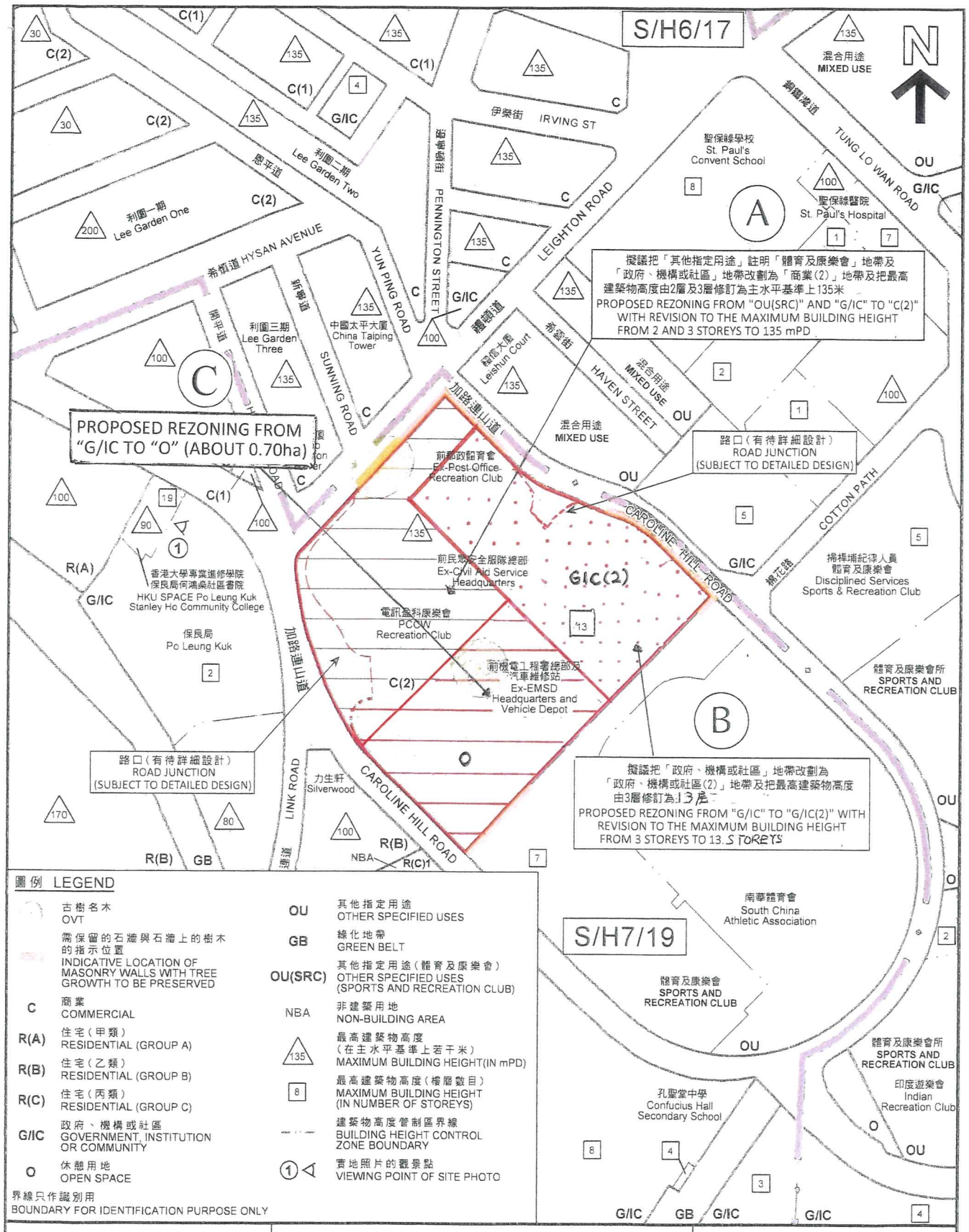
SCALE 1 : 1 200 比例尺

米 METRES 20 0 20 40 60 80 米 METRES

SCHEME C

DRAWING NO.

SchemeC-Plan



圖例 LEGEND

古樹名木 OVT	
需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED	
C 商業 COMMERCIAL	
R(A) 住宅(甲類) RESIDENTIAL (GROUP A)	
R(B) 住宅(乙類) RESIDENTIAL (GROUP B)	
R(C) 住宅(丙類) RESIDENTIAL (GROUP C)	
G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY	
O 休憩用地 OPEN SPACE	
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OU(SRC) 其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)	
NBA 非建築用地 NON-BUILDING AREA	
135 最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)	
8 最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	
建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY	
1 實地照片的觀景點 VIEWING POINT OF SITE PHOTO	

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號 11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME C

DRAWING NO.

SchemeC-OZP

22nd July, 2019

TPB/R/S/H7/20-23

Town Planning Board

15/F, North Point

Government Offices,

333 Java Road,

North Point

Dear Sir/Madame,

Re: Proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

We refer to the proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A, and would like to raise our objections and our proposed amendments to the Town Planning Board, as shown in the attached documents and attachments, for your consideration.

Thank you for your attention.

Yours sincerely,

Chairman of the Owners Corporation Committee

RECEIVED
24 JUL 2019
Town Planning Board

We refer to MCP Paper No. 5/19 for consideration by The Metro Planning Committee on 3.5.2019, regarding further consideration of proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A, and would like to make a representation to the Town Planning Board in respect of the draft plan and the revised Explanatory Statement(ES) on the following issues:

A. Justification on the Disposition of District Court and adjacent Open Space

1. The disposition of the District Court as shown in the Conceptual Layout Plan did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road West, Link Road and Boardwood Road. Actually, the whole planning document including the technical assessment report, did not take into account of the said Residential Zone. The AVA report only provide limited views. The disposition of the proposed 135m tall District Court will cause extreme negative impact on the sunlight penetration and ventilation, which will adversely affect the health of the residents. We want to stress that whenever there is room for a better planning, a layout just fulfilling the min. requirement of the Building Regulations is not the function of Planning Department and Town Planning Board. This planning proposal is said to be against the aim of the Town Planning Ordinance Cap.131 " To promote the health, safety, convenience and general welfare of the community." We understand that the conceptual Layout Plan only provide the frame work for the scope, height and site area and GFA etc., the detail layout will be subject to future design. However, if the basic framework did not set in a rational and acceptable manner from the very beginning, the future layout will likely to be further deviate from a good planning.

1.1 The disposition of District Court largely reduced the sunlight penetration to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) District Court Block 2 is directly abutting Caroline Hill Road West, leaving only a 20m gap with the opposite building (Caroline Garden). Given the fact that District Court Block 2 is proposed to be 135mPD, whereas Caroline Garden is only 100mPD, therefore, the whole residential block will be under shadow during most of the days. Even worse, the living, dinning, master bedroom and kitchen of the whole block of Caroline Garden are directly facing the proposed District Court Block 2.

b.) Please refer to the attached drawing no. CHR-Plan1 & CHR-Sec1, showing the proposed Conceptual Layout Plan attached to MCP Paper No. 5/19. The residential zone along Caroline Hill Road West and Link Road will likely to be under shadow for most of the days due to the blockage of sunlight by the District Court.

1.2 The District Court largely reduced the visual permeability and ventilation to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) Please refer to the attached photomontage Fig.1, Fig. 2, Fig. 3, Fig. 4 and Zoomed in view of 3D model Fig. 5, Fig.6. The photos have shown clearly the visual and ventilation impact brought about by the two massive blocks to the neighborhood.

b.) As shown in the proposed Conceptual Layout Plan and ES for OZP No. S/H7/19A, a clear building gap of not less than 25m in width shall be provided to facilitate better ventilation within the commercial zone. However, the layout did not consider that the disposition of the District court alternately resulting a narrow gap of less than 25m with the opposite building (Caroline Garden). Given the fact that the opposite building is a residential building, a generous width of more than 25m should be provided to facilitate better ventilation and permeability.

1.3 According to the Conceptual Layout Plan, the existing OVT No. EMSD WCH/1 would be surrounded by the proposed District Court. And due to security reason, the OVT would be fenced off from the public. We strongly object the layout of the proposed District Court, as it did not fully utilize the valuable resources in the community for public enhancement. Please refer to attached drawing no. CHR-Plan2, showing the Conceptual Layout Plan with the OVT being fenced off by the District Court without connection to the public open space.

2. Disposition of the Open Space adjacent to the District Court Block 1

2.1 The Open Space adjacent to the proposed District Court Block 1 at the east bound of the subject site is proposed to be located at 15mPD. However, the level of the adjacent Caroline Hill Road east is at 5.7mPD. With a 10m of level differences, the pedestrian connection to the open space is proposed to be via an elevated link or underground crossing from the commercial development. Clearly, the disposition of the open space did not facilitate easy accessibility by the public, especially for the elderlies and the disabled. In addition, disabled access such as ramp and disabled lift should be provided, which will take up a large part of the narrow open space. As a result, the proposed open space will eventually becoming an isolated, left-over space, located at the far end corner of the site.

2.2 Please refer to attached drawing no. CHR-Plan2, showing the level differences between the proposed open space and the adjacent Caroline Hill Road east.

B. Justification of the Height of the District Court

1. According to the draft plan, the subject site is proposed to rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 135mPD, in order to facilitate the Wan Chai District Court development.

2. According to the development proposal, the total G.F.A of the District Court is 70,000 sq. m. And with reference to the proposed Conceptual Layout Plan for the CHR site(Plan 5), the floor area of the District Court is approx. 5,300m2/fl (Block 1 +Block 2). It is noted that the Judiciary indicated that they would not accept a district court of reduced area not fully meeting its functional and operational requirements. Therefore, the floor area cannot be substantially reduced in achieving a taller building. In this regard, the maximum no. of floors of the District Court should be maximum 13 storeys.

3. Below is the table showing the comparison of the development data between the proposed District Court, the existing Wan Chai District Court and the West Kowloon Law Court. It is noted that, with a similar floor area and total G.F.A comparing with the proposed District Court, the West Kowloon Law Court is only 11 storeys high, which is only around 60m tall. Therefore, it is not justify to rezone the maximum building height of G/IC to 135mPD.

	Proposed District Court	Existing Wanchai District Court	West Kowloon Law Court
Site Area (m2)	10,620.00	2,189.30	7,509.00
G.F.A. (m2)	70,000.00	30,776.20	60,320.00
Floor Area (m2/floor)	District Court 1+ District Court 2= 5300 (Approx)	N/A	5483.6
Building Height (m)	135	50 (Approx)	60 (Approx)
	No. of storey = To be determined	No. of storeys = 14	No. of storeys = 11

C. Schedule of Uses as attached to Wong Nai Chung OZP No.S/H7/19A

Hotel is falling in Column 1 (Uses always permitted) under Commercial zone. We strongly object this item as Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.

D. Justification of a new access road across the site

According to the conceptual scheme, a new access road is proposed across the site in a northeast-southwest direction to serve the commercial development and the District Court.

1. One major road to serve pedestrian and vehicular access to both commercial development and District Court is considered to be inefficient. We are especially concerned that as mentioned in the planning documents, detailed design shall be subject to the future developer of the commercial development to accommodate the vehicles waiting to enter the carpark.

2. We strongly opposed the provision of a new access road, as the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. Even though the access road is built, the extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road within the site will only impose burden on the existing road network, and in turn creating more bottlenecks. The new access road not only could not alleviate the already overloaded traffic in the area, but in a way further worsened the situation.

E. Proposed amendments to the draft plan

Based on the above concerns, we would like to submit our proposed amendments to the draft plan. We have come up in two proposals, namely Scheme B and Scheme C, for your further consideration.

Scheme B *(Please refer to attached drawing no. SchemeB-Plan)*

Merits of the proposed amendments to the draft plan:

(a) enhance sunlight penetration, ventilation and visual openness to the neighborhood;
(b) ensure the open space to be easily accessed by the public;
(c) address the shortfall in local open space to serve the immediate local community;
(d) add value to the development by incorporating the OVT to the public open space;
(e) reduce the traffic impact to the surrounding area;
(f) further strengthened the security of the District Court;
(g) allow easy accessibility to the District Court

1. According to the conceptual layout plan, the commercial development will be comprised of two commercial towers. In order to free up more public open space to serve the local community, we proposed that the twin commercial tower (28-35 storeys) to be replaced by a 35 storeys single tower. Given the total GFA of 100,000m2 and 135m height restriction being unchanged, the typical floor area shall be 3,000m2 approx. The commercial tower will be located at the west portion of the site because of its (i) close proximity to the commercial zone (ii) direct access to pedestrian crossing at Leighton Road (iii) least disturbance to the Residential Zone along Caroline Hill Road.

2. To address the traffic issue, we proposed that traffic diversion should be carried out in three layers:

   1.) Reduce the number of vehicles travelling and snarling above ground by diverting them to the underground once they have reached the site. We proposed that vehicular access to the development will be via underground carpark.
   2.) Vehicular access to different buildings serving different functions should be diverted and separated. We proposed that the underground carpark will be split up for commercial and District Court separately in order to reduce burden on one major access. Moreover, the security of District Court could be further strengthened as well. Ingress/egress of vehicular traffic to the commercial development will be via the western site access to underground; ingress/egress to the district court be via the eastern site access to underground.

3.) We observed that one of the major reason of traffic congestion is due to long queue of hourly parking vehicles, usually taking up one traffic lane. We proposed to introduce a separate access point of hourly parking vehicles at the western portion of the site, whereas public transportation, loading/unloading and monthly parking shall be diverted to another access point.

3. Pedestrian access to the commercial development shall be provided at-grade in the western portion fronting the pedestrian crossing at Leighton Road. For the District Court, road improvement and widening works will be implemented at the eastern portion along Caroline Hill Road. Pedestrian access will be provided at-grade to the entrance lobby of the District Court at Caroline Hill Road east.

4. By locating the District Court at the northern portion fronting Leighton Road and Caroline Hill Road east, public access to the District Court could be further enhanced.

5. By providing separate pedestrian and vehicular entrance of the District Court from the Commercial development, the security of the District Court could be further strengthen.

6. Provision of a large and continuous Open Space

6.1 By removing one commercial tower and the access road, the area of the open space can be largely increased. We proposed that not less than 8000 sq.m. i.e. approx.30% of the total site area (26,583m2) shall be provided for public open space.

6.2 The level of the open space at southern portion is at 13mPD, while the adjacent Caroline Hill Road West is at 13-13.5mPD, which is actually at-grade level. This revised layout can ensure easy accessibility by the public.

6.3 Unlike the draft plan with the open space located at the far end corner of Caroline Hill Road east, resulting a left-over isolated space, this revised layout can allow the open space to serve as an extension and a continuous green belt to the adjacent neighborhood. And by incorporating the existing OVT No. EMSD WCH/1 to the open space, such valuable resources can add value to the community and to enhance public enjoyment.

6.4 It is noted that a revised conceptual layout plan (Plan FC-3) attached to the planning document has been trying to address the issue of set back from Caroline Hill Road west. However, the layout would result in an even more Isolated, gloomy and narrow open space at eastbound, being surrounded by concrete walls of the District Court. Moreover, the "open space" created from this set back at Caroline Hill Road west cannot be served for public use due to

security reason. Similarly, the OVT being fenced off by the District Court also cannot be incorporated into the public open space due to security reason.

6.5 In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Boardwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site and the District Court as shown in attached drawing no. SchemeB-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial***
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A***
   "...To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided <u>at-grade in the southern portion facing Caroline Hill Road and at-grade in the western portion fronting Leighton Road. A setback of not less than 40m in width from the southwestern site boundary shall be implemented, where no structure above ground level can be constructed beyond this setback line.</u> The future developer will be required to submit a landscape plan under lease. <u>The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and</u> the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved....")

Scheme C (Please refer to attached drawing no. SchemeC-Plan)

To further address the inadequacies in the government's plan, including underestimated traffic situation, overoptimistic commercial land demand forecast, and undermined potential of the open space, we hereby propose a further improvement scheme.

We propose to lower the scale of the commercial development, by removing the proposed 10,000m^2 retail space. As we can see from the development of Times Square, their shopping mall attract a lot of people, roads around Times Square are full of vehicles waiting for parking space. Therefore, we can foresee the commercial development of Wong Nai Chung Outline Zoning Plan No. S/H7/19 will also attract a lot of people to come, and there is only 125 parking spaces according to current proposal which obviously can't fulfil all needs. Vehicles will retard in Caroline Hill Road, Leighton Road, Pennington Street, Sunning Street, Yun Ping Road, Lan Fong Road and Lee Garden Road etc. while they are waiting for available parking space, which will resulted in a huge traffic jam. Therefore, we propose to lower the scale of commercial development, hoping that can reduce the impact to the traffic to nearby area.

Besides S/H7/19, there are five commercial development projects carrying or will carry on in Causeway Bay, they are The Excelsior, Radiant Centre, No.42-44 Yiu Wa Street, Lee Garden Three, Crowne Plaza Hong Kong Causeway Bay, which will provide 1,370,031 feet^2 commercial space, and they are all surrounding Wong Nai Chung Outline Zoning Plan No. S/H7/19. In addition, there are two development projects under planning, J Plus Hotel and No. 27, 29 to 31 Sugar Street. So the commercial space supply in Causeway Bay is enough, therefore, we suggested that the number of building should reduce to one block.

In order to have an excellent sunlight penetration and ventilation, the height restriction of the Outline Zoning Plan should be 135m tall.

The public space in Outline Zoning Plan should open to public and managed by Leisure and Cultural Services Department. And the design of the space should fit the actual needs of the community, and more greening elements should be added to the space since various development projects have significantly reduce the green area in Causeway Bay.

The calculation of Gross Floor Area (GFA) of the whole Outline Zoning Plan is based on the GDP growth rate of Hong Kong, but the figures that Government using are from 2017 which can't reflect the actual economic situation of present Hong Kong. The latest data showing the present economic growth of Hong Kong is slowing down which mean the GFA of the whole Outline Zoning Plan should be reduced.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site, the District Court and Open Space as shown in attached drawing no. SchemeC-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial***
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.6of OZP S/H7/19A. Open Space ("O"): Total Area 10.04 ha***
5. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial Item (3) "On land designated "Commercial (2)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 90,000m2, or the gross floor area of the existing building, whichever is the greater, and it shall include the gross floor area of G/IC facilities as required by the Government.***
6. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A***

For the "C(2)" site, development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 90,000m2, with due consideration of the traffic capacity in the area.

Attachments

Drawing no. CHR-Plan1

Drawing no. CHR-Sec1

Fig.1

Fig.2

Fig.3

Fig.4

Fig.5

Fig.6

Drawing no. CHR-Plan2

Drawing no. SchemeB-Plan

Drawing no. SchemeB-OZP

Drawing no. SchemeC-Plan

Drawing no. SchemeC-OZP

Signature: Daniel H. K. Hui

Name: HUI NGOK HING DANIEL

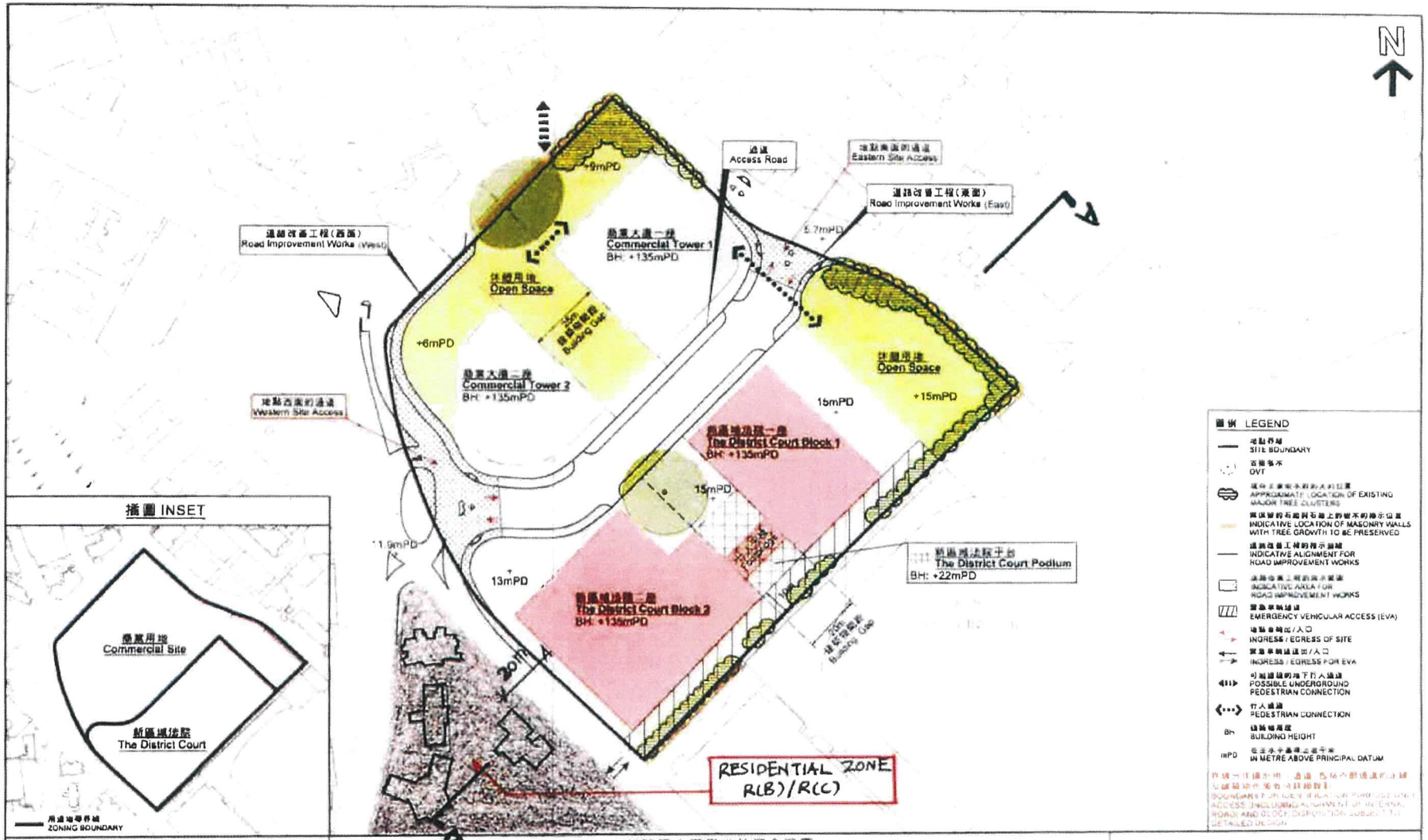
Name of Estate: [redacted]

Position: CHAIRMAN OF THE INCORPORATED OWNER OF CAVENDISH HEIGHTS (BLOCKS 1-7)

Email: [redacted]

Date: 23 - 7 - 2019

HKID: [redacted]



本圖是根據2019年2月28日製備，所根據的資料為測量圖編號 11-SW-158

EXTRACT PLAN PREPARED ON 28.2.2019 BASED ON SURVEY SHEET No 11-SW-158

加路連山道用地的概念藍圖

CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地作商業用途及新區城法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE: 1 : 1,200 比例尺

METRES 20 0 20 40 60 80 METRES

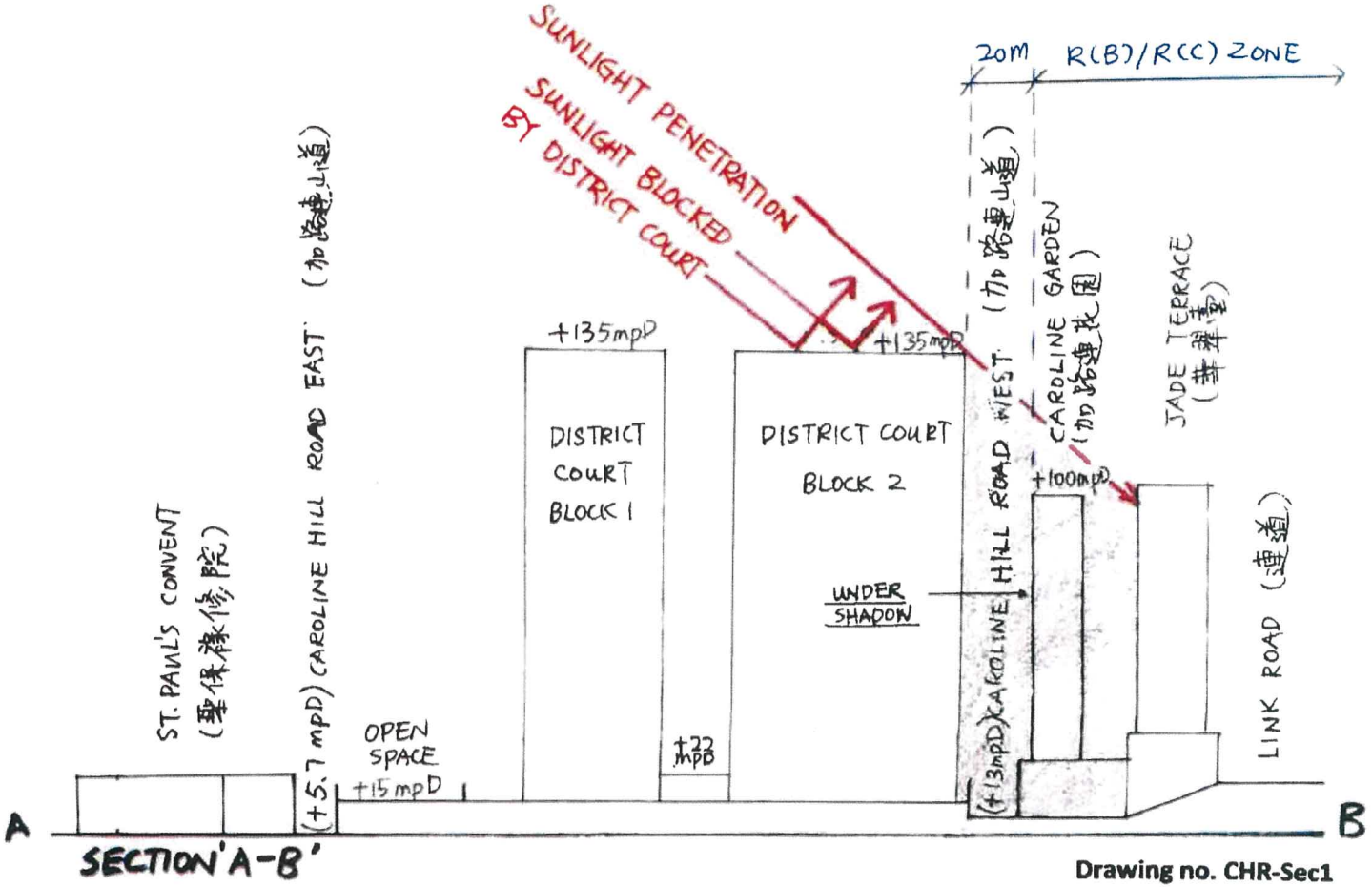
規劃署

PLANNING DEPARTMENT

參考編號 REFERENCE No

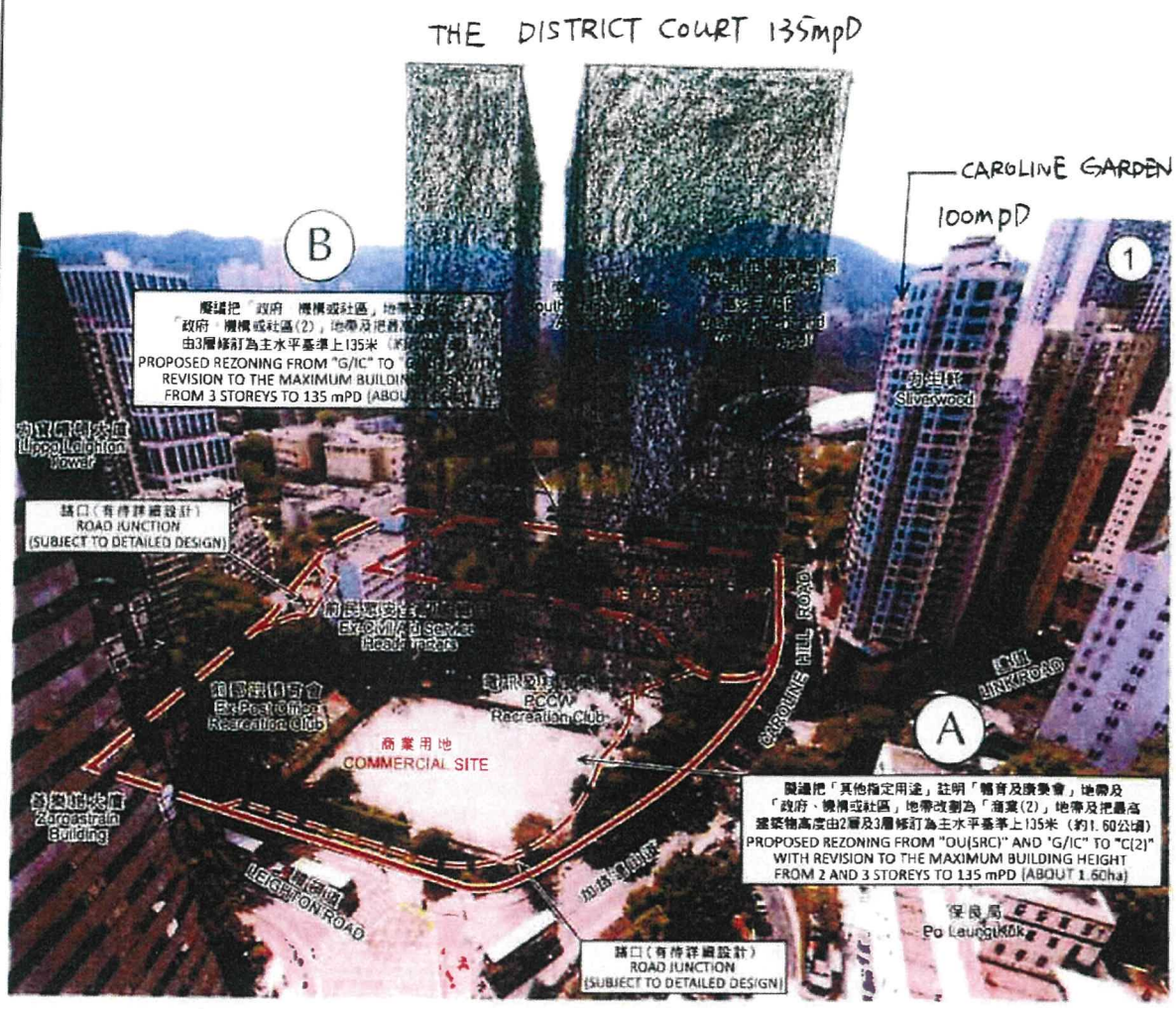
圖 PLAN

Drawing no. CHR-Plan1



SECTION 'A-B'

Drawing no. CHR-Sec1



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月28日擬備，所根據的資料為攝於2018年5月16日的實地照片 PLAN PREPARED ON 28.2.2019 BASED ON SITE PHOTO TAKEN ON 16.5.2018	實地照片 SITE PHOTO 重新發展鯉魚門加路連山道用地作商業用途及新區域法院 REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT	規劃署 PLANNING DEPARTMENT 參考編號 REFERENCE No. M/H7/19/3 圖 PLAN Fig.1

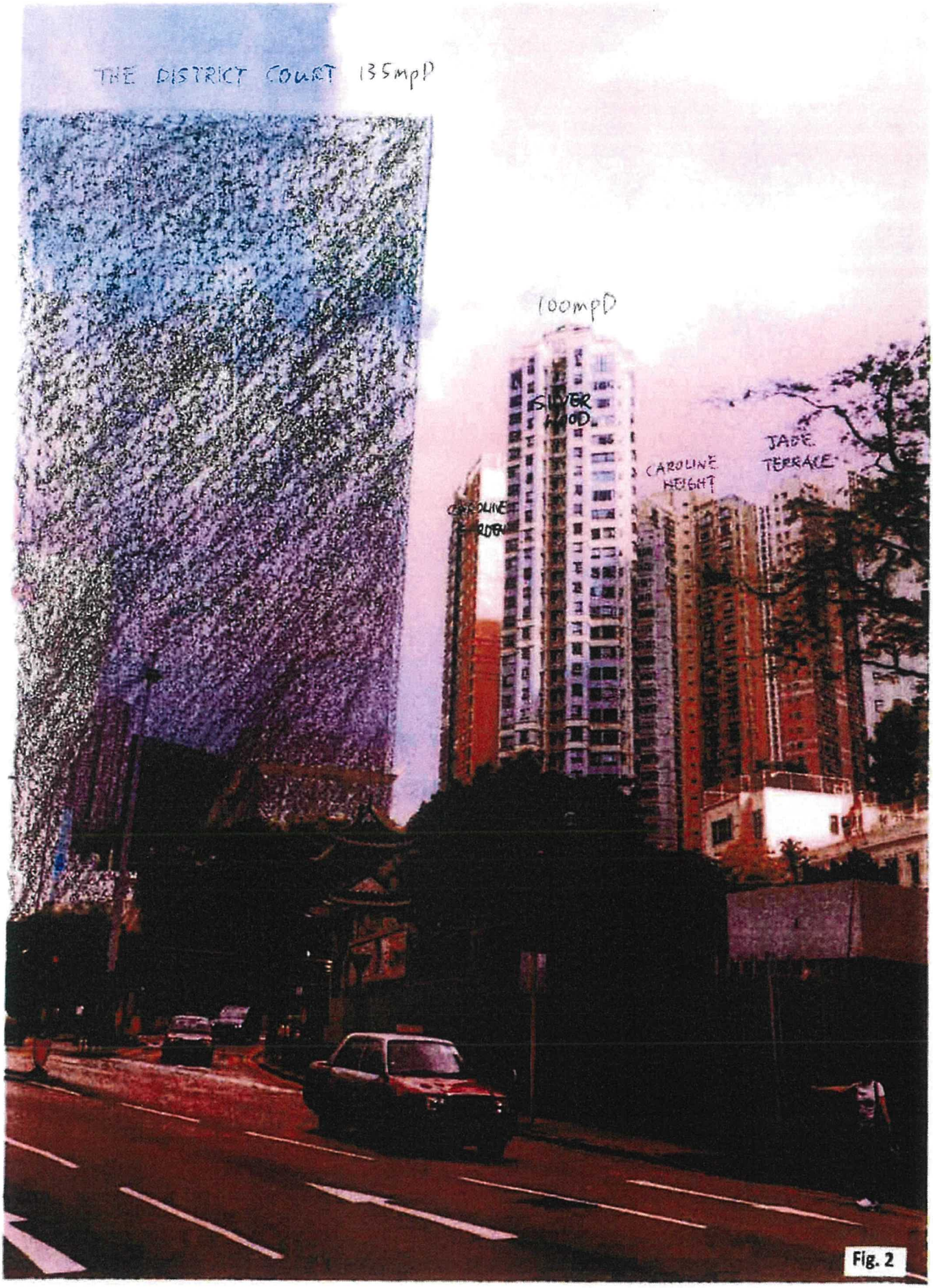

THE DISTRICT COURT 135mpD
100mpD
SILVER WOOD
CAROLINE HEIGHT
JADE TERRACE

Fig. 2

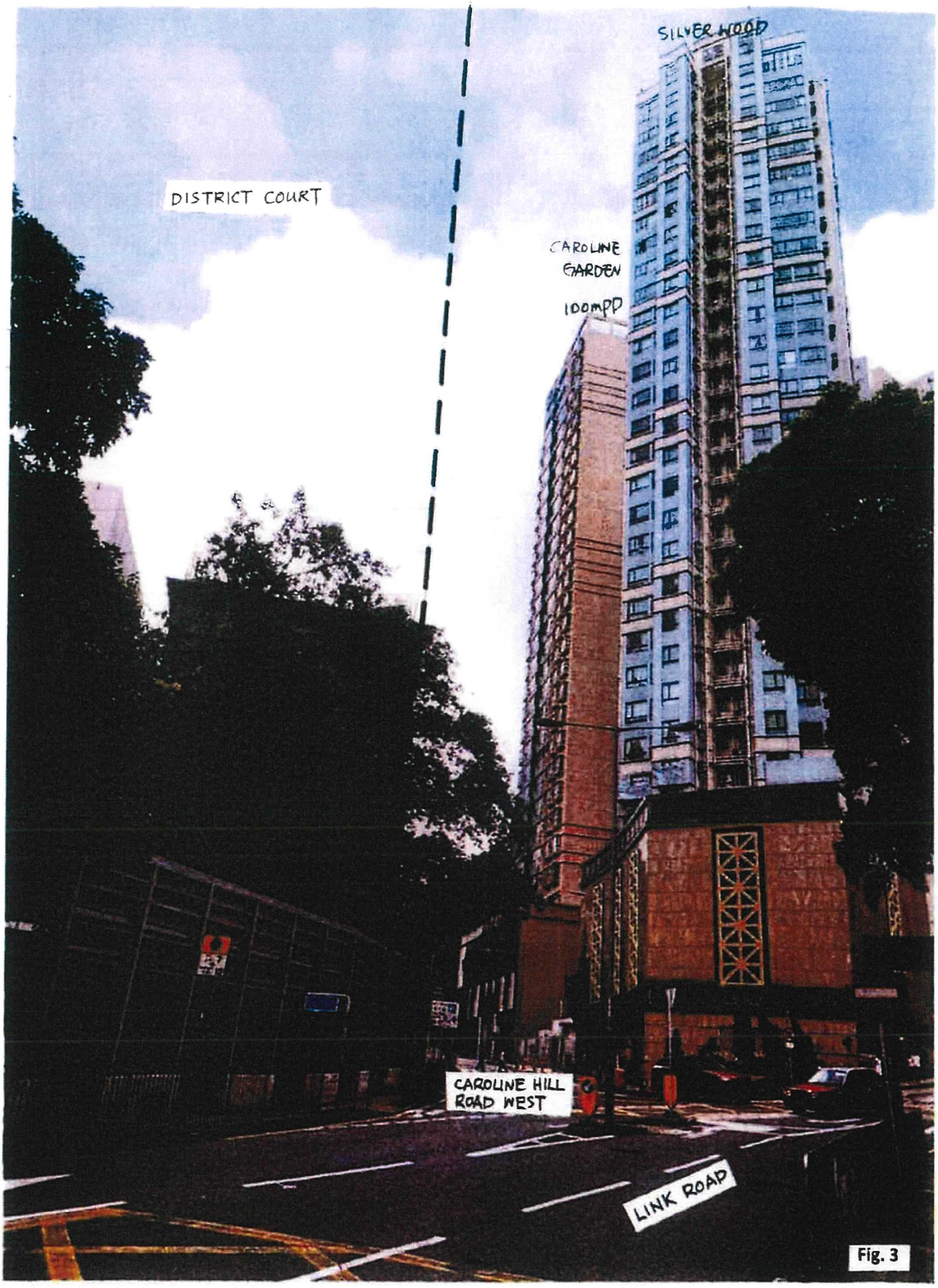

SILVER WOOD
DISTRICT COURT
CAROLINE GARDEN
100mPD
CAROLINE HILL ROAD WEST
LINK ROAD

Fig. 3

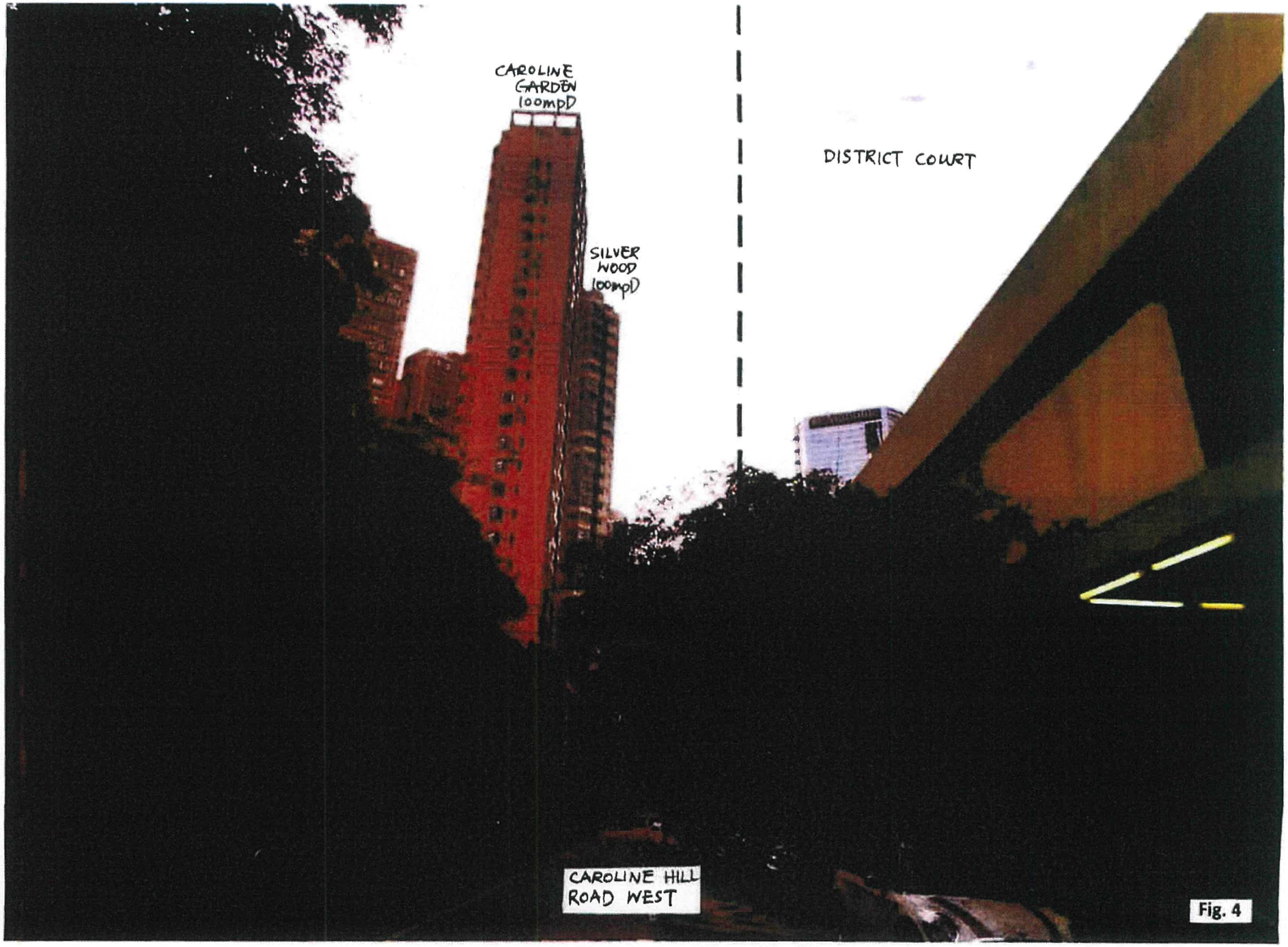

CAROLINE
GARDEN
100mpD
SILVER
WOOD
100mpD
DISTRICT COURT
CAROLINE HILL
ROAD WEST

Fig. 4

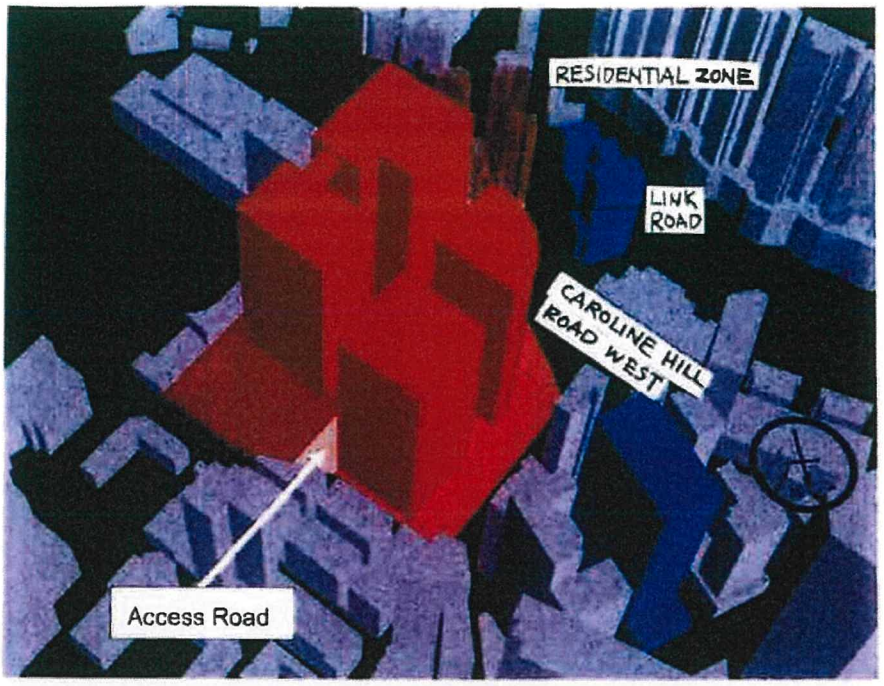


Figure 20 Zoomed-in view of 3D model for the Optional Scheme from north

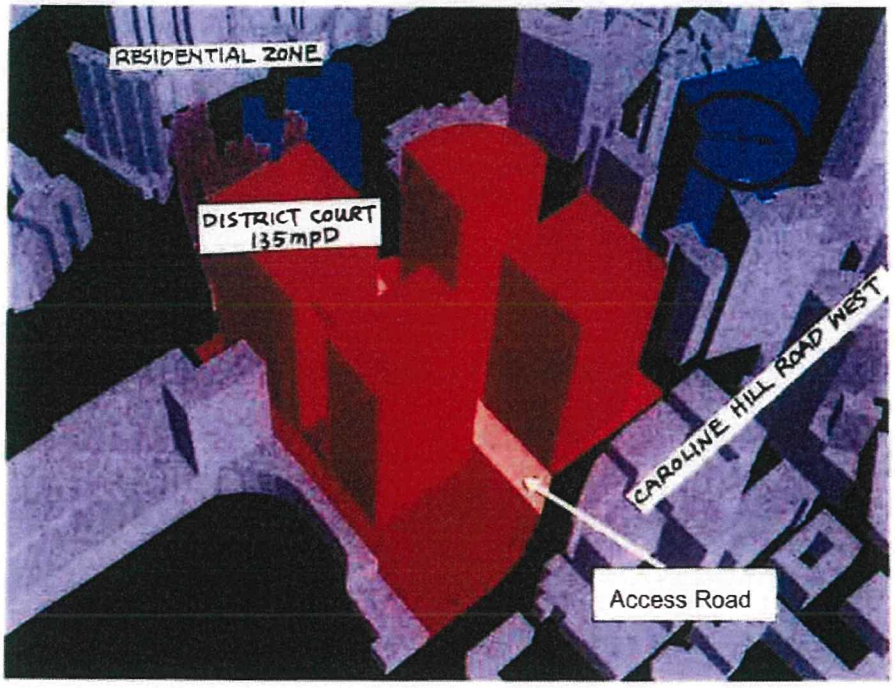


Figure 21 Zoomed-in view of 3D model for the Optional Scheme from east

WRT

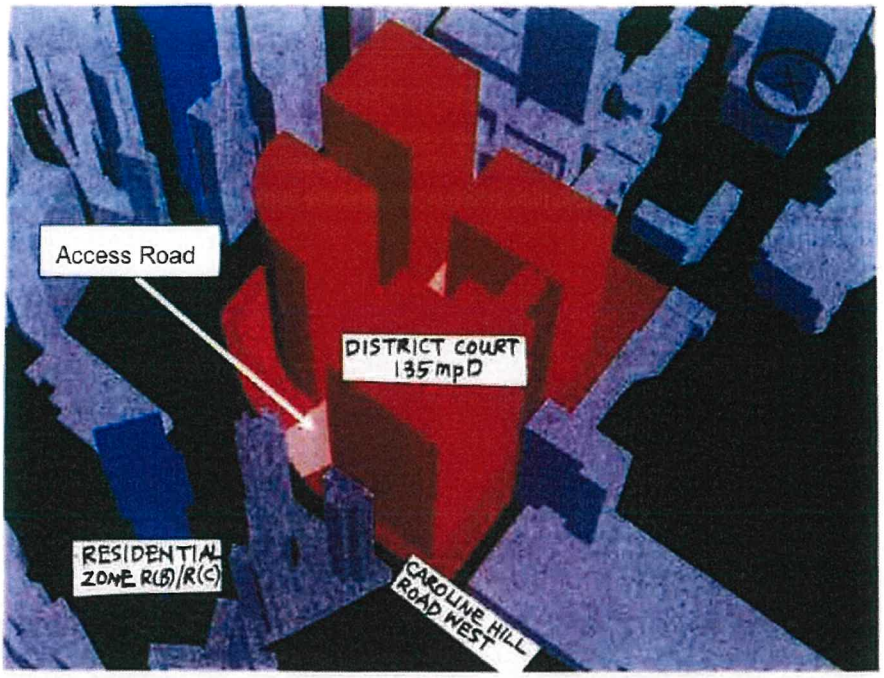


Figure 22 Zoomed-in view of 3D model for the Optional Scheme from south

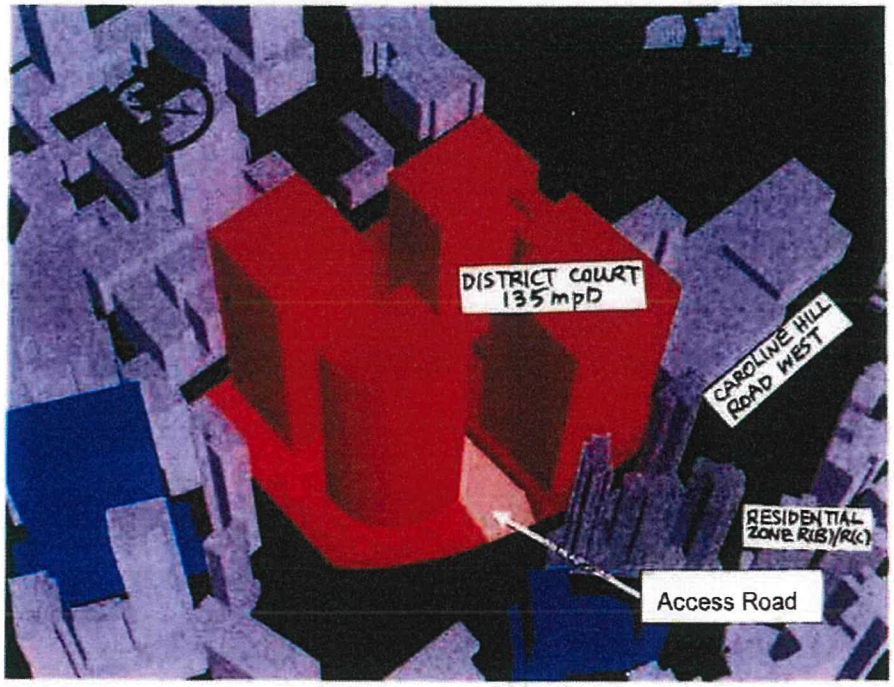
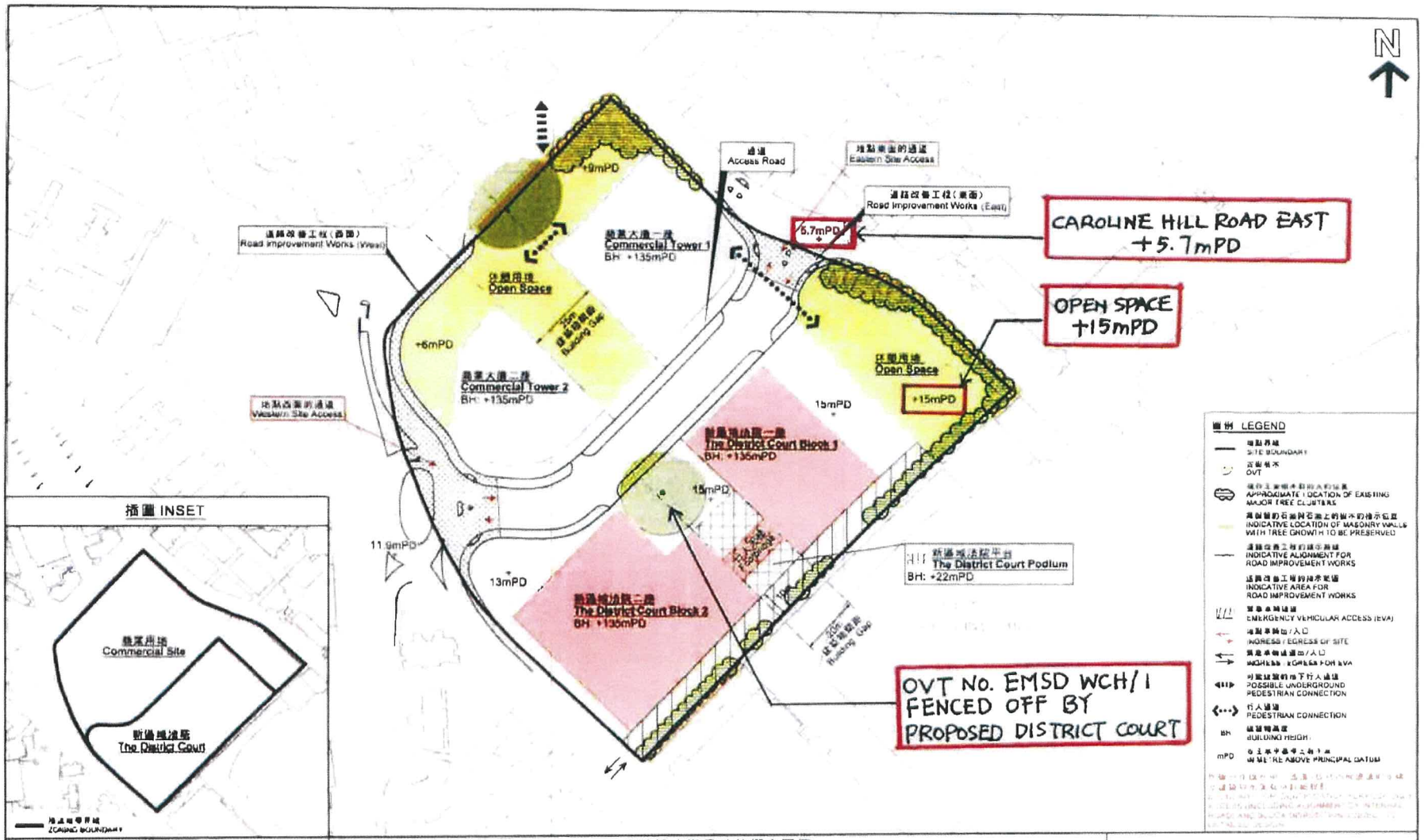


Figure 23 Zoomed-in view of 3D model for the Optional Scheme from west



本圖是根據2019年2月28日製備，所根據的資料為測量圖編號 11-SW-15B

EXTRACT PLAN PREPARED ON 28 2 2019 BASED ON SURVEY SHEET No 11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 1,250 比例尺

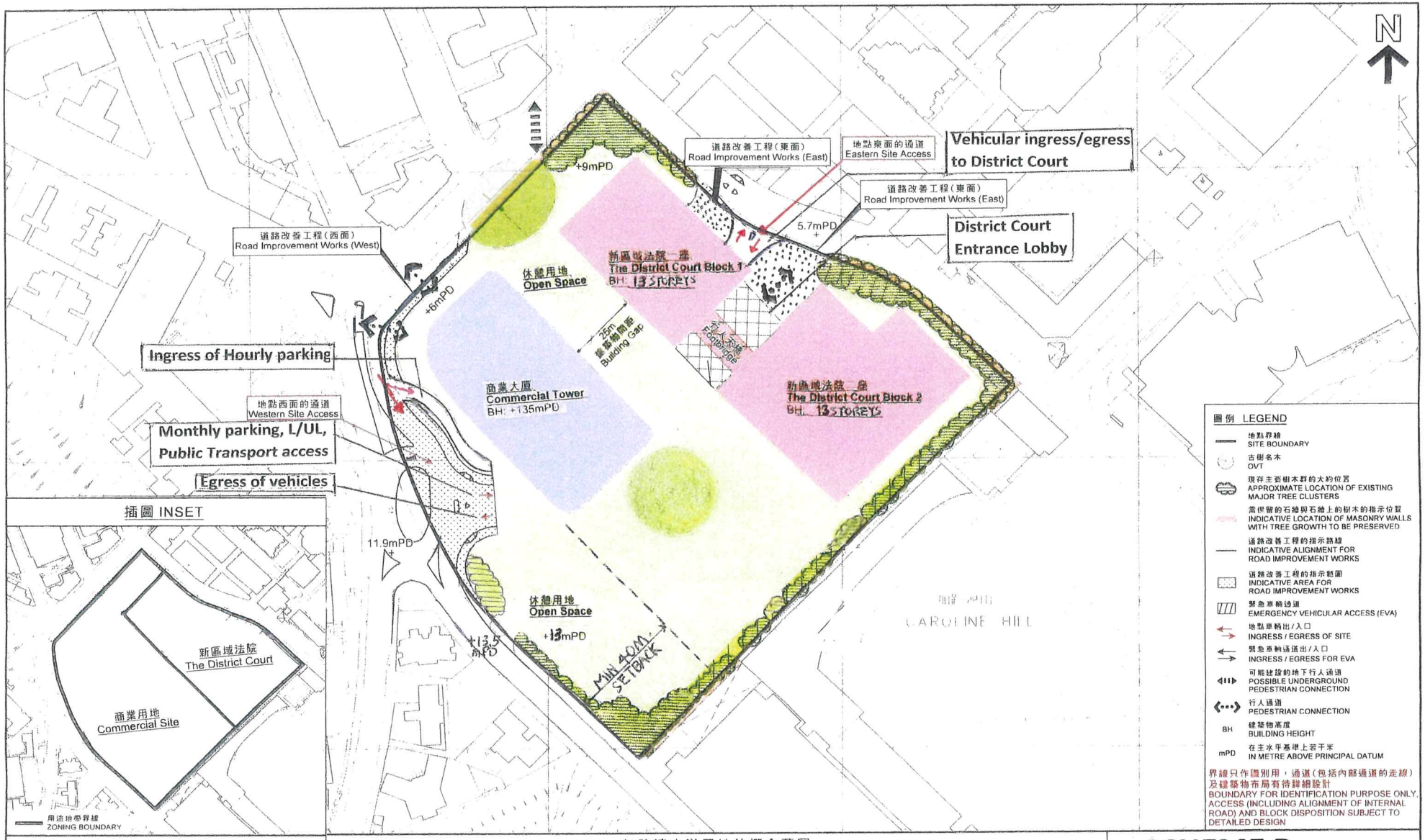
METRES 20 0 20 40 60 80 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No

圖 PLAN

Drawing no. CHR-Plan2



本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

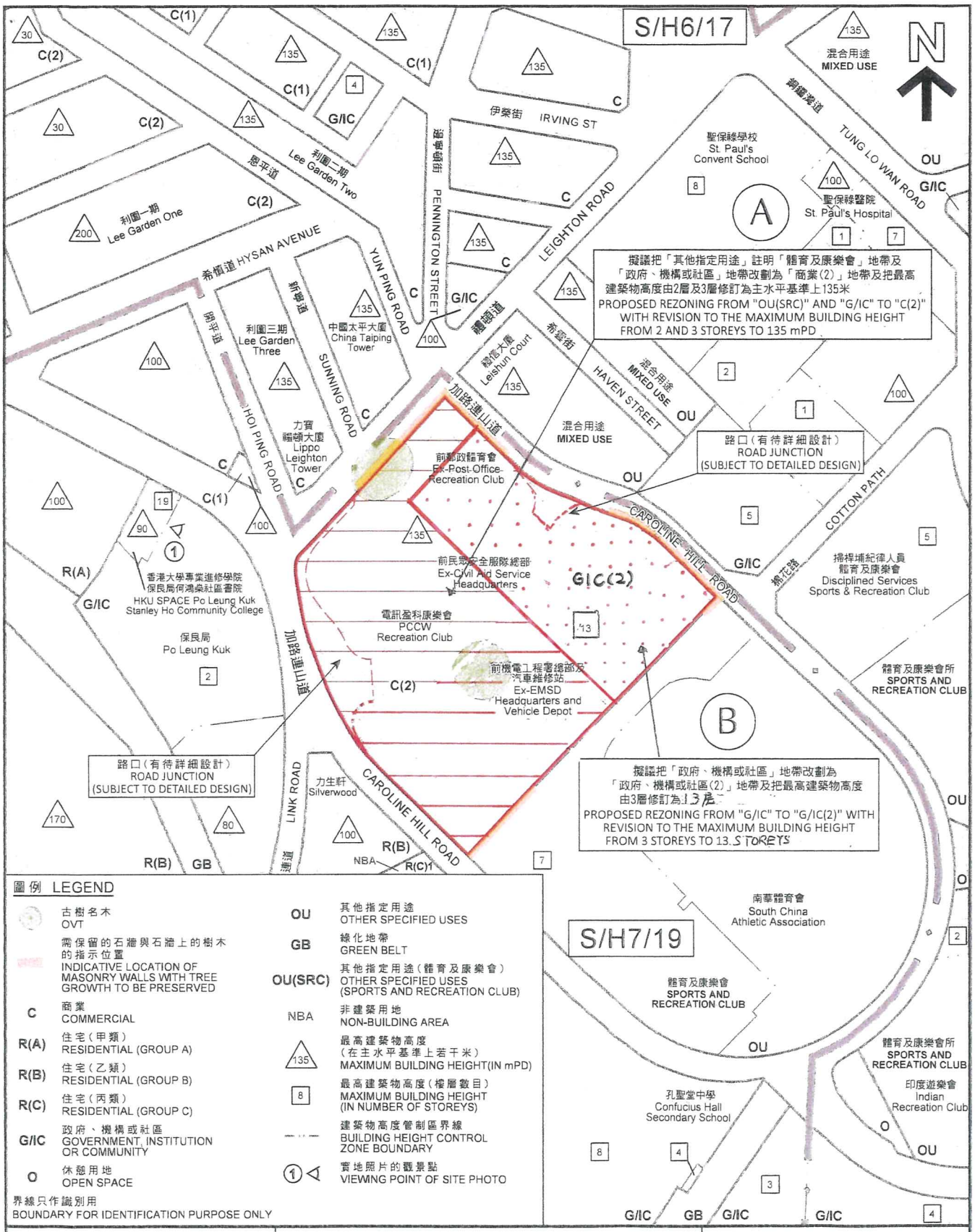
SCALE 1 : 1 200 比例尺

METRES 20 0 20 40 60 80 METRES

SCHEME B

DRAWING NO.

SchemeB-Plan



圖例 LEGEND

古樹名木 OVT	
需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED	
C	商業 COMMERCIAL
R(A)	住宅(甲類) RESIDENTIAL (GROUP A)
R(B)	住宅(乙類) RESIDENTIAL (GROUP B)
R(C)	住宅(丙類) RESIDENTIAL (GROUP C)
G/IC	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
O	休憩用地 OPEN SPACE
OU	其他指定用途 OTHER SPECIFIED USES
GB	綠化地帶 GREEN BELT
OU(SRC)	其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
NBA	非建築用地 NON-BUILDING AREA
135	最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)
8	最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
— · · —	建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY
①	實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號 11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME B

DRAWING NO.

SchemeB-OZP

本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

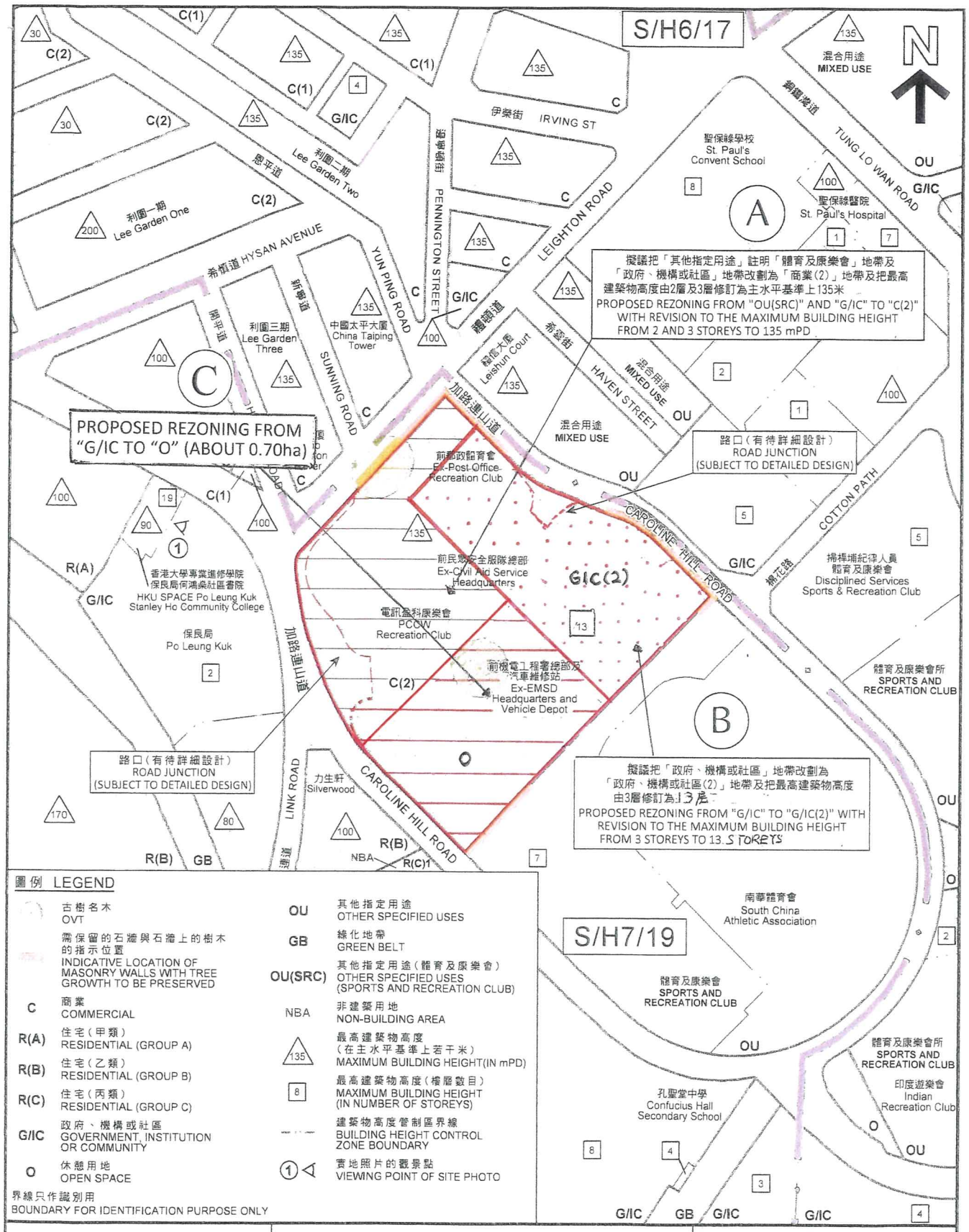
SCALE 1 : 1 200 比例尺

米 METRES 20 0 20 40 60 80 米 METRES

SCHEME C

DRAWING NO.

SchemeC-Plan



圖例 LEGEND

古樹名木 OVT	
需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED	
C 商業 COMMERCIAL	
R(A) 住宅(甲類) RESIDENTIAL (GROUP A)	
R(B) 住宅(乙類) RESIDENTIAL (GROUP B)	
R(C) 住宅(丙類) RESIDENTIAL (GROUP C)	
G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY	
O 休憩用地 OPEN SPACE	
OU 其他指定用途 OTHER SPECIFIED USES	
GB 綠化地帶 GREEN BELT	
OU(SRC) 其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)	
NBA 非建築用地 NON-BUILDING AREA	
135 最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)	
8 最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	
建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY	
1 實地照片的觀景點 VIEWING POINT OF SITE PHOTO	

界線只作識別用
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EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME C

DRAWING NO.

SchemeC-OZP

Jardine's Lookout Concern Group

TPB/R/S/H7/20-24

23rd July 2019

Dear Secretary of the Town Planning Board,

We are writing to make a representation against the amendment items in the Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19A) gazette in 24th May 2019.

We are concerned about the proposal to change the land use in the Caroline Hill Road site (CHR Site) into commercial uses and to loosen the height limit to 135mPD, and the provision of District Court with revision to the maximum building height from 3 storeys to 135mPD, as these would hugely affect the traffic, ventilation and view in the surrounding area. The Traffic Impact Assessment report conducted two years ago failed to reflect the latest situations in the community. The Visual Impact Assessment report did not conduct in a comprehensive manner as well.

We hereby would like to propose two schemes to ensure the CHR site can be utilized to its potential and be beneficial the neighborhood. Please refer to the attachment for the detailed reasons of our representation and our proposals, for your kind consideration.

Thank you for your attention.

Yours Faithfully,

Jardine's Lookout Concern Group

Representor: **Jardine's Lookout Concern Group**

Full name of Representor's Representative: OR WAI TONG FLORENCE

HKID No. of Representor's Representative: [redacted]

Address: [redacted]

RECEIVED
24 JUL 2019
Town Planning Board

We refer to MCP Paper No. 5/19 for consideration by The Metro Planning Committee on 3.5.2019, regarding further consideration of proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A, and would like to make a representation to the Town Planning Board in respect of the draft plan and the revised Explanatory Statement(ES) on the following issues:

A. Justification on the Disposition of District Court and adjacent Open Space

1. The disposition of the District Court as shown in the Conceptual Layout Plan did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road West, Link Road and Boardwood Road. Actually, the whole planning document including the technical assessment report, did not take into account of the said Residential Zone. The AVA report only provide limited views. The disposition of the proposed 135m tall District Court will cause extreme negative impact on the sunlight penetration and ventilation, which will adversely affect the health of the residents. We want to stress that whenever there is room for a better planning, a layout just fulfilling the min. requirement of the Building Regulations is not the function of Planning Department and Town Planning Board. This planning proposal is said to be against the aim of the Town Planning Ordinance Cap.131 " To promote the health, safety, convenience and general welfare of the community." We understand that the conceptual Layout Plan only provide the frame work for the scope, height and site area and GFA etc., the detail layout will be subject to future design. However, if the basic framework did not set in a rational and acceptable manner from the very beginning, the future layout will likely to be further deviate from a good planning.

1.1 The disposition of District Court largely reduced the sunlight penetration to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) District Court Block 2 is directly abutting Caroline Hill Road West, leaving only a 20m gap with the opposite building (Caroline Garden). Given the fact that District Court Block 2 is proposed to be 135mPD, whereas Caroline Garden is only 100mPD, therefore, the whole residential block will be under shadow during most of the days. Even worse, the living, dinning, master bedroom and kitchen of the whole block of Caroline Garden are directly facing the proposed District Court Block 2.

b.) Please refer to the attached drawing no. CHR-Plan1 & CHR-Sec1, showing the proposed Conceptual Layout Plan attached to MCP Paper No. 5/19. The residential zone along Caroline Hill Road West and Link Road will likely to be under shadow for most of the days due to the blockage of sunlight by the District Court.

1.2 The District Court largely reduced the visual permeability and ventilation to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) Please refer to the attached photomontage Fig.1, Fig. 2, Fig. 3, Fig. 4 and Zoomed in view of 3D model Fig. 5, Fig.6. The photos have shown clearly the visual and ventilation impact brought about by the two massive blocks to the neighborhood.

b.) As shown in the proposed Conceptual Layout Plan and ES for OZP No. S/H7/19A, a clear building gap of not less than 25m in width shall be provided to facilitate better ventilation within the commercial zone. However, the layout did not consider that the disposition of the District court alternately resulting a narrow gap of less than 25m with the opposite building (Caroline Garden). Given the fact that the opposite building is a residential building, a generous width of more than 25m should be provided to facilitate better ventilation and permeability.

1.3 According to the Conceptual Layout Plan, the existing OVT No. EMSD WCH/1 would be surrounded by the proposed District Court. And due to security reason, the OVT would be fenced off from the public. We strongly object the layout of the proposed District Court, as it did not fully utilize the valuable resources in the community for public enhancement. Please refer to attached drawing no. CHR-Plan2, showing the Conceptual Layout Plan with the OVT being fenced off by the District Court without connection to the public open space.

2. Disposition of the Open Space adjacent to the District Court Block 1

2.1 The Open Space adjacent to the proposed District Court Block 1 at the east bound of the subject site is proposed to be located at 15mPD. However, the level of the adjacent Caroline Hill Road east is at 5.7mPD. With a 10m of level differences, the pedestrian connection to the open space is proposed to be via an elevated link or underground crossing from the commercial development. Clearly, the disposition of the open space did not facilitate easy accessibility by the public, especially for the elderlies and the disabled. In addition, disabled access such as ramp and disabled lift should be provided, which will take up a large part of the narrow open space. As a result, the proposed open space will eventually becoming an isolated, left-over space, located at the far end corner of the site.

2.2 Please refer to attached drawing no. CHR-Plan2, showing the level differences between the proposed open space and the adjacent Caroline Hill Road east.

B. Justification of the Height of the District Court

1. According to the draft plan, the subject site is proposed to rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 135mPD, in order to facilitate the Wan Chai District Court development.

2. According to the development proposal, the total G.F.A of the District Court is 70,000 sq. m. And with reference to the proposed Conceptual Layout Plan for the CHR site(Plan 5), the floor area of the District Court is approx. 5,300m2/fl (Block 1 +Block 2). It is noted that the Judiciary indicated that they would not accept a district court of reduced area not fully meeting its functional and operational requirements. Therefore, the floor area cannot be substantially reduced in achieving a taller building. In this regard, the maximum no. of floors of the District Court should be maximum 13 storeys.

3. Below is the table showing the comparison of the development data between the proposed District Court, the existing Wan Chai District Court and the West Kowloon Law Court. It is noted that, with a similar floor area and total G.F.A comparing with the proposed District Court, the West Kowloon Law Court is only 11 storeys high, which is only around 60m tall. Therefore, it is not justify to rezone the maximum building height of G/IC to 135mPD.

	Proposed District Court	Existing Wanchai District Court	West Kowloon Law Court
Site Area (m2)	10,620.00	2,189.30	7,509.00
G.F.A. (m2)	70,000.00	30,776.20	60,320.00
Floor Area (m2/floor)	District Court 1+ District Court 2= 5300 (Approx)	N/A	5483.6
Building Height (m)	135	50 (Approx)	60 (Approx)
	No. of storey = To be determined	No. of storeys = 14	No. of storeys = 11

C. Schedule of Uses as attached to Wong Nai Chung OZP No.S/H7/19A

Hotel is falling in Column 1 (Uses always permitted) under Commercial zone. We strongly object this item as Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.

D. Justification of a new access road across the site

According to the conceptual scheme, a new access road is proposed across the site in a northeast-southwest direction to serve the commercial development and the District Court.

1. One major road to serve pedestrian and vehicular access to both commercial development and District Court is considered to be inefficient. We are especially concerned that as mentioned in the planning documents, detailed design shall be subject to the future developer of the commercial development to accommodate the vehicles waiting to enter the carpark.

2. We strongly opposed the provision of a new access road, as the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. Even though the access road is built, the extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road within the site will only impose burden on the existing road network, and in turn creating more bottlenecks. The new access road not only could not alleviate the already overloaded traffic in the area, but in a way further worsened the situation.

E. Proposed amendments to the draft plan

Based on the above concerns, we would like to submit our proposed amendments to the draft plan. We have come up in two proposals, namely Scheme B and Scheme C, for your further consideration.

Scheme B *(Please refer to attached drawing no. SchemeB-Plan)*

Merits of the proposed amendments to the draft plan:

(a) enhance sunlight penetration, ventilation and visual openness to the neighborhood;
(b) ensure the open space to be easily accessed by the public;
(c) address the shortfall in local open space to serve the immediate local community;
(d) add value to the development by incorporating the OVT to the public open space;
(e) reduce the traffic impact to the surrounding area;
(f) further strengthened the security of the District Court;
(g) allow easy accessibility to the District Court

1. According to the conceptual layout plan, the commercial development will be comprised of two commercial towers. In order to free up more public open space to serve the local community, we proposed that the twin commercial tower (28-35 storeys) to be replaced by a 35 storeys single tower. Given the total GFA of 100,000m2 and 135m height restriction being unchanged, the typical floor area shall be 3,000m2 approx. The commercial tower will be located at the west portion of the site because of its (i) close proximity to the commercial zone (ii) direct access to pedestrian crossing at Leighton Road (iii) least disturbance to the Residential Zone along Caroline Hill Road.

2. To address the traffic issue, we proposed that traffic diversion should be carried out in three layers:

   1.) Reduce the number of vehicles travelling and snarling above ground by diverting them to the underground once they have reached the site. We proposed that vehicular access to the development will be via underground carpark.
   2.) Vehicular access to different buildings serving different functions should be diverted and separated. We proposed that the underground carpark will be split up for commercial and District Court separately in order to reduce burden on one major access. Moreover, the security of District Court could be further strengthened as well. Ingress/egress of vehicular traffic to the commercial development will be via the western site access to underground; ingress/egress to the district court be via the eastern site access to underground.

3.) We observed that one of the major reason of traffic congestion is due to long queue of hourly parking vehicles, usually taking up one traffic lane. We proposed to introduce a separate access point of hourly parking vehicles at the western portion of the site, whereas public transportation, loading/unloading and monthly parking shall be diverted to another access point.

3. Pedestrian access to the commercial development shall be provided at-grade in the western portion fronting the pedestrian crossing at Leighton Road. For the District Court, road improvement and widening works will be implemented at the eastern portion along Caroline Hill Road. Pedestrian access will be provided at-grade to the entrance lobby of the District Court at Caroline Hill Road east.

4. By locating the District Court at the northern portion fronting Leighton Road and Caroline Hill Road east, public access to the District Court could be further enhanced.

5. By providing separate pedestrian and vehicular entrance of the District Court from the Commercial development, the security of the District Court could be further strengthen.

6. Provision of a large and continuous Open Space

6.1 By removing one commercial tower and the access road, the area of the open space can be largely increased. We proposed that not less than 8000 sq.m. i.e. approx.30% of the total site area (26,583m2) shall be provided for public open space.

6.2 The level of the open space at southern portion is at 13mPD, while the adjacent Caroline Hill Road West is at 13-13.5mPD, which is actually at-grade level. This revised layout can ensure easy accessibility by the public.

6.3 Unlike the draft plan with the open space located at the far end corner of Caroline Hill Road east, resulting a left-over isolated space, this revised layout can allow the open space to serve as an extension and a continuous green belt to the adjacent neighborhood. And by incorporating the existing OVT No. EMSD WCH/1 to the open space, such valuable resources can add value to the community and to enhance public enjoyment.

6.4 It is noted that a revised conceptual layout plan (Plan FC-3) attached to the planning document has been trying to address the issue of set back from Caroline Hill Road west. However, the layout would result in an even more Isolated, gloomy and narrow open space at eastbound, being surrounded by concrete walls of the District Court. Moreover, the "open space" created from this set back at Caroline Hill Road west cannot be served for public use due to

security reason. Similarly, the OVT being fenced off by the District Court also cannot be incorporated into the public open space due to security reason.

6.5 In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Boardwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site and the District Court as shown in attached drawing no. SchemeB-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial***
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A***
   "...To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided <u>at-grade in the southern portion facing Caroline Hill Road and at-grade in the western portion fronting Leighton Road. A setback of not less than 40m in width from the southwestern site boundary shall be implemented, where no structure above ground level can be constructed beyond this setback line.</u> The future developer will be required to submit a landscape plan under lease. <u>The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and</u> the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved....")

Scheme C (Please refer to attached drawing no. SchemeC-Plan)

To further address the inadequacies in the government's plan, including underestimated traffic situation, overoptimistic commercial land demand forecast, and undermined potential of the open space, we hereby propose a further improvement scheme.

We propose to lower the scale of the commercial development, by removing the proposed 10,000m^2 retail space. As we can see from the development of Times Square, their shopping mall attract a lot of people, roads around Times Square are full of vehicles waiting for parking space. Therefore, we can foresee the commercial development of Wong Nai Chung Outline Zoning Plan No. S/H7/19 will also attract a lot of people to come, and there is only 125 parking spaces according to current proposal which obviously can't fulfil all needs. Vehicles will retard in Caroline Hill Road, Leighton Road, Pennington Street, Sunning Street, Yun Ping Road, Lan Fong Road and Lee Garden Road etc. while they are waiting for available parking space, which will resulted in a huge traffic jam. Therefore, we propose to lower the scale of commercial development, hoping that can reduce the impact to the traffic to nearby area.

Besides S/H7/19, there are five commercial development projects carrying or will carry on in Causeway Bay, they are The Excelsior, Radiant Centre, No.42-44 Yiu Wa Street, Lee Garden Three, Crowne Plaza Hong Kong Causeway Bay, which will provide 1,370,031 feet^2 commercial space, and they are all surrounding Wong Nai Chung Outline Zoning Plan No. S/H7/19. In addition, there are two development projects under planning, J Plus Hotel and No. 27, 29 to 31 Sugar Street. So the commercial space supply in Causeway Bay is enough, therefore, we suggested that the number of building should reduce to one block.

In order to have an excellent sunlight penetration and ventilation, the height restriction of the Outline Zoning Plan should be 135m tall.

The public space in Outline Zoning Plan should open to public and managed by Leisure and Cultural Services Department. And the design of the space should fit the actual needs of the community, and more greening elements should be added to the space since various development projects have significantly reduce the green area in Causeway Bay.

The calculation of Gross Floor Area (GFA) of the whole Outline Zoning Plan is based on the GDP growth rate of Hong Kong, but the figures that Government using are from 2017 which can't reflect the actual economic situation of present Hong Kong. The latest data showing the present economic growth of Hong Kong is slowing down which mean the GFA of the whole Outline Zoning Plan should be reduced.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site, the District Court and Open Space as shown in attached drawing no. SchemeC-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial***
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.6of OZP S/H7/19A. Open Space ("O"): Total Area 10.04 ha***
5. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial Item (3) "On land designated "Commercial (2)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 90,000m2, or the gross floor area of the existing building, whichever is the greater, and it shall include the gross floor area of G/IC facilities as required by the Government.***
6. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A***

For the "C(2)" site, development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 90,000m2, with due consideration of the traffic capacity in the area.

Attachments

Drawing no. CHR-Plan1

Drawing no. CHR-Sec1

Fig.1

Fig.2

Fig.3

Fig.4

Fig.5

Fig.6

Drawing no. CHR-Plan2

Drawing no. SchemeB-Plan

Drawing no. SchemeB-OZP

Drawing no. SchemeC-Plan

Drawing no. SchemeC-OZP

Signature: [illegible]

Name: DR WAH FONG FLORENCE
Concerned Group for Jardine's

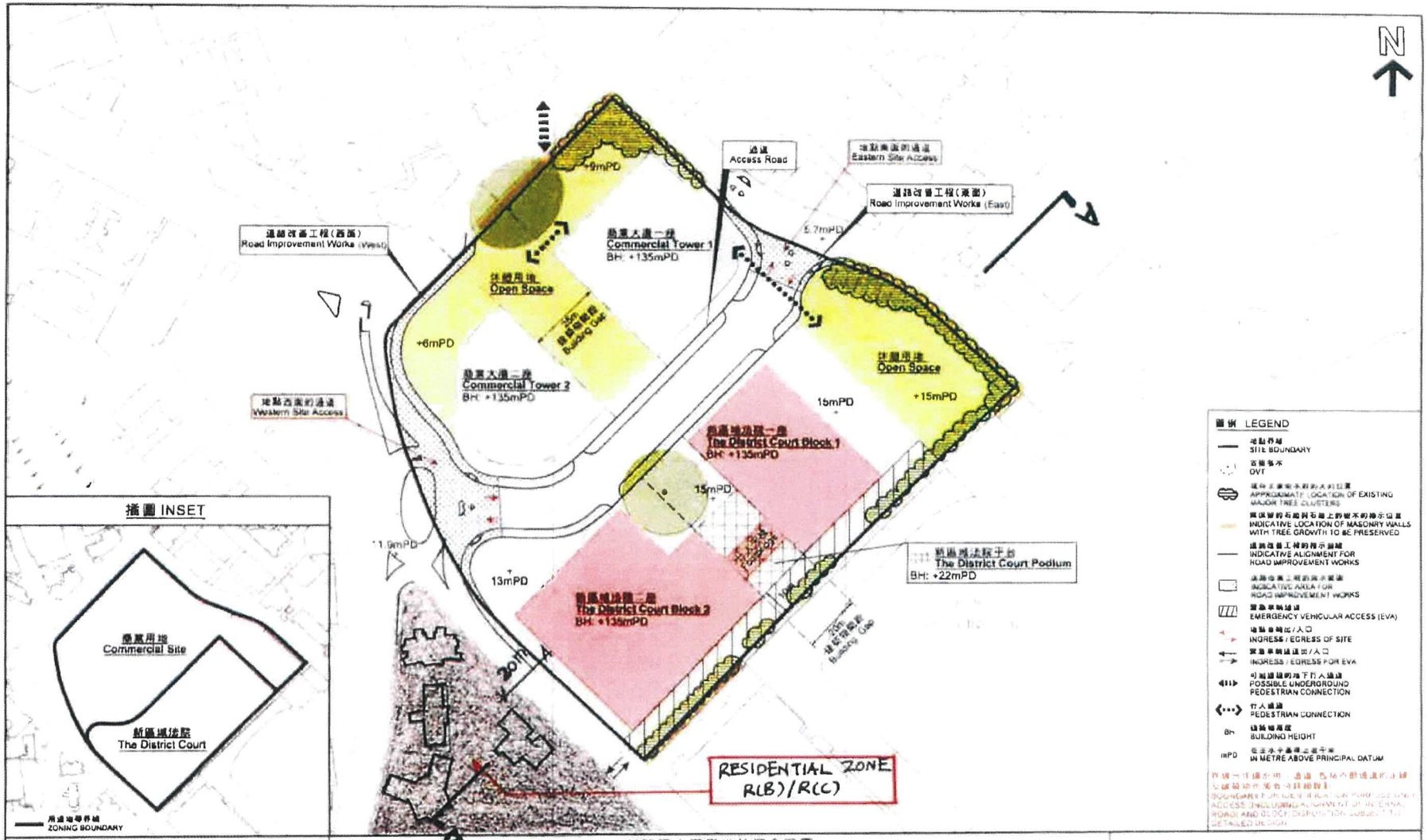
Name of Estate: Lookout SKH Redevelopment

Position: Spokesperson

Email: [redacted]

Date: 22/7/2019

HKID: [redacted]



本圖是根據2019年2月28日製備，所根據的資料為測量圖編號 11-SW-158

EXTRACT PLAN PREPARED ON 28.2.2019 BASED ON SURVEY SHEET No 11-SW-158

加路連山道用地的概念藍圖

CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地作商業用途及新區城法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE: 1 : 1,200 比例尺

METRES 20 0 20 40 60 80 METRES

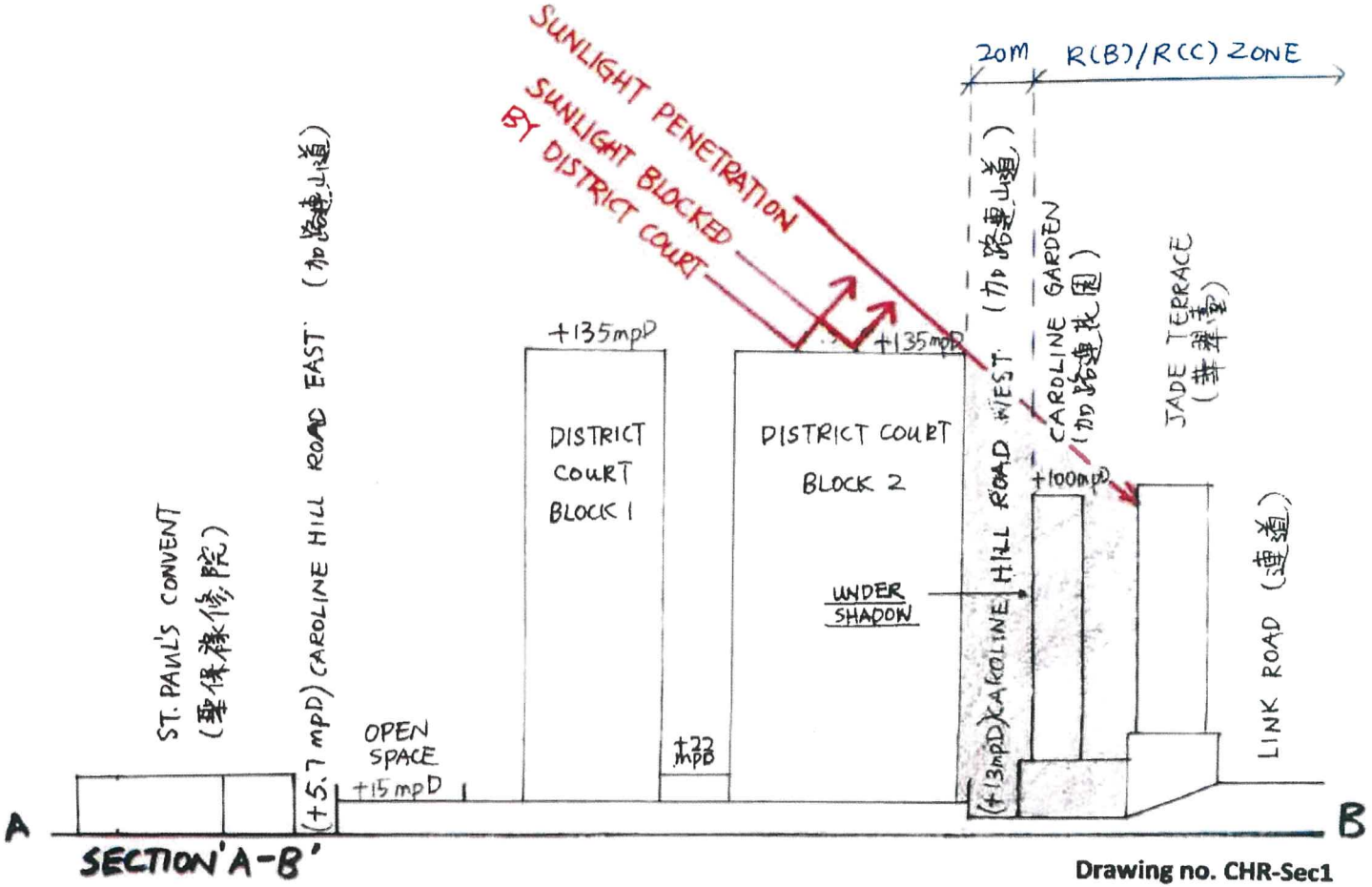
規劃署

PLANNING DEPARTMENT

參考編號 REFERENCE No

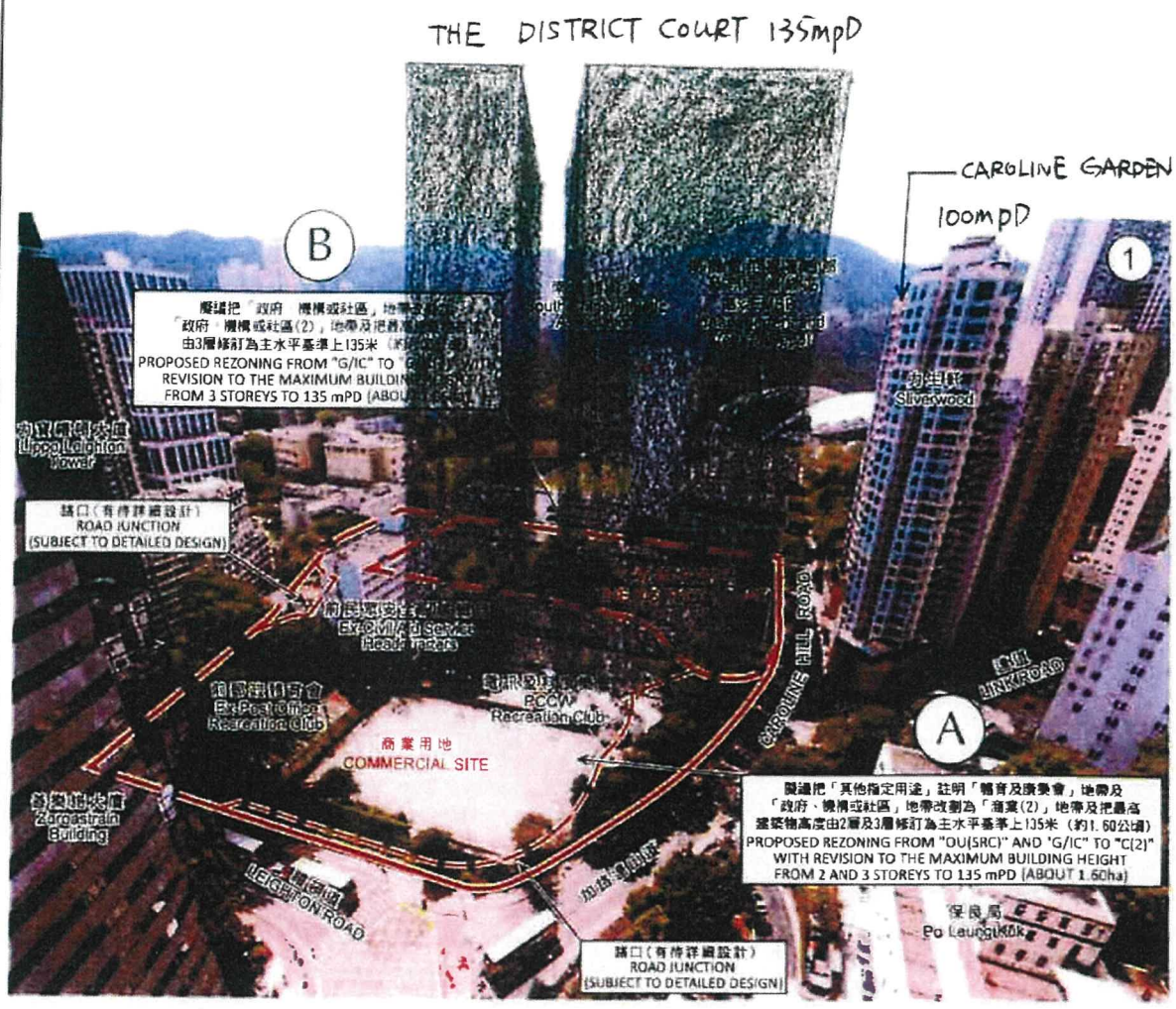
圖 PLAN

Drawing no. CHR-Plan1



SECTION 'A-B'

Drawing no. CHR-Sec1



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月28日擬備，所根據的資料為攝於2018年5月16日的實地照片 PLAN PREPARED ON 28.2.2019 BASED ON SITE PHOTO TAKEN ON 16.5.2018	實地照片 SITE PHOTO 重新發展鯉魚門加路連山道用地作商業用途及新區域法院 REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT	規劃署 PLANNING DEPARTMENT 參考編號 REFERENCE No. M/H7/19/3 圖 PLAN Fig.1

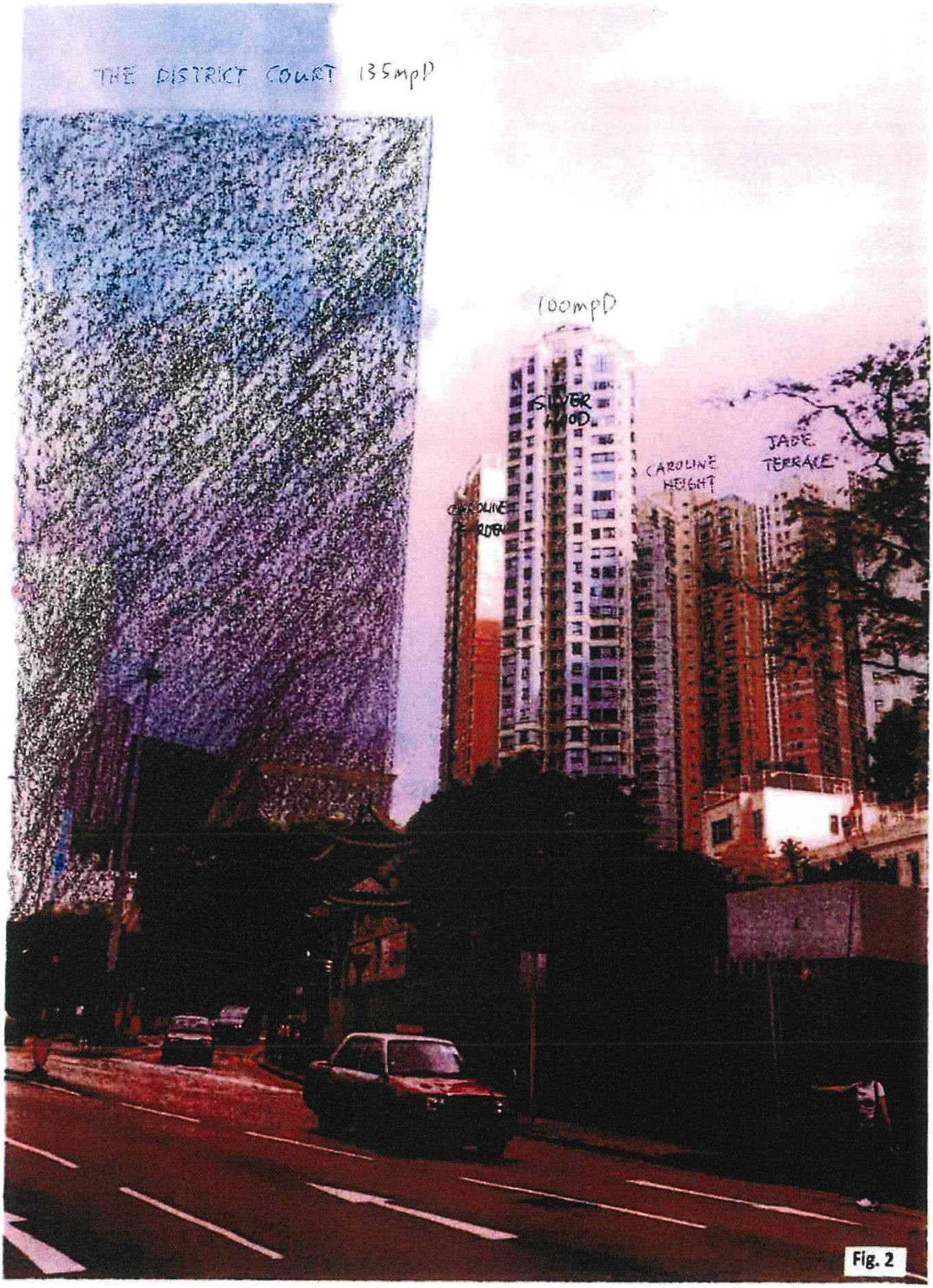

THE DISTRICT COURT 135mpD
100mpD
SILVER WOOD
CAROLINE HEIGHT
JADE TERRACE

Fig. 2

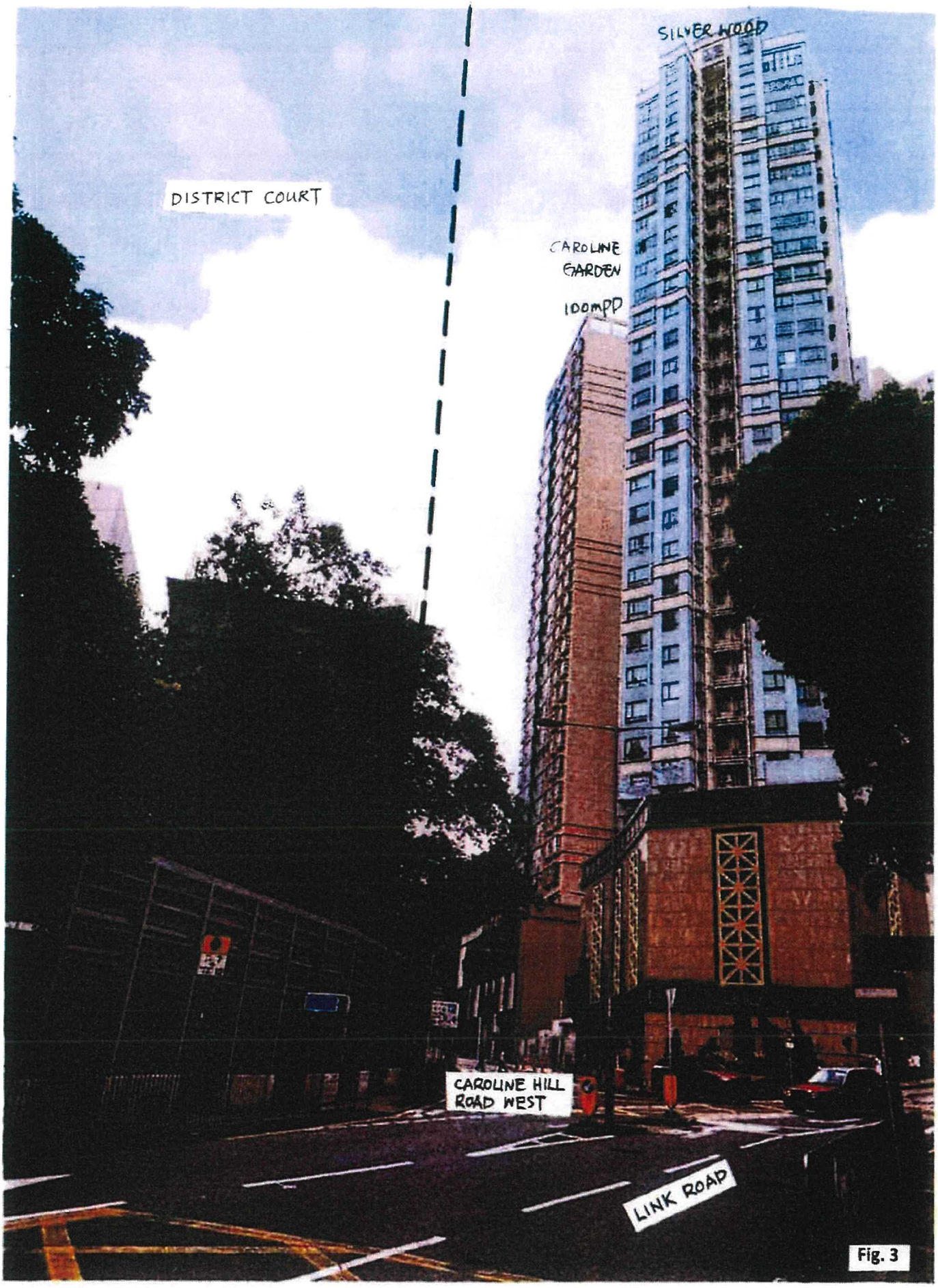

SILVER WOOD
DISTRICT COURT
CAROLINE GARDEN
100mPD
CAROLINE HILL ROAD WEST
LINK ROAD

Fig. 3

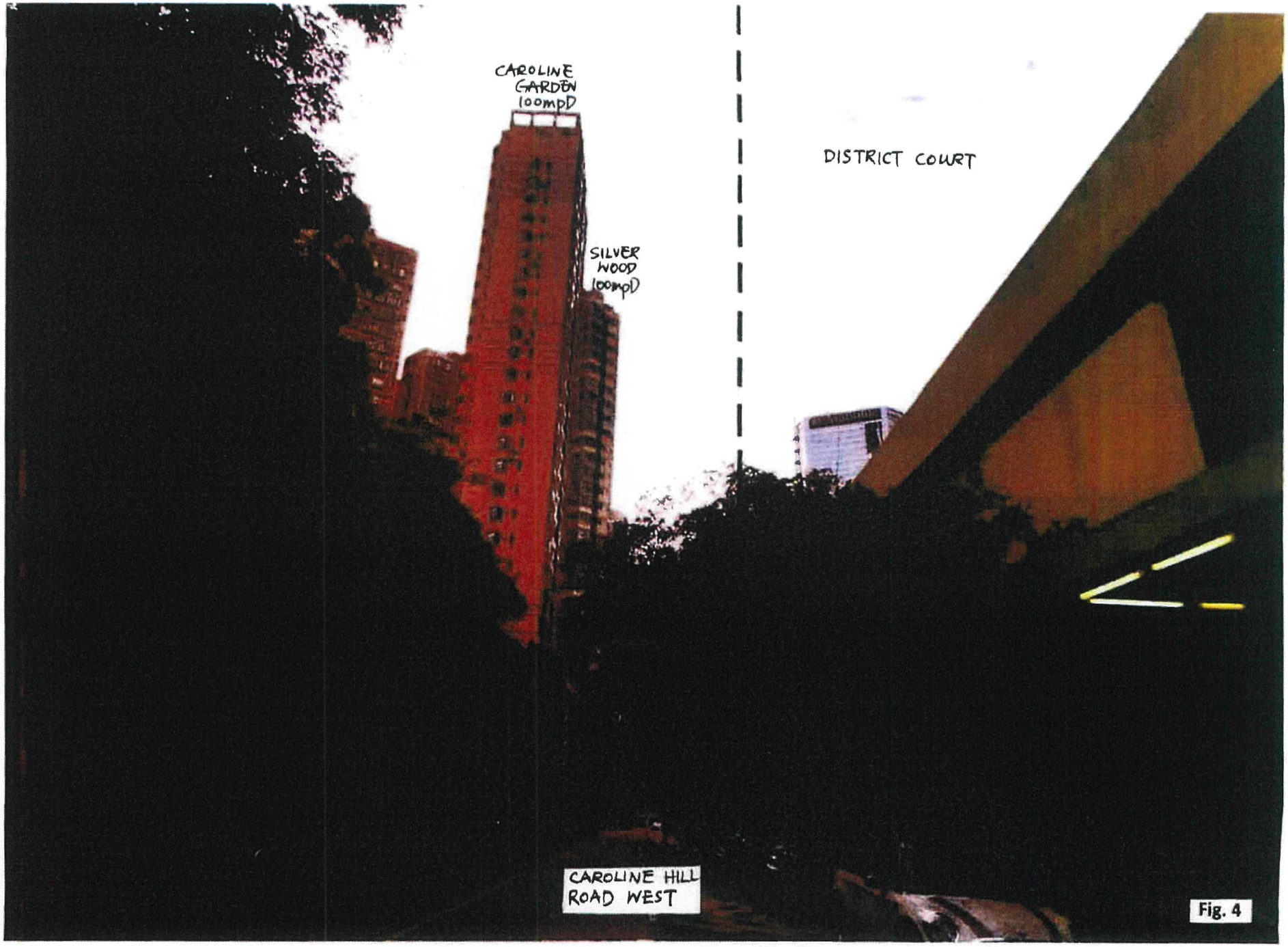

CAROLINE
GARDEN
100mpD
SILVER
WOOD
100mpD
DISTRICT COURT
CAROLINE HILL
ROAD WEST

Fig. 4

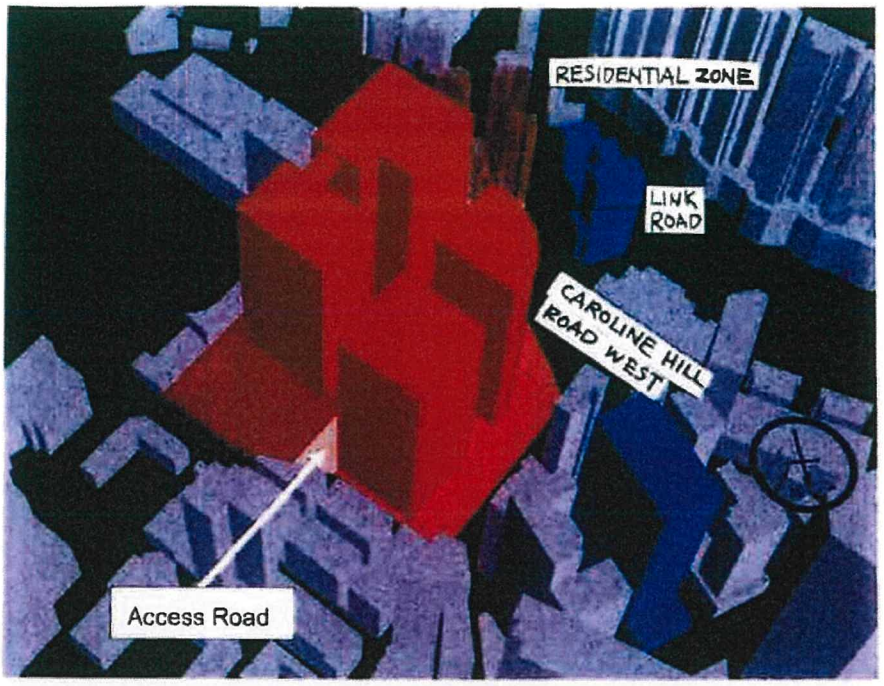


Figure 20 Zoomed-in view of 3D model for the Optional Scheme from north

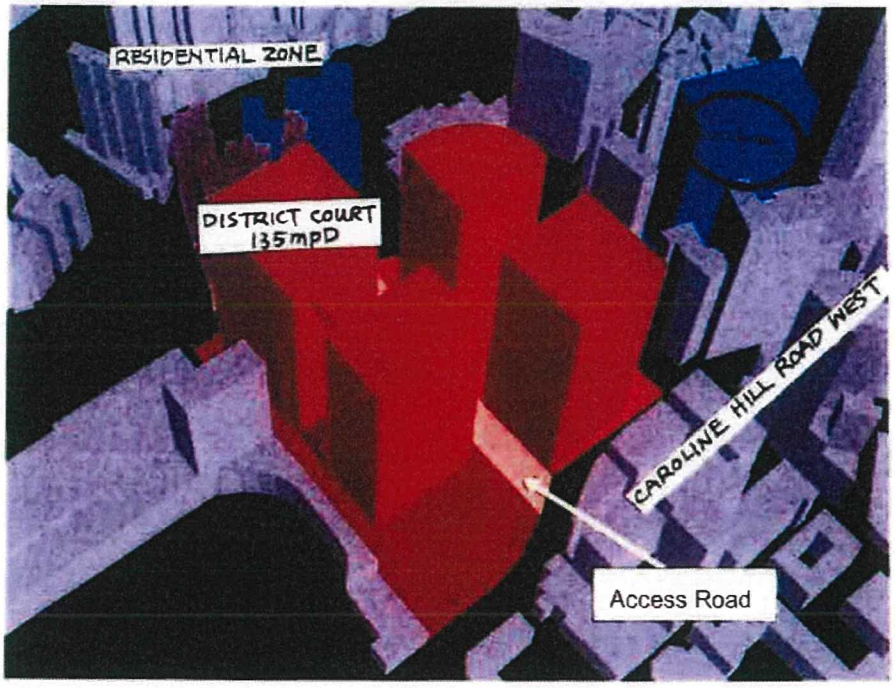


Figure 21 Zoomed-in view of 3D model for the Optional Scheme from east

WRT

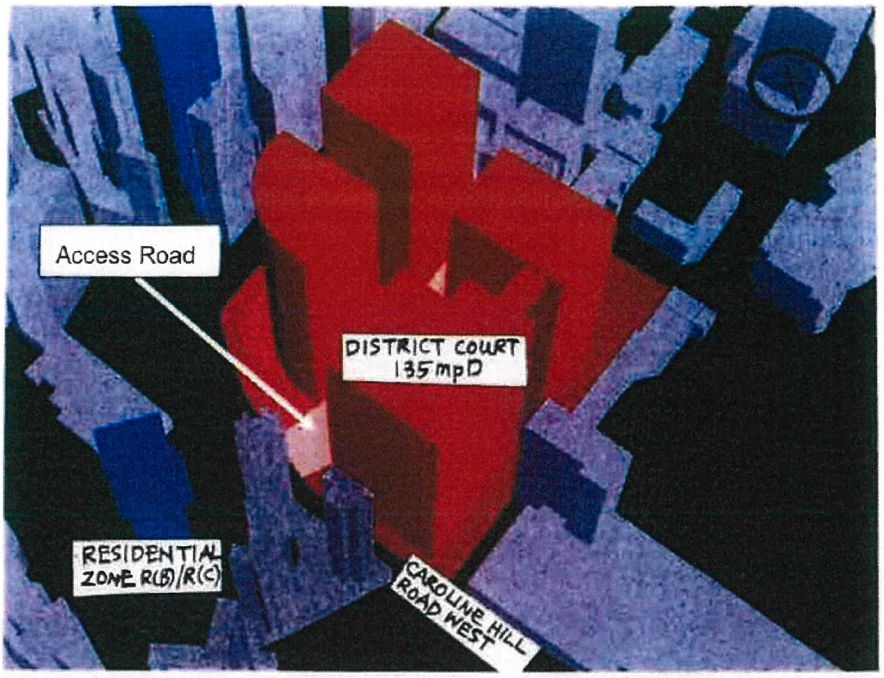


Figure 22 Zoomed-in view of 3D model for the Optional Scheme from south

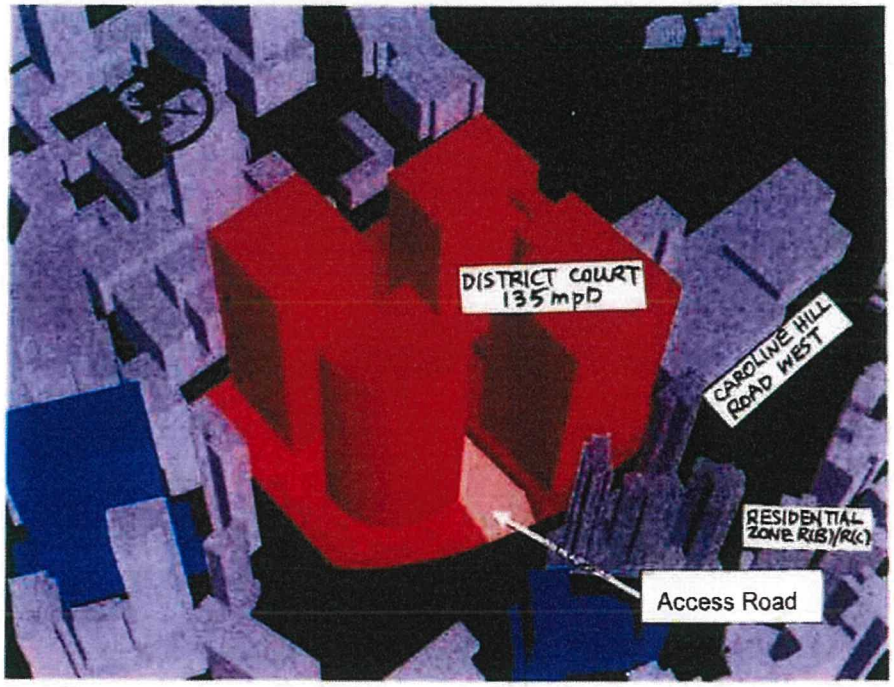
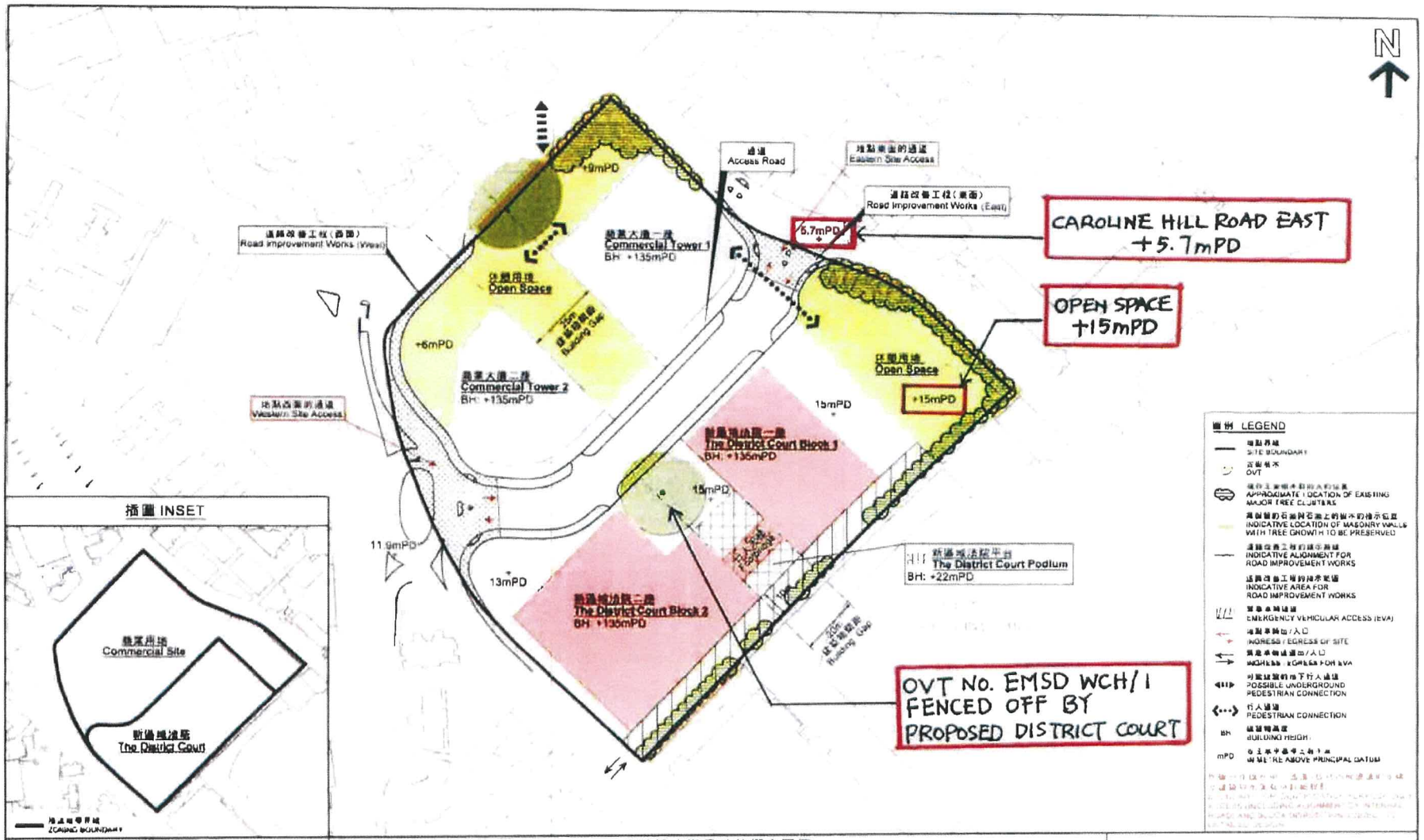


Figure 23 Zoomed-in view of 3D model for the Optional Scheme from west



本圖是根據2019年2月28日製備，所根據的資料為測量圖編號 11-SW-15B

EXTRACT PLAN PREPARED ON 28 2 2019 BASED ON SURVEY SHEET No 11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 1,250 比例尺

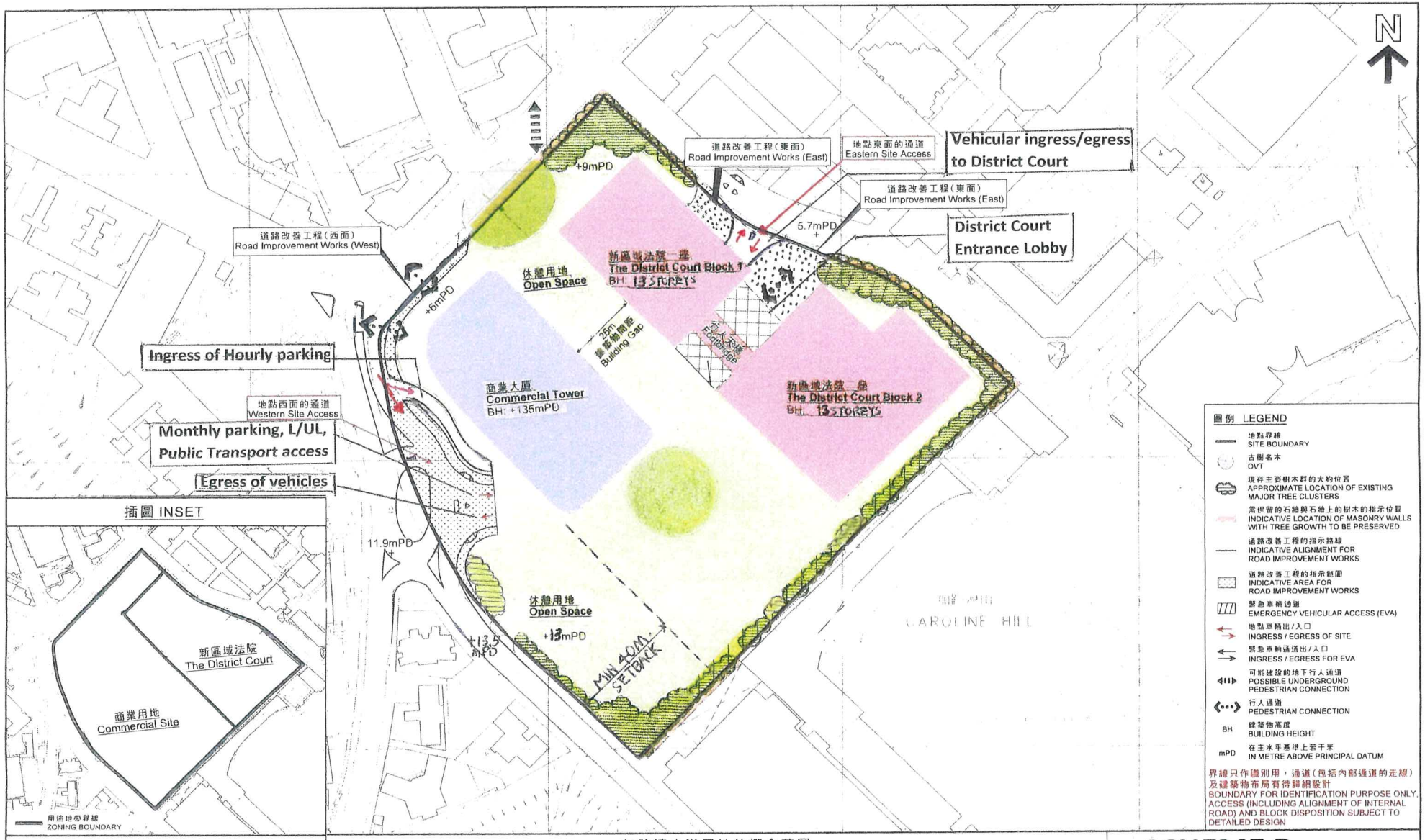
METRES 20 0 20 40 60 80 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No

圖 PLAN

Drawing no. CHR-Plan2



本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

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REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

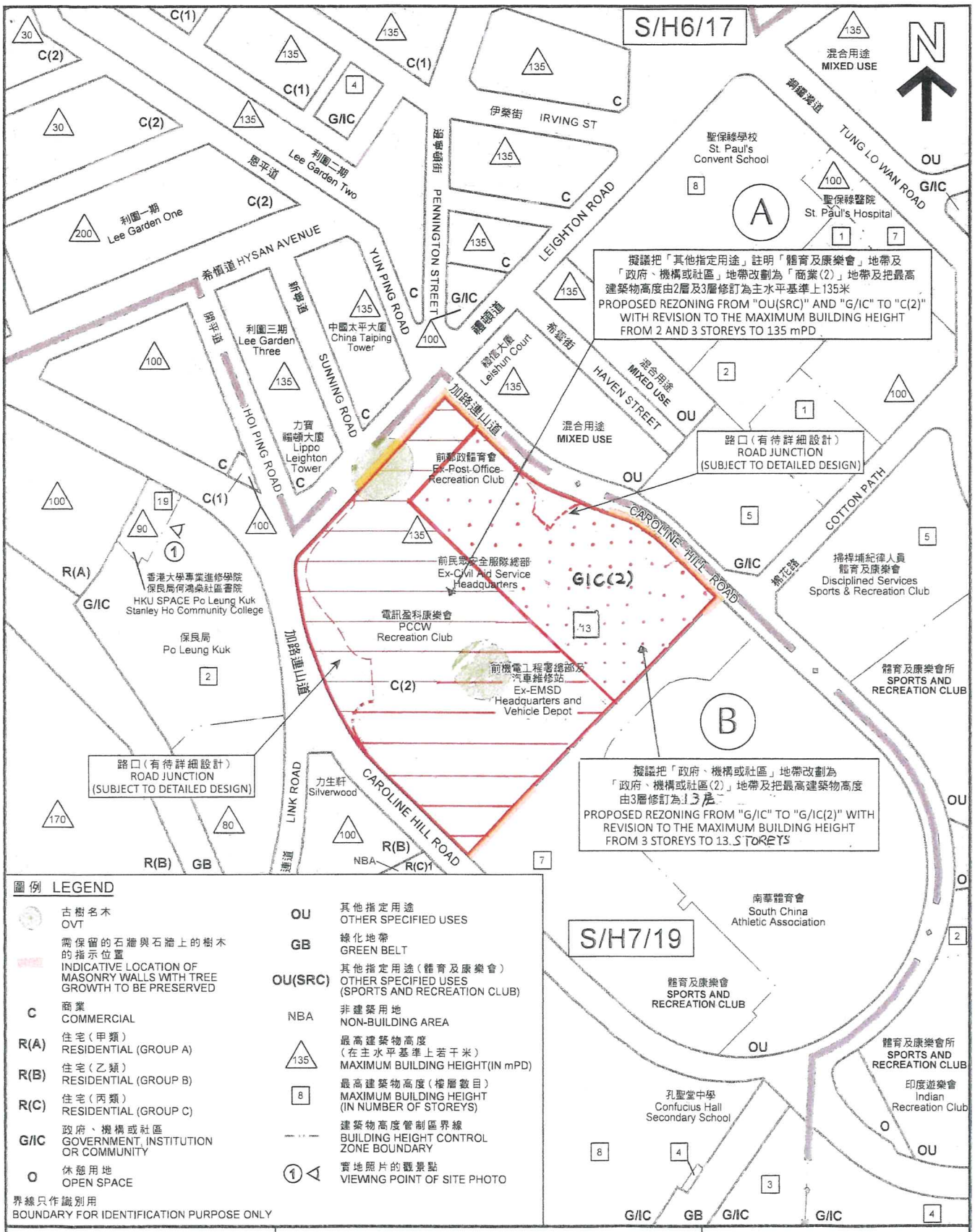
SCALE 1 : 1 200 比例尺

METRES 20 0 20 40 60 80 METRES

SCHEME B

DRAWING NO.

SchemeB-Plan



圖例 LEGEND

古樹名木 OVT	
需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED	
C	商業 COMMERCIAL
R(A)	住宅(甲類) RESIDENTIAL (GROUP A)
R(B)	住宅(乙類) RESIDENTIAL (GROUP B)
R(C)	住宅(丙類) RESIDENTIAL (GROUP C)
G/IC	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
O	休憩用地 OPEN SPACE
OU	其他指定用途 OTHER SPECIFIED USES
GB	綠化地帶 GREEN BELT
OU(SRC)	其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
NBA	非建築用地 NON-BUILDING AREA
135	最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)
8	最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
— · · —	建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY
①	實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號 11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME B

DRAWING NO.

SchemeB-OZP

本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

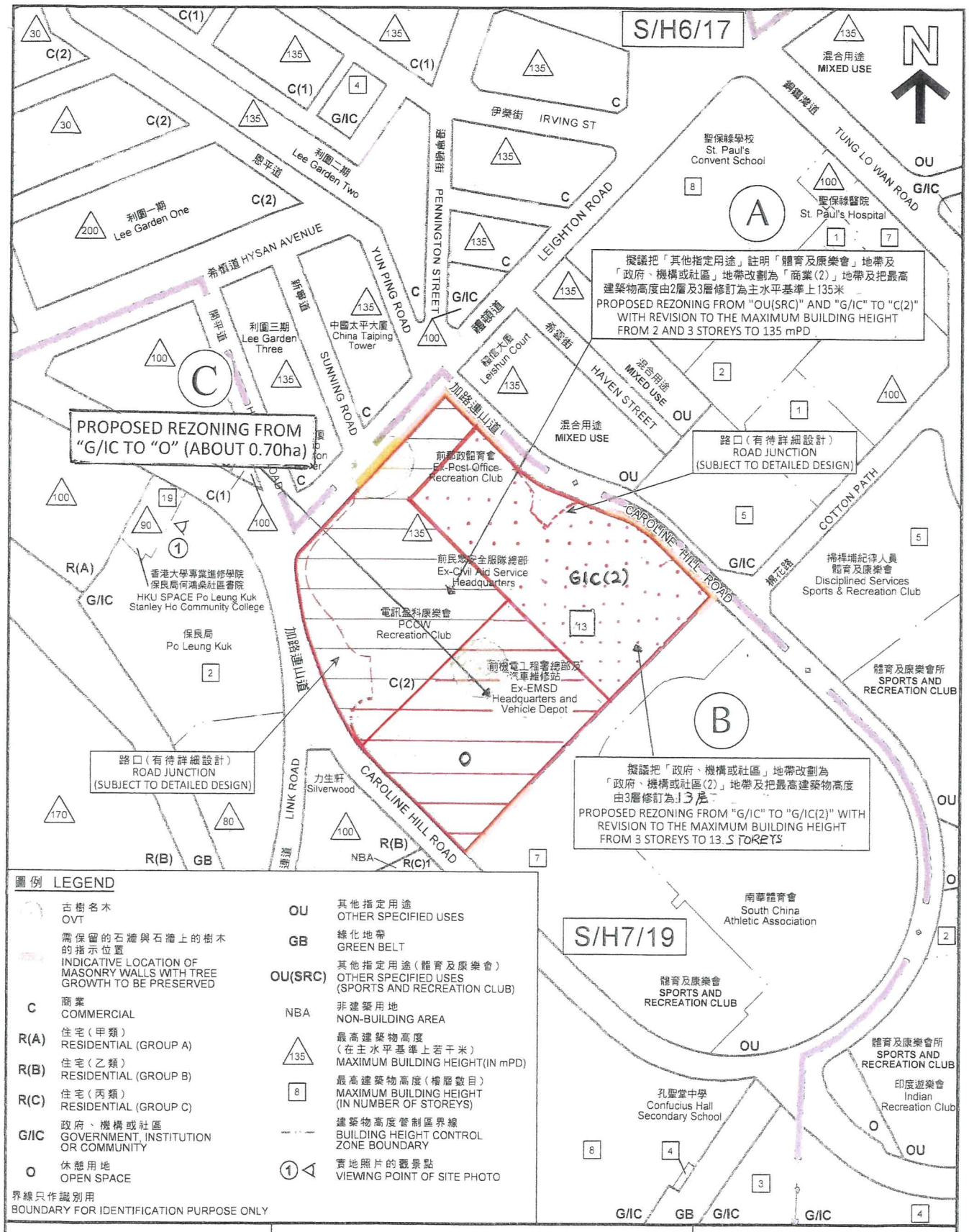
SCALE 1 : 1 200 比例尺

米 METRES 20 0 20 40 60 80 米 METRES

SCHEME C

DRAWING NO.

SchemeC-Plan



圖例 LEGEND

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需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED	
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R(A) 住宅(甲類) RESIDENTIAL (GROUP A)	
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R(C) 住宅(丙類) RESIDENTIAL (GROUP C)	
G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY	
O 休憩用地 OPEN SPACE	
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GB 綠化地帶 GREEN BELT	
OU(SRC) 其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)	
NBA 非建築用地 NON-BUILDING AREA	
135 最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)	
8 最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	
建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY	
1 實地照片的觀景點 VIEWING POINT OF SITE PHOTO	

界線只作識別用
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平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME C

DRAWING NO.

SchemeC-OZP

22nd July, 2019

TPB/R/S/H7/20-25

Town Planning Board

15/F, North Point

Government Offices,

333 Java Road,

North Point

Dear Sir/Madame,

Re: Proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

We refer to the proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A, and would like to raise our objections and our proposed amendments to the Town Planning Board, as shown in the attached documents and attachments, for your consideration.

Thank you for your attention.

Yours sincerely,

Chairman of the Owners Corporation Committee

RECEIVED
24 JUL 2019
Town Planning Board

We refer to MCP Paper No. 5/19 for consideration by The Metro Planning Committee on 3.5.2019, regarding further consideration of proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A, and would like to make a representation to the Town Planning Board in respect of the draft plan and the revised Explanatory Statement(ES) on the following issues:

A. Justification on the Disposition of District Court and adjacent Open Space

1. The disposition of the District Court as shown in the Conceptual Layout Plan did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road West, Link Road and Boardwood Road. Actually, the whole planning document including the technical assessment report, did not take into account of the said Residential Zone. The AVA report only provide limited views. The disposition of the proposed 135m tall District Court will cause extreme negative impact on the sunlight penetration and ventilation, which will adversely affect the health of the residents. We want to stress that whenever there is room for a better planning, a layout just fulfilling the min. requirement of the Building Regulations is not the function of Planning Department and Town Planning Board. This planning proposal is said to be against the aim of the Town Planning Ordinance Cap.131 " To promote the health, safety, convenience and general welfare of the community." We understand that the conceptual Layout Plan only provide the frame work for the scope, height and site area and GFA etc., the detail layout will be subject to future design. However, if the basic framework did not set in a rational and acceptable manner from the very beginning, the future layout will likely to be further deviate from a good planning.

1.1 The disposition of District Court largely reduced the sunlight penetration to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) District Court Block 2 is directly abutting Caroline Hill Road West, leaving only a 20m gap with the opposite building (Caroline Garden). Given the fact that District Court Block 2 is proposed to be 135mPD, whereas Caroline Garden is only 100mPD, therefore, the whole residential block will be under shadow during most of the days. Even worse, the living, dinning, master bedroom and kitchen of the whole block of Caroline Garden are directly facing the proposed District Court Block 2.

b.) Please refer to the attached drawing no. CHR-Plan1 & CHR-Sec1, showing the proposed Conceptual Layout Plan attached to MCP Paper No. 5/19. The residential zone along Caroline Hill Road West and Link Road will likely to be under shadow for most of the days due to the blockage of sunlight by the District Court.

1.2 The District Court largely reduced the visual permeability and ventilation to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) Please refer to the attached photomontage Fig.1, Fig. 2, Fig. 3, Fig. 4 and Zoomed in view of 3D model Fig. 5, Fig.6. The photos have shown clearly the visual and ventilation impact brought about by the two massive blocks to the neighborhood.

b.) As shown in the proposed Conceptual Layout Plan and ES for OZP No. S/H7/19A, a clear building gap of not less than 25m in width shall be provided to facilitate better ventilation within the commercial zone. However, the layout did not consider that the disposition of the District court alternately resulting a narrow gap of less than 25m with the opposite building (Caroline Garden). Given the fact that the opposite building is a residential building, a generous width of more than 25m should be provided to facilitate better ventilation and permeability.

1.3 According to the Conceptual Layout Plan, the existing OVT No. EMSD WCH/1 would be surrounded by the proposed District Court. And due to security reason, the OVT would be fenced off from the public. We strongly object the layout of the proposed District Court, as it did not fully utilize the valuable resources in the community for public enhancement. Please refer to attached drawing no. CHR-Plan2, showing the Conceptual Layout Plan with the OVT being fenced off by the District Court without connection to the public open space.

2. Disposition of the Open Space adjacent to the District Court Block 1

2.1 The Open Space adjacent to the proposed District Court Block 1 at the east bound of the subject site is proposed to be located at 15mPD. However, the level of the adjacent Caroline Hill Road east is at 5.7mPD. With a 10m of level differences, the pedestrian connection to the open space is proposed to be via an elevated link or underground crossing from the commercial development. Clearly, the disposition of the open space did not facilitate easy accessibility by the public, especially for the elderlies and the disabled. In addition, disabled access such as ramp and disabled lift should be provided, which will take up a large part of the narrow open space. As a result, the proposed open space will eventually becoming an isolated, left-over space, located at the far end corner of the site.

2.2 Please refer to attached drawing no. CHR-Plan2, showing the level differences between the proposed open space and the adjacent Caroline Hill Road east.

B. Justification of the Height of the District Court

1. According to the draft plan, the subject site is proposed to rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 135mPD, in order to facilitate the Wan Chai District Court development.

2. According to the development proposal, the total G.F.A of the District Court is 70,000 sq. m. And with reference to the proposed Conceptual Layout Plan for the CHR site(Plan 5), the floor area of the District Court is approx. 5,300m2/fl (Block 1 +Block 2). It is noted that the Judiciary indicated that they would not accept a district court of reduced area not fully meeting its functional and operational requirements. Therefore, the floor area cannot be substantially reduced in achieving a taller building. In this regard, the maximum no. of floors of the District Court should be maximum 13 storeys.

3. Below is the table showing the comparison of the development data between the proposed District Court, the existing Wan Chai District Court and the West Kowloon Law Court. It is noted that, with a similar floor area and total G.F.A comparing with the proposed District Court, the West Kowloon Law Court is only 11 storeys high, which is only around 60m tall. Therefore, it is not justify to rezone the maximum building height of G/IC to 135mPD.

	Proposed District Court	Existing Wanchai District Court	West Kowloon Law Court
Site Area (m2)	10,620.00	2,189.30	7,509.00
G.F.A. (m2)	70,000.00	30,776.20	60,320.00
Floor Area (m2/floor)	District Court 1+ District Court 2= 5300 (Approx)	N/A	5483.6
Building Height (m)	135	50 (Approx)	60 (Approx)
	No. of storey = To be determined	No. of storeys = 14	No. of storeys = 11

C. Schedule of Uses as attached to Wong Nai Chung OZP No.S/H7/19A

Hotel is falling in Column 1 (Uses always permitted) under Commercial zone. We strongly object this item as Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.

D. Justification of a new access road across the site

According to the conceptual scheme, a new access road is proposed across the site in a northeast-southwest direction to serve the commercial development and the District Court.

1. One major road to serve pedestrian and vehicular access to both commercial development and District Court is considered to be inefficient. We are especially concerned that as mentioned in the planning documents, detailed design shall be subject to the future developer of the commercial development to accommodate the vehicles waiting to enter the carpark.

2. We strongly opposed the provision of a new access road, as the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. Even though the access road is built, the extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road within the site will only impose burden on the existing road network, and in turn creating more bottlenecks. The new access road not only could not alleviate the already overloaded traffic in the area, but in a way further worsened the situation.

E. Proposed amendments to the draft plan

Based on the above concerns, we would like to submit our proposed amendments to the draft plan. We have come up in two proposals, namely Scheme B and Scheme C, for your further consideration.

Scheme B *(Please refer to attached drawing no. SchemeB-Plan)*

Merits of the proposed amendments to the draft plan:

(a) enhance sunlight penetration, ventilation and visual openness to the neighborhood;
(b) ensure the open space to be easily accessed by the public;
(c) address the shortfall in local open space to serve the immediate local community;
(d) add value to the development by incorporating the OVT to the public open space;
(e) reduce the traffic impact to the surrounding area;
(f) further strengthened the security of the District Court;
(g) allow easy accessibility to the District Court

1. According to the conceptual layout plan, the commercial development will be comprised of two commercial towers. In order to free up more public open space to serve the local community, we proposed that the twin commercial tower (28-35 storeys) to be replaced by a 35 storeys single tower. Given the total GFA of 100,000m2 and 135m height restriction being unchanged, the typical floor area shall be 3,000m2 approx. The commercial tower will be located at the west portion of the site because of its (i) close proximity to the commercial zone (ii) direct access to pedestrian crossing at Leighton Road (iii) least disturbance to the Residential Zone along Caroline Hill Road.

2. To address the traffic issue, we proposed that traffic diversion should be carried out in three layers:

   1.) Reduce the number of vehicles travelling and snarling above ground by diverting them to the underground once they have reached the site. We proposed that vehicular access to the development will be via underground carpark.
   2.) Vehicular access to different buildings serving different functions should be diverted and separated. We proposed that the underground carpark will be split up for commercial and District Court separately in order to reduce burden on one major access. Moreover, the security of District Court could be further strengthened as well. Ingress/egress of vehicular traffic to the commercial development will be via the western site access to underground; ingress/egress to the district court be via the eastern site access to underground.

3.) We observed that one of the major reason of traffic congestion is due to long queue of hourly parking vehicles, usually taking up one traffic lane. We proposed to introduce a separate access point of hourly parking vehicles at the western portion of the site, whereas public transportation, loading/unloading and monthly parking shall be diverted to another access point.

3. Pedestrian access to the commercial development shall be provided at-grade in the western portion fronting the pedestrian crossing at Leighton Road. For the District Court, road improvement and widening works will be implemented at the eastern portion along Caroline Hill Road. Pedestrian access will be provided at-grade to the entrance lobby of the District Court at Caroline Hill Road east.

4. By locating the District Court at the northern portion fronting Leighton Road and Caroline Hill Road east, public access to the District Court could be further enhanced.

5. By providing separate pedestrian and vehicular entrance of the District Court from the Commercial development, the security of the District Court could be further strengthen.

6. Provision of a large and continuous Open Space

6.1 By removing one commercial tower and the access road, the area of the open space can be largely increased. We proposed that not less than 8000 sq.m. i.e. approx.30% of the total site area (26,583m2) shall be provided for public open space.

6.2 The level of the open space at southern portion is at 13mPD, while the adjacent Caroline Hill Road West is at 13-13.5mPD, which is actually at-grade level. This revised layout can ensure easy accessibility by the public.

6.3 Unlike the draft plan with the open space located at the far end corner of Caroline Hill Road east, resulting a left-over isolated space, this revised layout can allow the open space to serve as an extension and a continuous green belt to the adjacent neighborhood. And by incorporating the existing OVT No. EMSD WCH/1 to the open space, such valuable resources can add value to the community and to enhance public enjoyment.

6.4 It is noted that a revised conceptual layout plan (Plan FC-3) attached to the planning document has been trying to address the issue of set back from Caroline Hill Road west. However, the layout would result in an even more Isolated, gloomy and narrow open space at eastbound, being surrounded by concrete walls of the District Court. Moreover, the "open space" created from this set back at Caroline Hill Road west cannot be served for public use due to

security reason. Similarly, the OVT being fenced off by the District Court also cannot be incorporated into the public open space due to security reason.

6.5 In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Boardwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. *Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site and the District Court as shown in attached drawing no. SchemeB-OZP.*
2. *To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.*
3. *Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A.*
   Schedule of uses: Commercial
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. *Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A*
   "...To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided <u>at-grade in the southern portion facing Caroline Hill Road and at-grade in the western portion fronting Leighton Road. A setback of not less than 40m in width from the southwestern site boundary shall be implemented, where no structure above ground level can be constructed beyond this setback line.</u> The future developer will be required to submit a landscape plan under lease. <u>The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and</u> the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved....")

Scheme C (Please refer to attached drawing no. SchemeC-Plan)

To further address the inadequacies in the government's plan, including underestimated traffic situation, overoptimistic commercial land demand forecast, and undermined potential of the open space, we hereby propose a further improvement scheme.

We propose to lower the scale of the commercial development, by removing the proposed 10,000m^2 retail space. As we can see from the development of Times Square, their shopping mall attract a lot of people, roads around Times Square are full of vehicles waiting for parking space. Therefore, we can foresee the commercial development of Wong Nai Chung Outline Zoning Plan No. S/H7/19 will also attract a lot of people to come, and there is only 125 parking spaces according to current proposal which obviously can't fulfil all needs. Vehicles will retard in Caroline Hill Road, Leighton Road, Pennington Street, Sunning Street, Yun Ping Road, Lan Fong Road and Lee Garden Road etc. while they are waiting for available parking space, which will resulted in a huge traffic jam. Therefore, we propose to lower the scale of commercial development, hoping that can reduce the impact to the traffic to nearby area.

Besides S/H7/19, there are five commercial development projects carrying or will carry on in Causeway Bay, they are The Excelsior, Radiant Centre, No.42-44 Yiu Wa Street, Lee Garden Three, Crowne Plaza Hong Kong Causeway Bay, which will provide 1,370,031 feet^2 commercial space, and they are all surrounding Wong Nai Chung Outline Zoning Plan No. S/H7/19. In addition, there are two development projects under planning, J Plus Hotel and No. 27, 29 to 31 Sugar Street. So the commercial space supply in Causeway Bay is enough, therefore, we suggested that the number of building should reduce to one block.

In order to have an excellent sunlight penetration and ventilation, the height restriction of the Outline Zoning Plan should be 135m tall.

The public space in Outline Zoning Plan should open to public and managed by Leisure and Cultural Services Department. And the design of the space should fit the actual needs of the community, and more greening elements should be added to the space since various development projects have significantly reduce the green area in Causeway Bay.

The calculation of Gross Floor Area (GFA) of the whole Outline Zoning Plan is based on the GDP growth rate of Hong Kong, but the figures that Government using are from 2017 which can't reflect the actual economic situation of present Hong Kong. The latest data showing the present economic growth of Hong Kong is slowing down which mean the GFA of the whole Outline Zoning Plan should be reduced.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. *Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site, the District Court and Open Space as shown in attached drawing no. SchemeC-OZP.*
2. *To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.*
3. *Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial*
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. *Amendments to the Explanatory Statement Item 8.6of OZP S/H7/19A. Open Space ("O"): Total Area 10.04 ha*
5. *Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial Item (3) "On land designated "Commercial (2)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 90,000m2, or the gross floor area of the existing building, whichever is the greater, and it shall include the gross floor area of G/IC facilities as required by the Government.*
6. *Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A*

For the "C(2)" site, development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 90,000m2, with due consideration of the traffic capacity in the area.

Attachments

Drawing no. CHR-Plan1
Drawing no. CHR-Sec1
Fig.1
Fig.2
Fig.3
Fig.4
Fig.5
Fig.6
Drawing no. CHR-Plan2
Drawing no. SchemeB-Plan
Drawing no. SchemeB-OZP
Drawing no. SchemeC-Plan
Drawing no. SchemeC-OZP

Signature: _____

Name: William Yan.

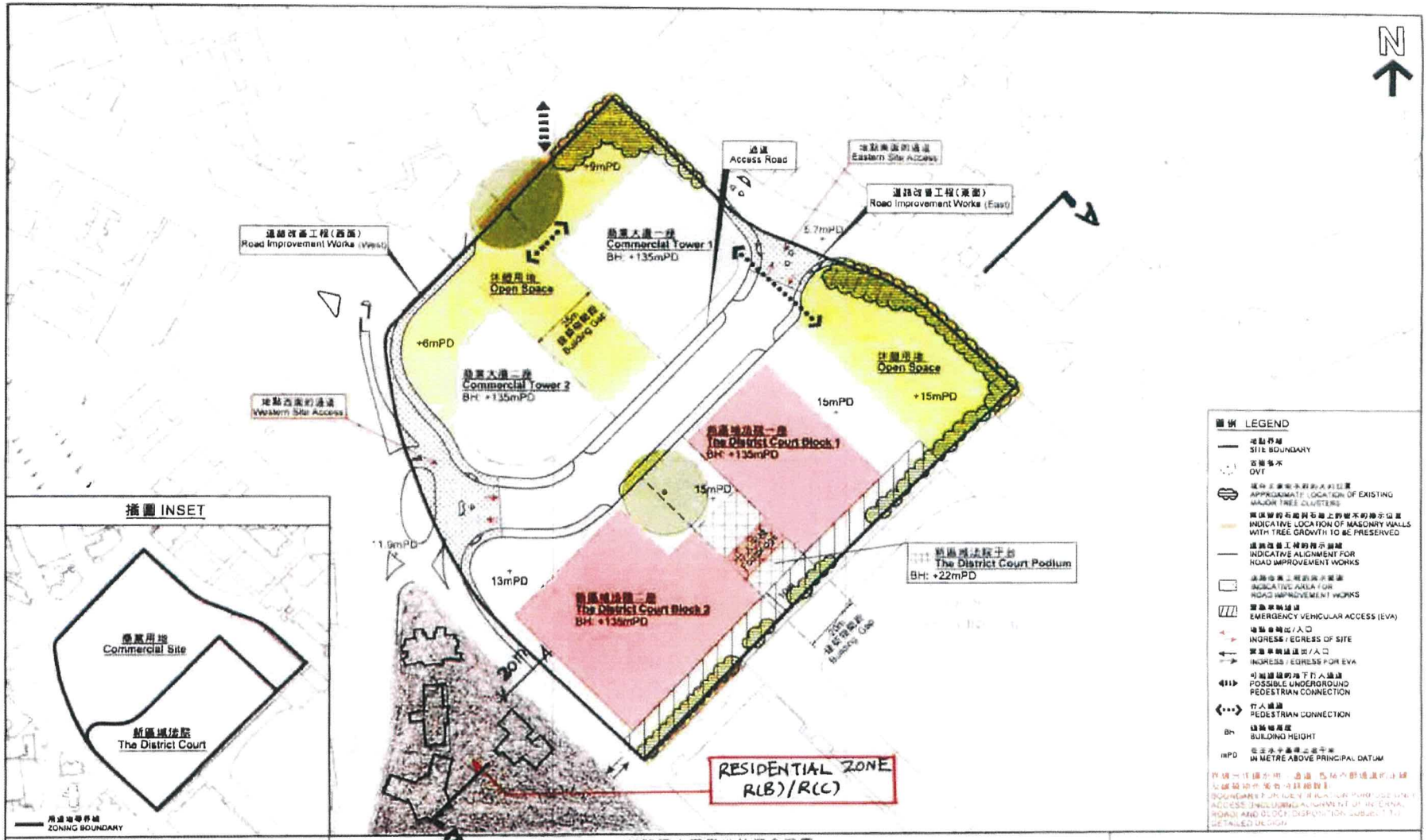
Name of Estate: Cavendish Heights Block 8

Position: Chairman of the I.O

Email: [redacted]

Date: 22.7.2019

[redacted]



本圖是根據2019年2月28日製備，所根據的資料為測量圖編號 11-SW-158

EXTRACT PLAN PREPARED ON 28.2.2019 BASED ON SURVEY SHEET No 11-SW-158

加路連山道用地的概念藍圖

CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地作商業用途及新區城法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE: 1 : 1,200 比例尺

METRES 20 0 20 40 60 80 METRES

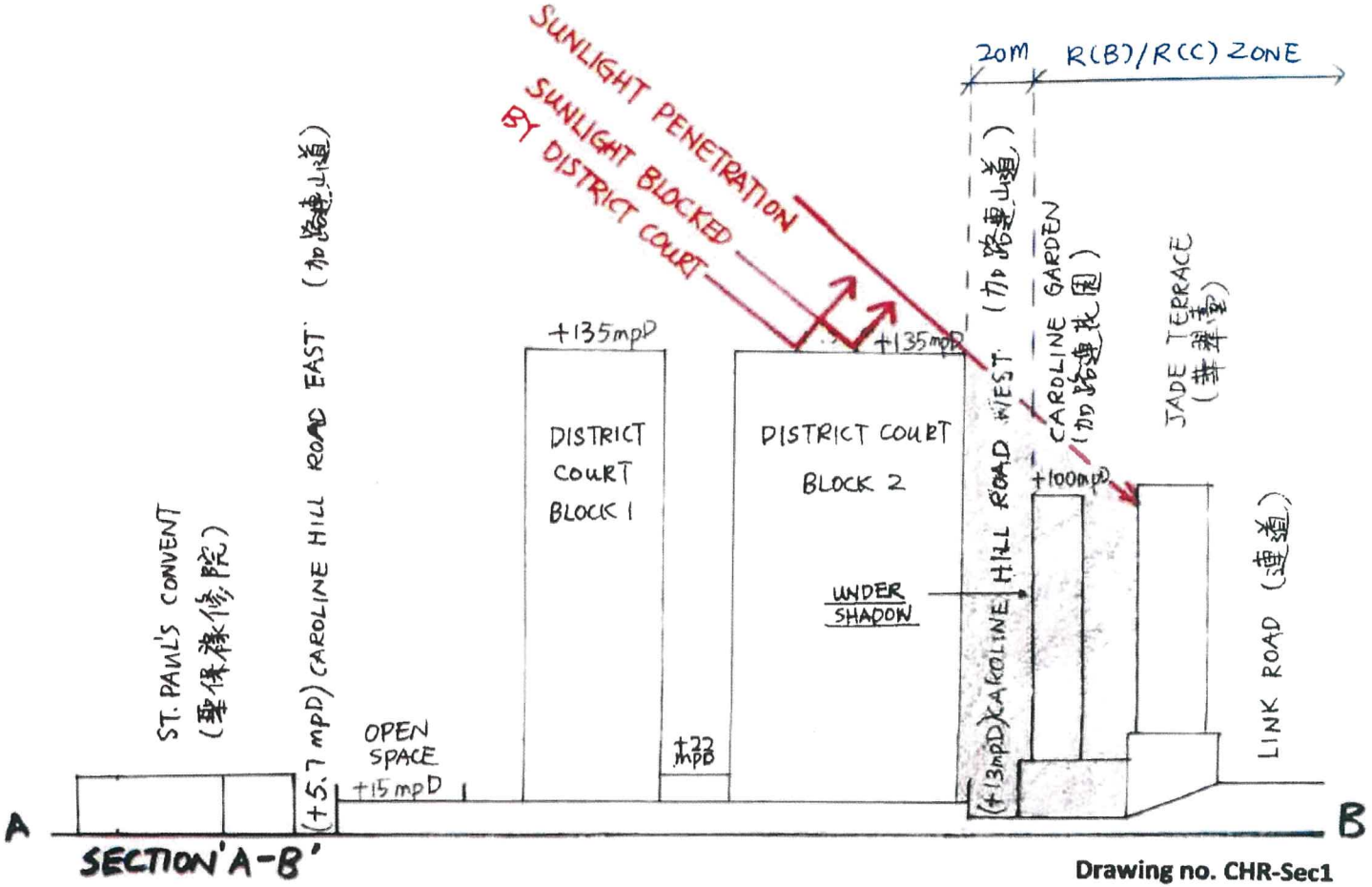
規劃署

PLANNING DEPARTMENT

參考編號 REFERENCE No

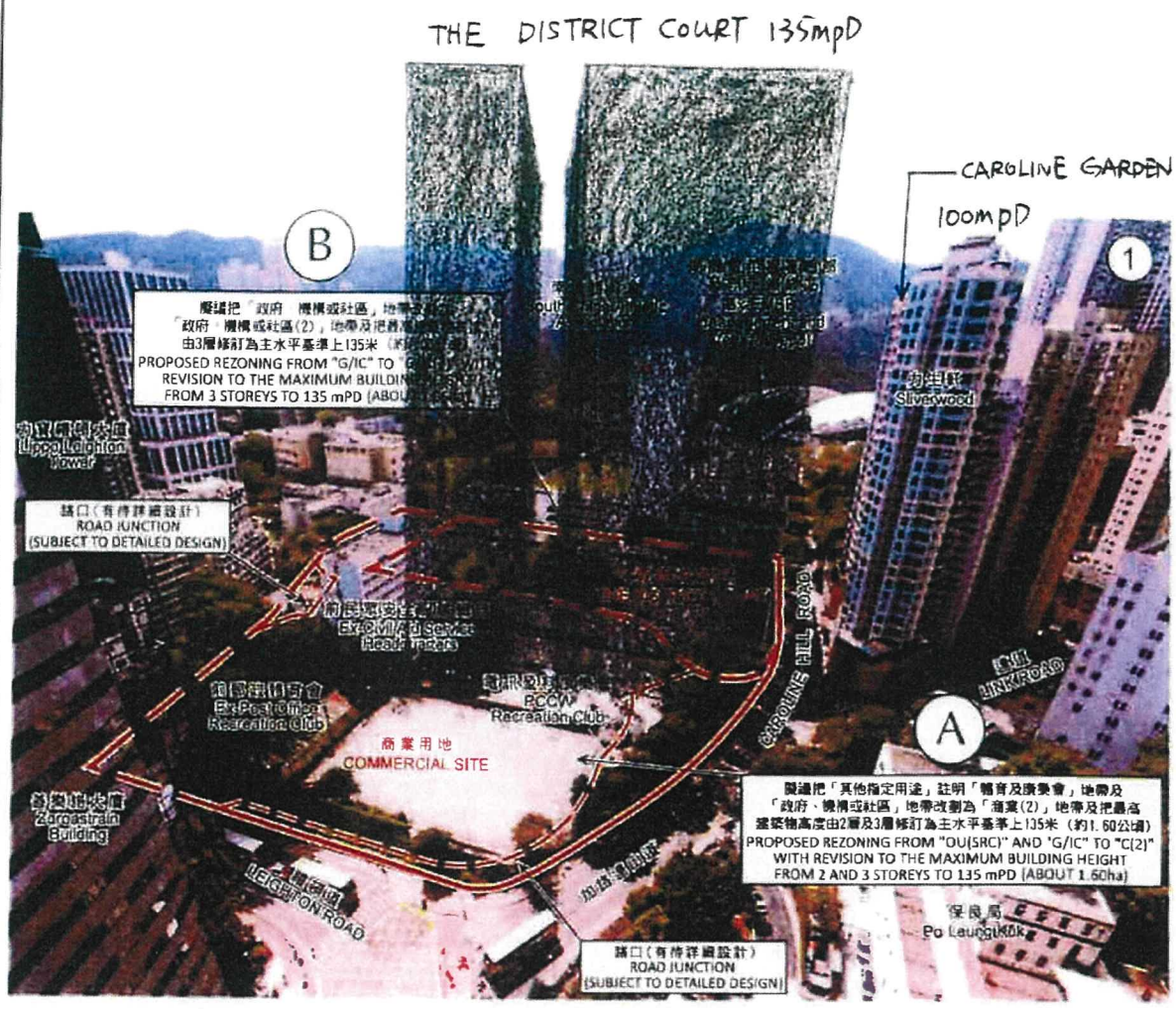
圖 PLAN

Drawing no. CHR-Plan1



SECTION 'A-B'

Drawing no. CHR-Sec1



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月28日擬備，所根據的資料為攝於2018年5月16日的實地照片 PLAN PREPARED ON 28.2.2019 BASED ON SITE PHOTO TAKEN ON 16.5.2018	實地照片 SITE PHOTO 重新發展鯉魚門加路連山道用地作商業用途及新區域法院 REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT	規劃署 PLANNING DEPARTMENT 參考編號 REFERENCE No. M/H7/19/3 圖 PLAN Fig.1

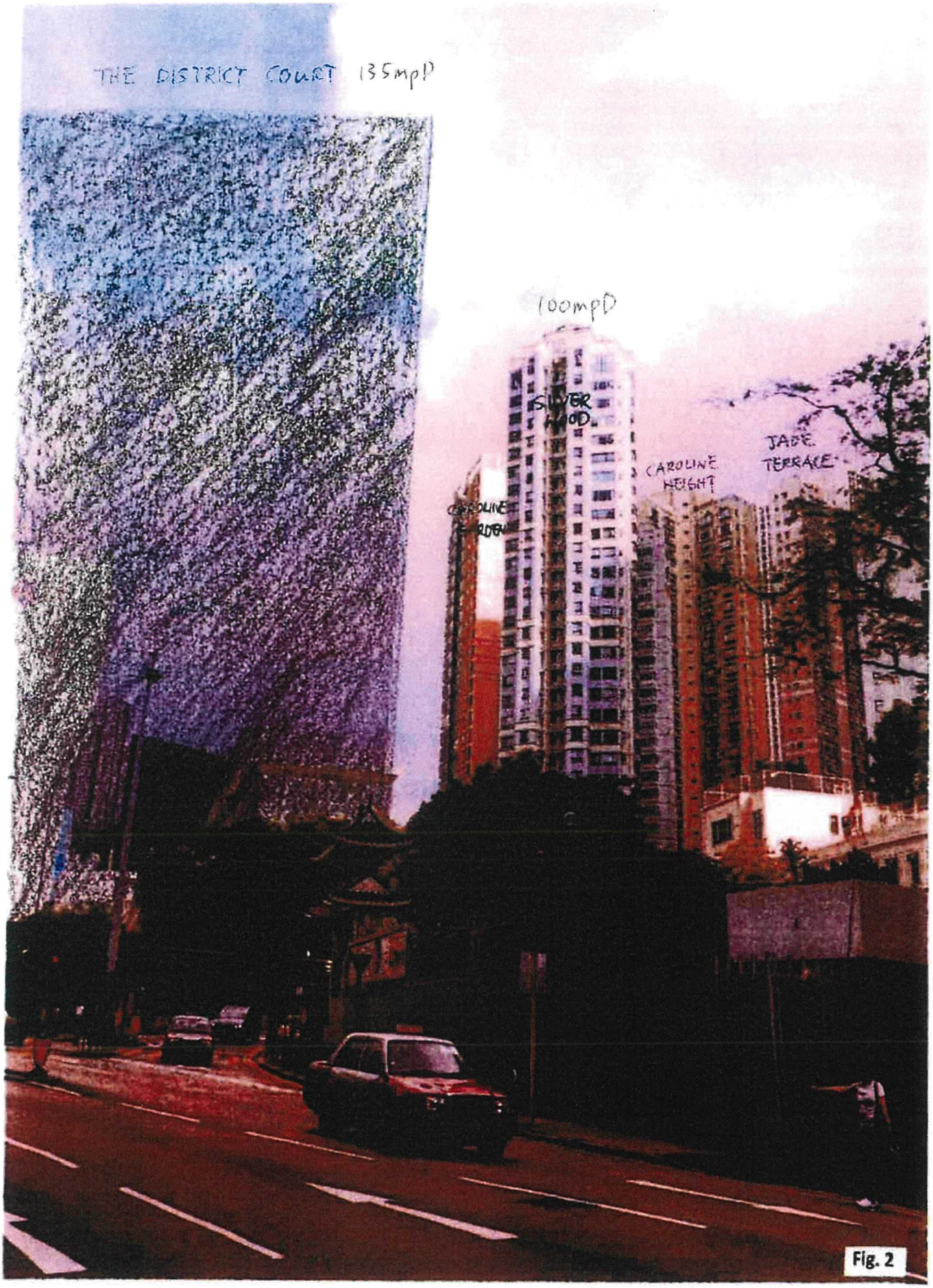

THE DISTRICT COURT 135mpD
100mpD
SILVER WOOD
CAROLINE HEIGHT
JADE TERRACE

Fig. 2

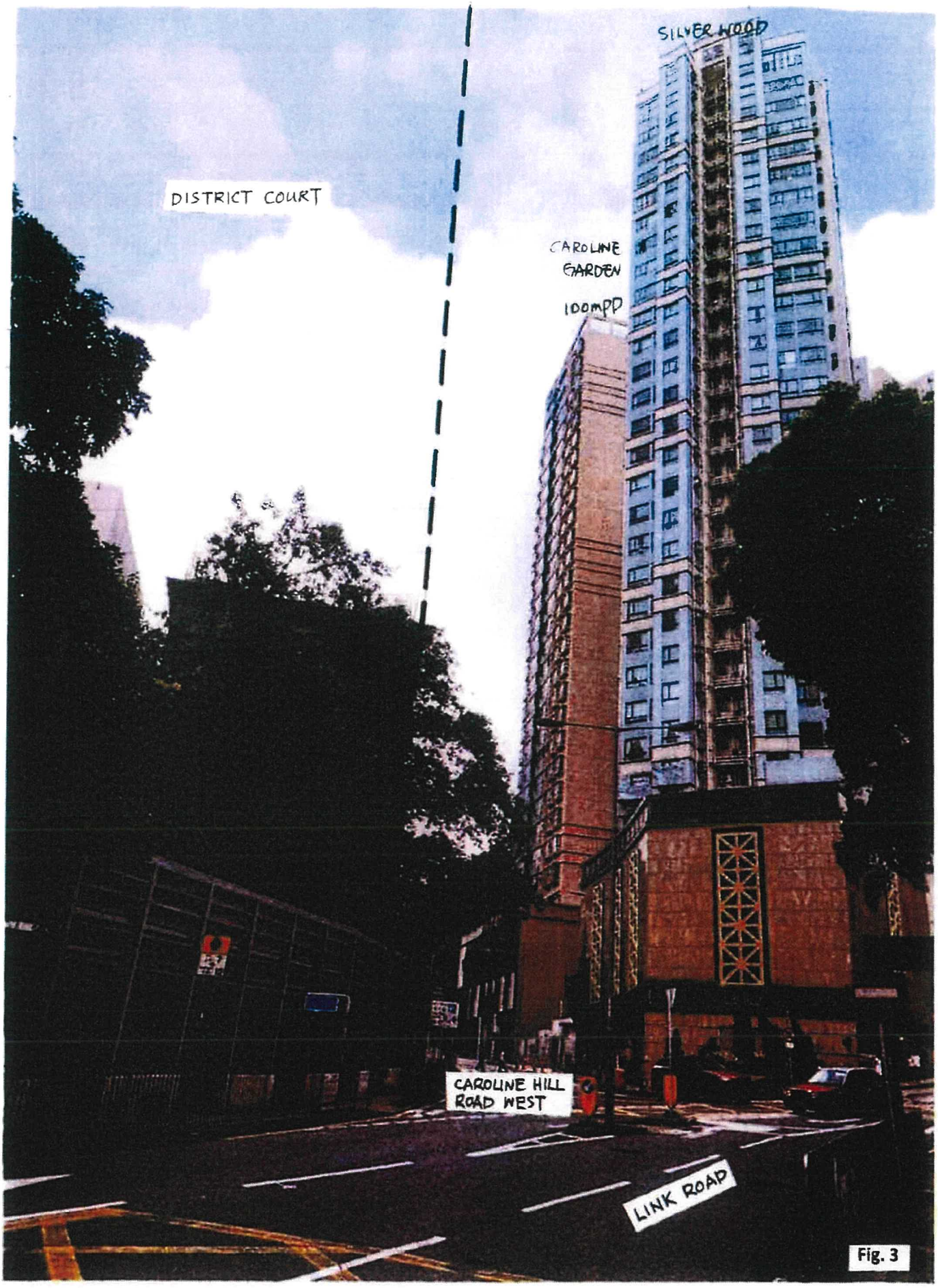

SILVER WOOD
DISTRICT COURT
CAROLINE GARDEN
100mPD
CAROLINE HILL ROAD WEST
LINK ROAD

Fig. 3

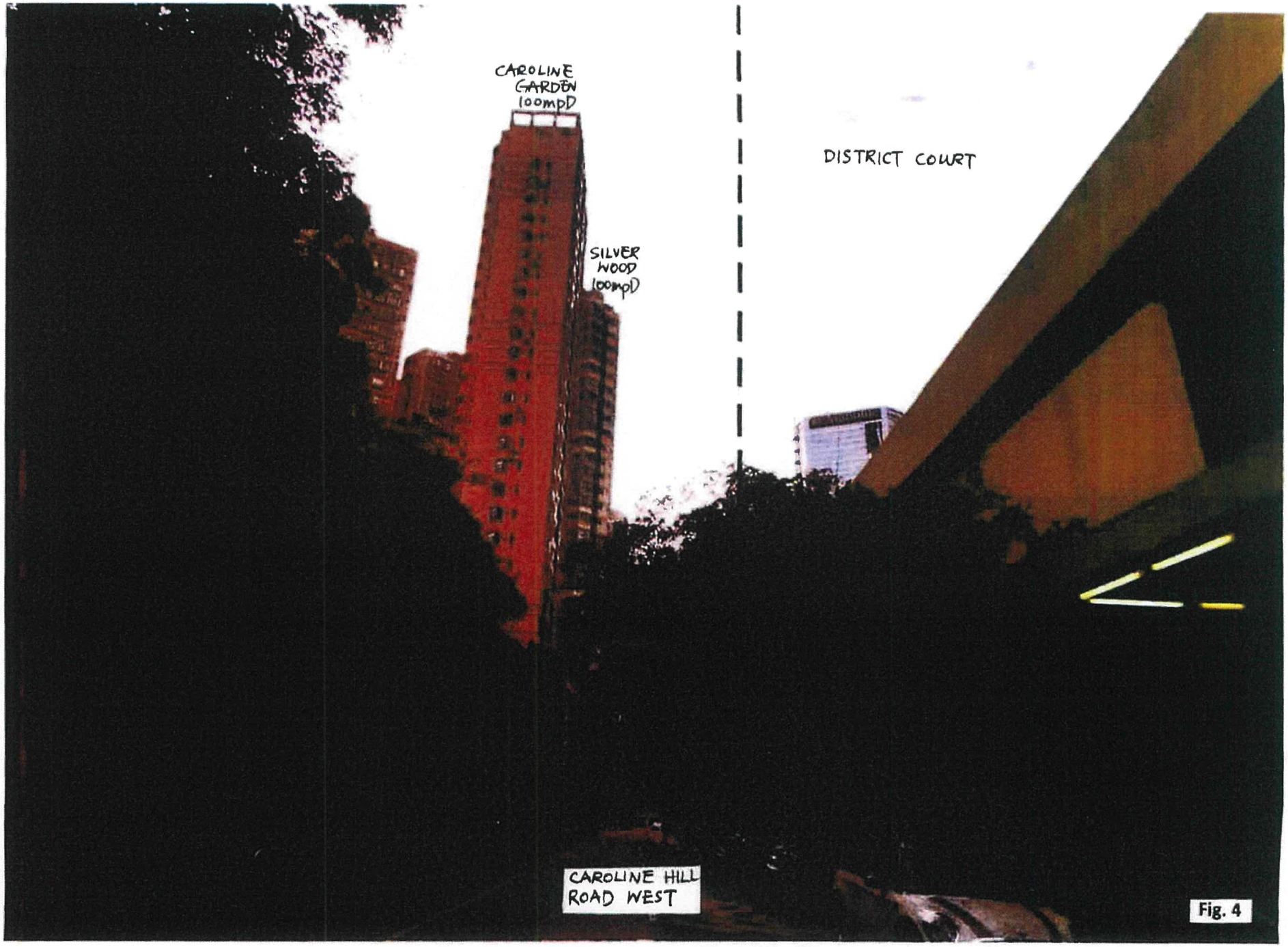

CAROLINE
GARDEN
100mpD
SILVER
WOOD
100mpD
DISTRICT COURT
CAROLINE HILL
ROAD WEST

Fig. 4

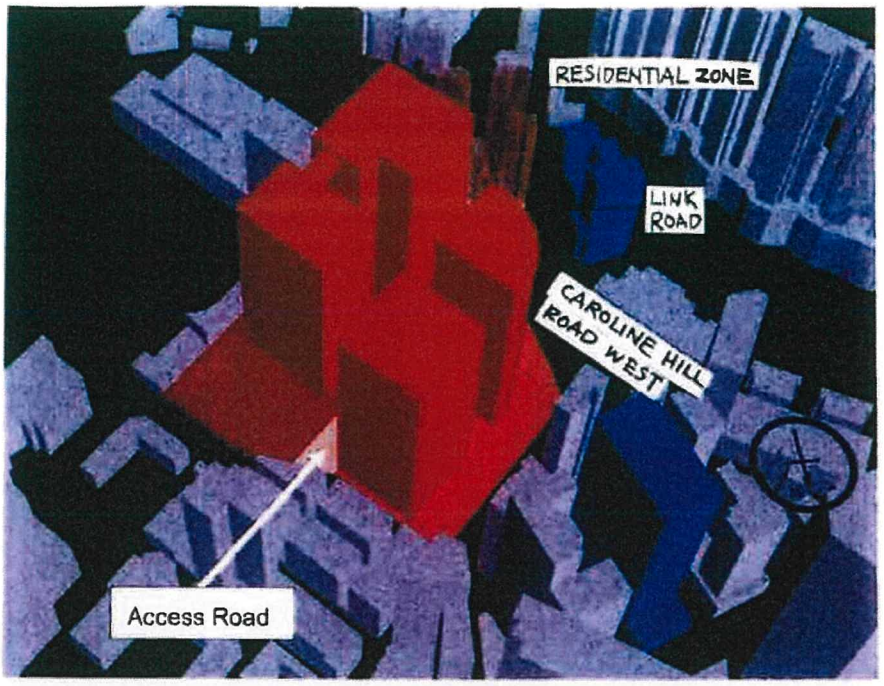


Figure 20 Zoomed-in view of 3D model for the Optional Scheme from north

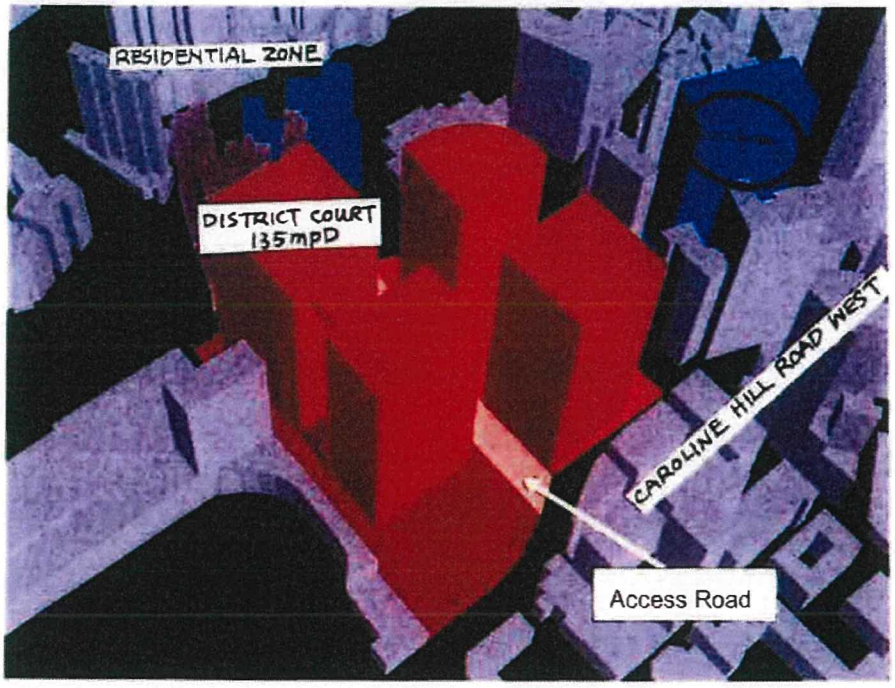


Figure 21 Zoomed-in view of 3D model for the Optional Scheme from east

WRT

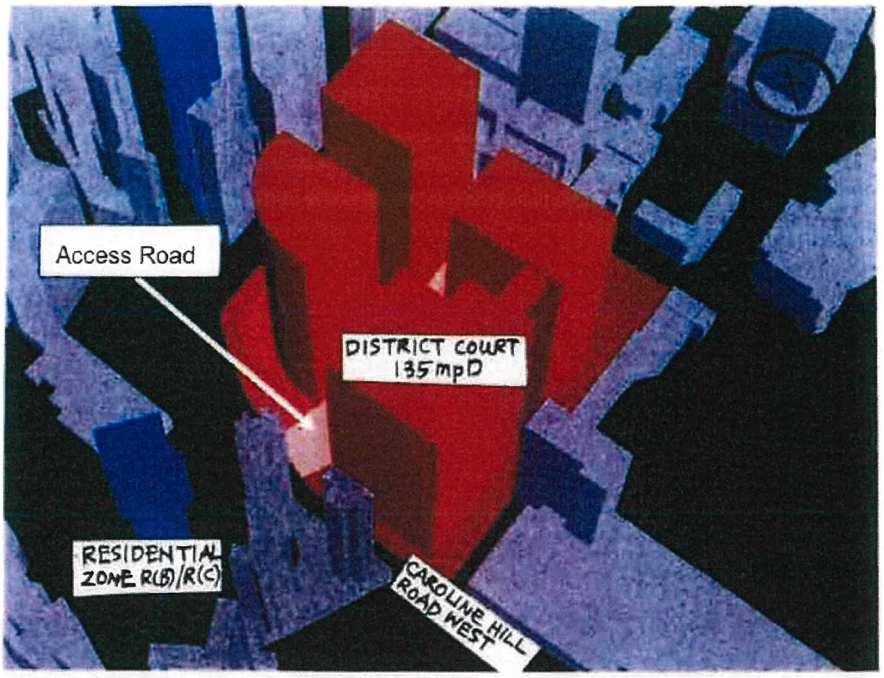


Figure 22 Zoomed-in view of 3D model for the Optional Scheme from south

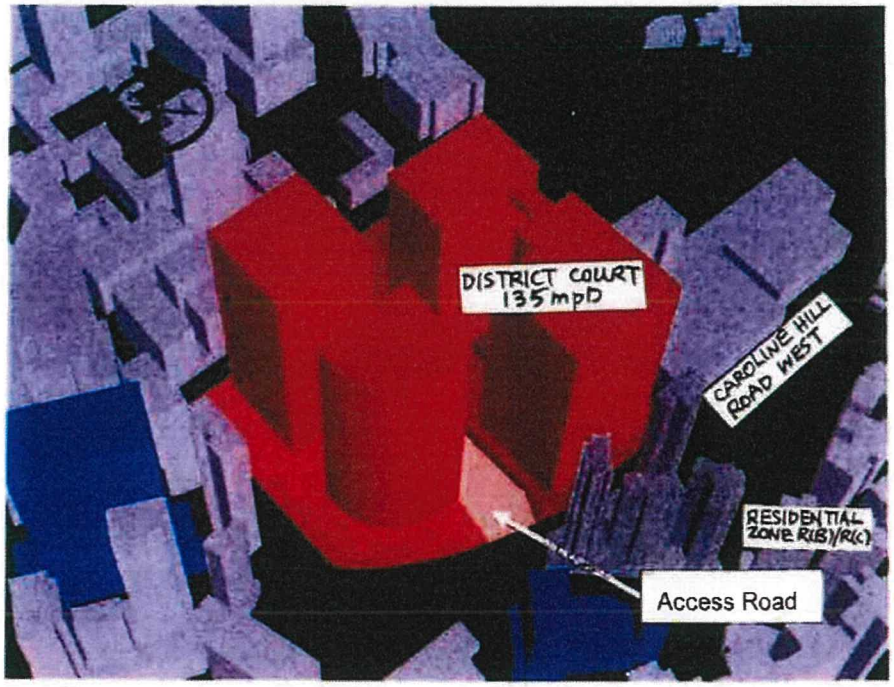
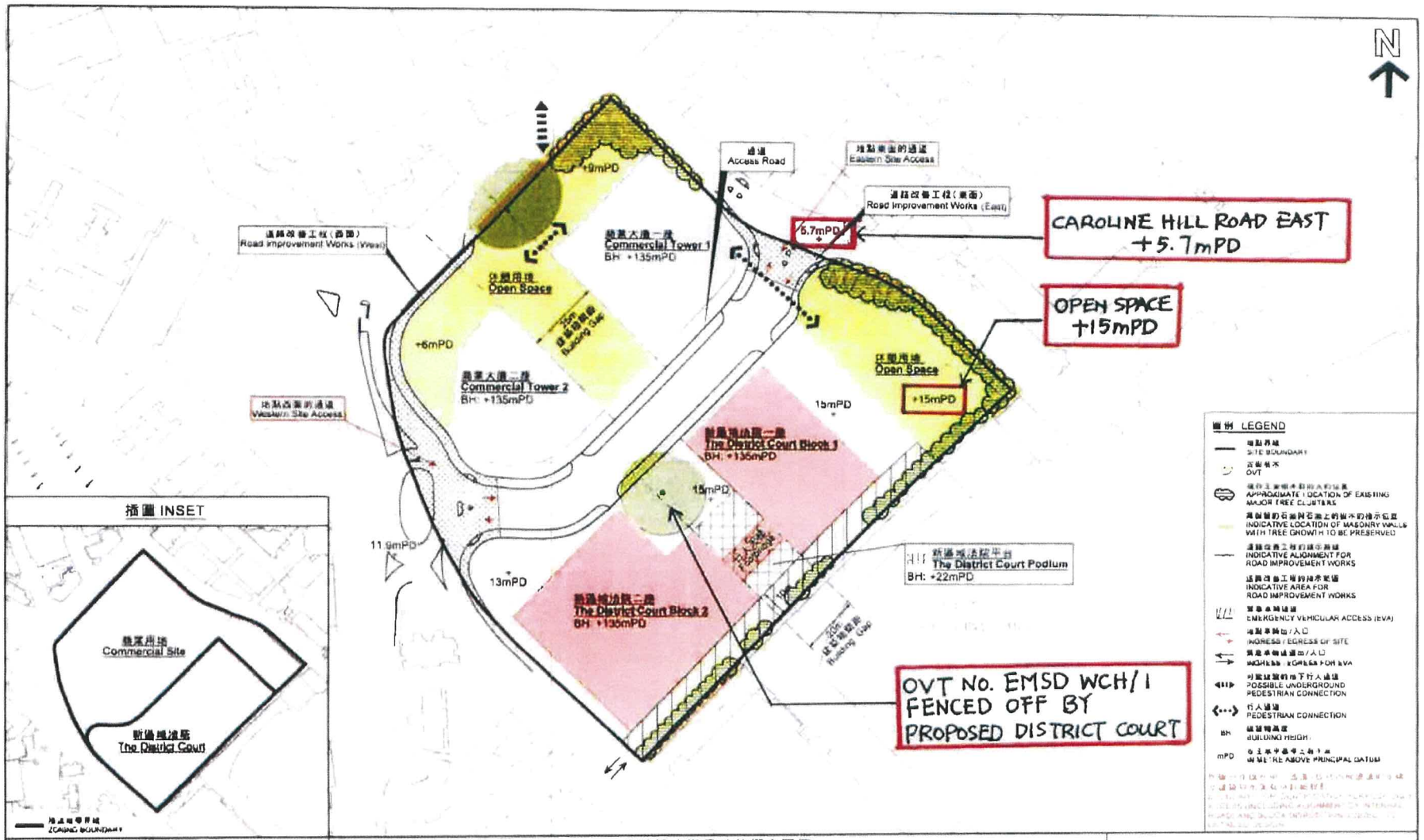


Figure 23 Zoomed-in view of 3D model for the Optional Scheme from west



本圖是根據2019年2月28日製備，所根據的資料為測量圖編號 11-SW-15B

EXTRACT PLAN PREPARED ON 28 2 2019 BASED ON SURVEY SHEET No 11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 1,250 比例尺

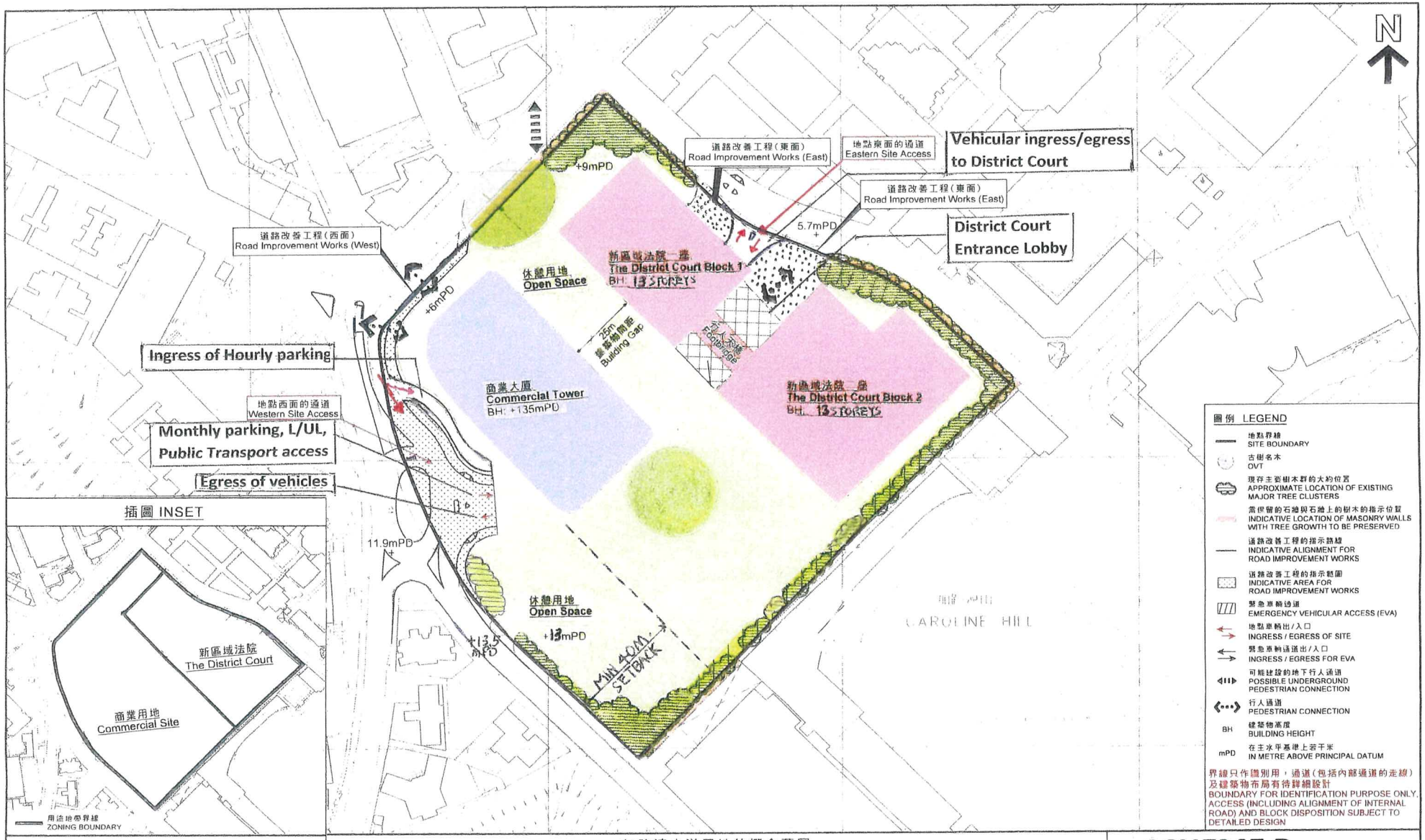
METRES 20 0 20 40 60 80 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No

圖 PLAN

Drawing no. CHR-Plan2



本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

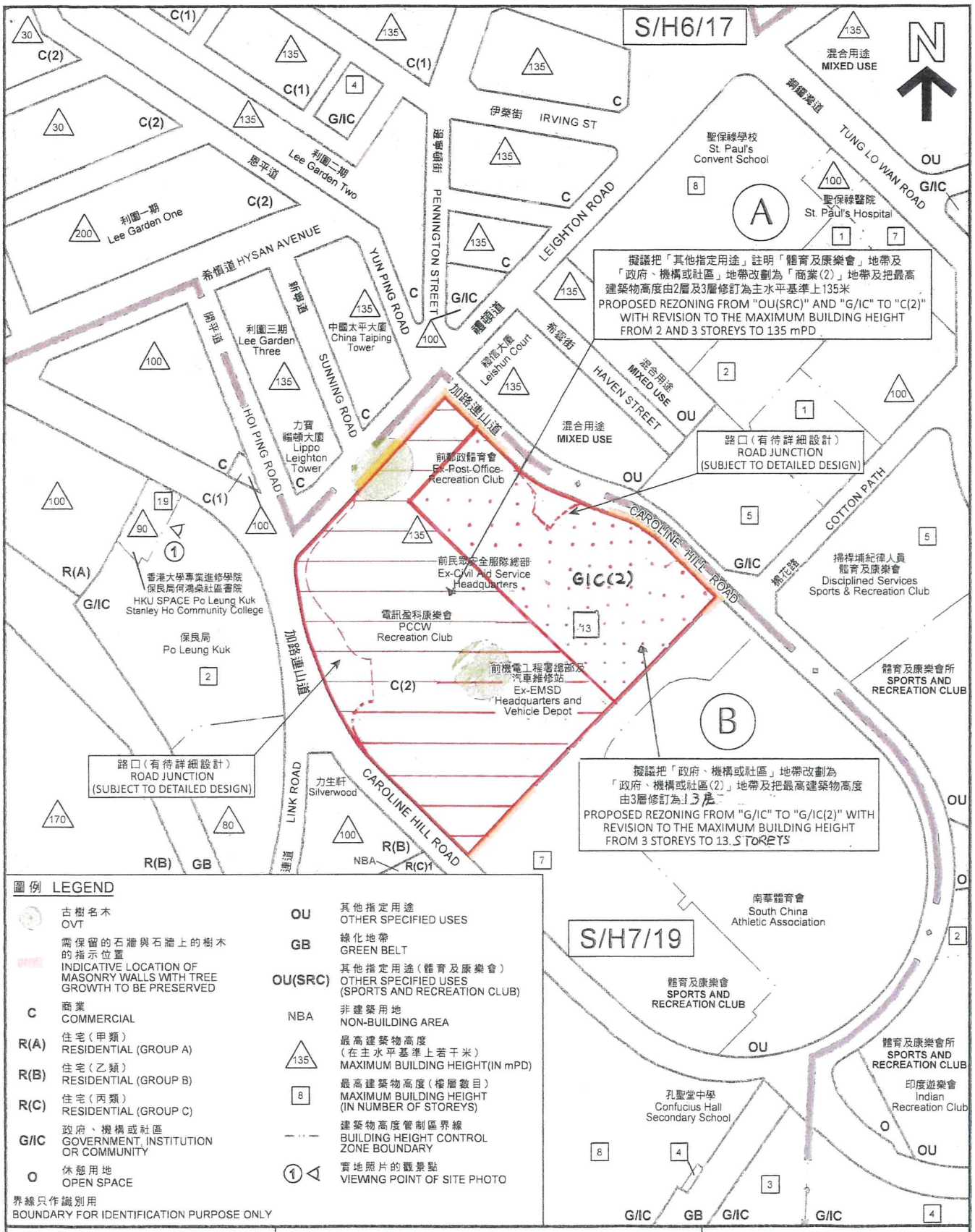
SCALE 1 : 1 200 比例尺

METRES 20 0 20 40 60 80 METRES

SCHEME B

DRAWING NO.

SchemeB-Plan



圖例 LEGEND

古樹名木 OVT	
需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED	
C	商業 COMMERCIAL
R(A)	住宅(甲類) RESIDENTIAL (GROUP A)
R(B)	住宅(乙類) RESIDENTIAL (GROUP B)
R(C)	住宅(丙類) RESIDENTIAL (GROUP C)
G/IC	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
O	休憩用地 OPEN SPACE
OU	其他指定用途 OTHER SPECIFIED USES
GB	綠化地帶 GREEN BELT
OU(SRC)	其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
NBA	非建築用地 NON-BUILDING AREA
135	最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)
8	最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
— · · —	建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY
①	實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號 11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME B

DRAWING NO.

SchemeB-OZP

本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

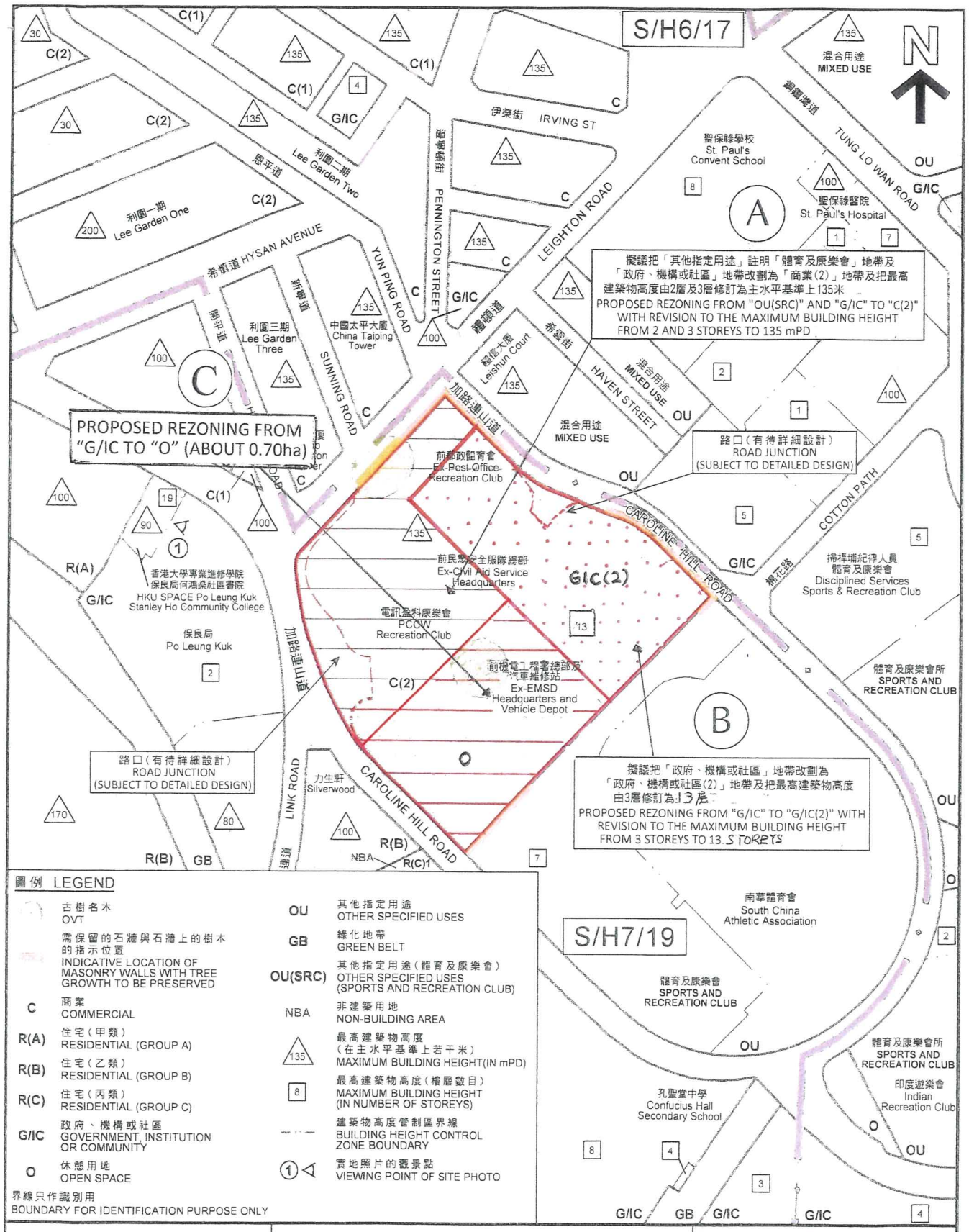
SCALE 1 : 1 200 比例尺

米 METRES 20 0 20 40 60 80 米 METRES

SCHEME C

DRAWING NO.

SchemeC-Plan



圖例 LEGEND

古樹名木 OVT	
需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED	
C 商業 COMMERCIAL	
R(A) 住宅(甲類) RESIDENTIAL (GROUP A)	
R(B) 住宅(乙類) RESIDENTIAL (GROUP B)	
R(C) 住宅(丙類) RESIDENTIAL (GROUP C)	
G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY	
O 休憩用地 OPEN SPACE	
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OU(SRC) 其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)	
NBA 非建築用地 NON-BUILDING AREA	
135 最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)	
8 最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	
建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY	
1 實地照片的觀景點 VIEWING POINT OF SITE PHOTO	

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號 11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME C

DRAWING NO.

SchemeC-OZP

tpbpd

寄件者: [redacted]

寄件日期: 23日07月2019年星期二 23:45

收件者: tpbpd@pland.gov.hk

主旨: Proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/20(S/H7/19A)

附件: CHR-SchemeBC-CH-Doc.pdf; CHR-SchemeBC-CH.pdf

重要性: 高

TPB/R/S/H7/20-26

Dear Secretary of the Town Planning Board,

I am writing to raise my objections and my proposed amendments to the captioned Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19 A) gazette on 24th May 2019, and would like to make a representation to the Town Planning Board.

Please refer to the attachments(CHR-SchemeBC-CH-Doc, CHR-SchemeBC-CH) for the detailed reasons of my representation and my proposals. I sincerely hope that the Town Planning Board can consider my proposals.

Thank you for your kind attention.

Yours Faithfully,

Cindy Hui Ming Chun

23rd July 2019

Town Planning Board

15/F, North Point

Government Offices,

333 Java Road,

North Point

Re: Proposed amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20(S/H7/19A)

Dear Secretary of the Town Planning Board,

I am writing to raise my objections and my proposed amendments to the captioned Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19A) gazette in 24th May 2019, and would like to make a representation to the Town Planning Board.

I am deeply concerned about the proposal to change the land use in the Caroline Hill Road site (CHR Site) into commercial uses and to loosen the height limit to 135mPD, and the provision of District Court with revision to the maximum building height from 3 storeys to 135mPD, as these would hugely affect the traffic, ventilation and view in the surrounding area. The Traffic Impact Assessment report conducted two years ago failed to reflect the latest situations in the community. The Visual Impact Assessment report did not conduct in a comprehensive manner as well.

I hereby would like to propose two schemes to ensure the CHR site can be utilized to its potential and be beneficial the neighborhood. Please refer to the attachment for the detailed reasons of my representation and my proposals. I sincerely hope that the Town Planning Board can consider my proposals.

Thank you for your kind attention.

Yours Faithfully,

Full Name of Representor: **Hui Ming Chun Cindy**

HKID No. of Representor: [redacted]

Address: [redacted]

Email address: [redacted]

We refer to MCP Paper No. 5/19 for consideration by The Metro Planning Committee on 3.5.2019, regarding further consideration of proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A(S/H7/20), and would like to make a representation to the Town Planning Board in respect of the draft plan and the revised Explanatory Statement(ES) on the following issues:

A. **Justification on the Disposition of District Court and adjacent Open Space**

1. The disposition of the District Court as shown in the Conceptual Layout Plan did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road West, Link Road and Boardwood Road. Actually, the whole planning document including the technical assessment report, did not take into account of the said Residential Zone. The AVA report only provide limited views. The disposition of the proposed 135m tall District Court will cause extreme negative impact on the sunlight penetration and ventilation, which will adversely affect the health of the residents. We want to stress that whenever there is room for a better planning, a layout just fulfilling the min. requirement of the Building Regulations is not the function of Planning Department and Town Planning Board. This planning proposal is said to be against the aim of the Town Planning Ordinance Cap.131 "To promote the health, safety, convenience and general welfare of the community." We understand that the conceptual Layout Plan only provide the frame work for the scope, height and site area and GFA etc., the detail layout will be subject to future design. However, if the basic framework did not set in a rational and acceptable manner from the very beginning, the future layout will likely to be further deviate from a good planning.

1.1 The disposition of District Court largely reduced the sunlight penetration to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) District Court Block 2 is directly abutting Caroline Hill Road West, leaving only a 20m gap with the opposite building (Caroline Garden). Given the fact that District Court Block 2 is proposed to be 135mPD, whereas Caroline Garden is only 100mPD, therefore, the whole residential block will be under shadow during most of the days. Even worse, the living, dinning, master bedroom and kitchen of the whole block of Caroline Garden are directly facing the proposed District Court Block 2.

b.) Please refer to the attached drawing no. CHR-Plan1 & CHR-Sec1, showing the proposed Conceptual Layout Plan attached to MCP Paper No. 5/19. The residential zone along Caroline Hill Road West and Link Road will likely to be under shadow for most of the days due to the blockage of sunlight by the District Court.

c.) A further study is carried out to demonstrate the health impact to the neighbourhood. A shadow analysis is conducted to simulate the shading effect (in terms of number of hours without direct sunlight penetration in a typical day) casted by the proposed buildings during summertime. Result indicates that in a typical summer day, the residential zone mentioned in 1.1b, especially whole façade of Caroline Garden and part of Silverwood cannot receive direct sunlight in most of the daytime. Please refer to the attached shadow analysis Fig. A.

1.2 The District Court largely reduced the visual permeability and ventilation to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) Please refer to the attached photomontage Fig.1, Fig. 2, Fig. 3, Fig. 4 and Zoomed in view of 3D model Fig. 5, Fig.6. The photos have shown clearly the visual and ventilation impact brought about by the two massive blocks to the neighborhood.

b.) As shown in the proposed Conceptual Layout Plan and ES for OZP No. S/H7/19A, a clear building gap of not less than 25m in width shall be provided to facilitate better ventilation within the commercial zone. However, the layout did not consider that the disposition of the District court alternately resulting a narrow gap of less than 25m with the opposite building (Caroline Garden). Given the fact that the opposite building is a residential building, a generous width of more than 25m should be provided to facilitate better ventilation and permeability.

1.3 According to the Conceptual Layout Plan, the existing OVT No. EMSD WCH/1 would be surrounded by the proposed District Court. And due to security reason, the OVT would be fenced off from the public. We strongly object the layout of the proposed District Court, as it did not fully utilize the valuable resources in the community for public enhancement. Please refer to attached drawing no. CHR-Plan2, showing the Conceptual Layout Plan with the OVT being fenced off by the District Court without connection to the public open space.

2. Disposition of the Open Space adjacent to the District Court Block 1

2.1 The Open Space adjacent to the proposed District Court Block 1 at the east bound of the subject site is proposed to be located at 15mPD. However, the level of the adjacent Caroline Hill Road east is at 5.7mPD. With a 10m of level differences, the pedestrian connection to the open space is proposed to be via an elevated link or underground crossing from the commercial development. Clearly, the disposition of the open space did not facilitate easy accessibility by the public, especially for

the elderlies and the disabled. In addition, disabled access such as ramp and disabled lift should be provided, which will take up a large part of the narrow open space. As a result, the proposed open space will eventually becoming an isolated, left-over space, located at the far end corner of the site.

2.2 Please refer to attached drawing no. CHR-Plan2, showing the level differences between the proposed open space and the adjacent Caroline Hill Road east.

B. Justification of the Height of the District Court

1. According to the draft plan, the subject site is proposed to rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 135mPD, in order to facilitate the Wan Chai District Court development.

2. According to the development proposal, the total G.F.A of the District Court is 70,000 sq. m. And with reference to the proposed Conceptual Layout Plan for the CHR site(Plan 5), the floor area of the District Court is approx. 5,300m2/fl (Block 1 +Block 2). It is noted that the Judiciary indicated that they would not accept a district court of reduced area not fully meeting its functional and operational requirements. Therefore, the floor area cannot be substantially reduced in achieving a taller building. In this regard, the maximum no. of floors of the District Court should be maximum 13 storeys.

3. Below is the table showing the comparison of the development data between the proposed District Court, the existing Wan Chai District Court and the West Kowloon Law Court. It is noted that, with a similar floor area and total G.F.A comparing with the proposed District Court, the West Kowloon Law Court is only 11 storeys high, which is only around 60m tall. Therefore, it is not justify to rezone the maximum building height of G/IC to 135mPD.

	Proposed District Court	Existing Wanchai District Court	West Kowloon Law Court
Site Area (m2)	10,620.00	2,189.30	7,509.00
G.F.A. (m2)	70,000.00	30,776.20	60,320.00
Floor Area (m2/floor)	District Court 1+ District Court 2= 5300 (Approx)	N/A	5483.6
Building Height (m)	135	50 (Approx)	60 (Approx)
	No. of storey = To be determined	No. of storeys = 14	No. of storeys = 11

C. **Schedule of Uses as attached to Wong Nai Chung OZP No.S/H7/19A(S/H7/20)**

Hotel is falling in Column 1 (Uses always permitted) under Commercial zone. We strongly object this item as Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.

D. **Justification of a new access road across the site**

According to the conceptual scheme, a new access road is proposed across the site in a northeast-southwest direction to serve the commercial development and the District Court.

1. One major road to serve pedestrian and vehicular access to both commercial development and District Court is considered to be inefficient. We are especially concerned that as mentioned in the planning documents, detailed design shall be subject to the future developer of the commercial development to accommodate the vehicles waiting to enter the carpark.

2. We strongly opposed the provision of a new access road, as the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. Even though the access road is built, the extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road within the site will only impose burden on the existing road network, and in turn creating more bottlenecks. The new access road not only could not alleviate the already overloaded traffic in the area, but in a way further worsened the situation.

E. Proposed amendments to the draft plan

Based on the above concerns, we would like to submit our proposed amendments to the draft plan. We have come up in two proposals, namely Scheme B and Scheme C, for your further consideration.

Scheme B *(Please refer to attached drawing no. SchemeB-Plan)*

Merits of the proposed amendments to the draft plan:

(a) enhance sunlight penetration, ventilation and visual openness to the neighborhood;
(b) ensure the open space to be easily accessed by the public;
(c) address the shortfall in local open space to serve the immediate local community;
(d) add value to the development by incorporating the OVT to the public open space;
(e) reduce the traffic impact to the surrounding area;
(f) further strengthened the security of the District Court;
(g) allow easy accessibility to the District Court

1. According to the conceptual layout plan, the commercial development will be comprised of two commercial towers. In order to free up more public open space to serve the local community, we proposed that the twin commercial tower (28-35 storeys) to be replaced by a 35 storeys single tower. Given the total GFA of 100,000m2 and 135m height restriction being unchanged, the typical floor area shall be 3,000m2 approx. The commercial tower will be located at the west portion of the site because of its (i) close proximity to the commercial zone (ii) direct access to pedestrian

crossing at Leighton Road (iii) least disturbance to the Residential Zone along Caroline Hill Road.

2. To address the traffic issue, we proposed that traffic diversion should be carried out in three layers:

   1.) Reduce the number of vehicles travelling and snarling above ground by diverting them to the underground once they have reached the site. We proposed that vehicular access to the development will be via underground carpark.
   2.) Vehicular access to different buildings serving different functions should be diverted and separated. We proposed that the underground carpark will be split up for commercial and District Court separately in order to reduce burden on one major access. Moreover, the security of District Court could be further strengthened as well. Ingress/egress of vehicular traffic to the commercial development will be via the western site access to underground; ingress/egress to the district court be via the eastern site access to underground.
   3.) We observed that one of the major reason of traffic congestion is due to long queue of hourly parking vehicles, usually taking up one traffic lane. We proposed to introduce a separate access point of hourly parking vehicles at the western portion of the site, whereas public transportation, loading/unloading and monthly parking shall be diverted to another access point.

3. Pedestrian access to the commercial development shall be provided at-grade in the western portion fronting the pedestrian crossing at Leighton Road. For the District Court, road improvement and widening works will be implemented at the eastern portion along Caroline Hill Road. Pedestrian access will be provided at-grade to the entrance lobby of the District Court at Caroline Hill Road east.

4. By locating the District Court at the northern portion fronting Leighton Road and Caroline Hill Road east, public access to the District Court could be further enhanced.

5. By providing separate pedestrian and vehicular entrance of the District Court from the Commercial development, the security of the District Court could be further strengthen.

6. Provision of a large and continuous Open Space

   6.1 By removing one commercial tower and the access road, the area of the open space can be largely increased. We proposed that not less than 8000 sq.m. i.e. approx.30% of the total site area (26,583m2) shall be provided for public open space.

6.2 The level of the open space at southern portion is at 13mPD, while the adjacent Caroline Hill Road West is at 13-13.5mPD, which is actually at-grade level. This revised layout can ensure easy accessibility by the public.

6.3 Unlike the draft plan with the open space located at the far end corner of Caroline Hill Road east, resulting a left-over isolated space, this revised layout can allow the open space to serve as an extension and a continuous green belt to the adjacent neighborhood. And by incorporating the existing OVT No. EMSD WCH/1 to the open space, such valuable resources can add value to the community and to enhance public enjoyment.

6.4 It is noted that a revised conceptual layout plan (Plan FC-3) attached to the planning document has been trying to address the issue of set back from Caroline Hill Road west. However, the layout would result in an even more Isolated, gloomy and narrow open space at eastbound, being surrounded by concrete walls of the District Court. Moreover, the "open space" created from this set back at Caroline Hill Road west cannot be served for public use due to security reason. Similarly, the OVT being fenced off by the District Court also cannot be incorporated into the public open space due to security reason.

6.5 In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Boardwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A(S/H7/20) and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A(S/H7/20). Revision of the zoning boundary of the commercial site and the District Court as shown in attached drawing no. SchemeB-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A(S/H7/20). Schedule of uses: Commercial***
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A(S/H7/20)***
   "...To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided <u>at-grade in the southern portion facing Caroline Hill Road</u>

and at-grade in the western portion fronting Leighton Road. A setback of not less than 40m in width from the southwestern site boundary shall be implemented, where no structure above ground level can be constructed beyond this setback line. The future developer will be required to submit a landscape plan under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved....")

Scheme C *(Please refer to attached drawing no. SchemeC-Plan)*

To further address the inadequacies in the government's plan, including underestimated traffic situation, overoptimistic commercial land demand forecast, and undermined potential of the open space, we hereby propose a further improvement to Scheme B.

1. We found that there are multiple inadequacies on the traffic impact, which as a result provides inaccurate baseline traffic statistics and affect the credibility of the conclusion drawn in the planning scheme.

1.1 The traffic figures shown in the baseline scenario is recorded in 2017. The figures may be outdated and may not reflect the recent traffic situation around the site.

1.2 The baseline scenario is projected based only on two "typical weekday" and during rush hours. The traffic situation in weekends and non-peak hours were not considered. However, in fact, due to presence of multiple schools and other public services in the proximity, the traffic volume is the highest during the afternoon hours. Moreover, the traffic is hugely affected adversely during events at the Hong Kong Stadium and Happy Valley Racecourse. Since the proposed retail space, open space, District Health Centre and Child Care Centre generates traffic volume in non-peak hours and weekends, the absence of traffic impact estimation in these hours cannot be justified.

1.3 The floor area of commercial, District Health Centre, and Child Care Centre assumed in the TIA is different from Planning Department's latest development scheme. This affects the vehicle attraction/generation rate and yield inaccurate model results.

Since the development scale, i.e. the GFA of the commercial development relies on the remaining capacity of the road networks, the inadequacies of the TIA mentioned above makes the conclusion on the remaining capacity questionable. In order to take into account the actual traffic situation in the area and to reduce the impact to the traffic, we propose to lower the scale of the commercial development, by reducing the GFA and to remove the proposed 10,000m2 retail space.

2. The forecasted demand of commercial development in Hong Kong is slowing down. According to a market research in late 2018 by JLL, it is forecasted that the new lettings investment volume of commercial properties will fall significantly since 2019. This is due to global and local economic uncertainty brought by unstable international relationships. Such phenomenon is already taking into effect in Causeway Bay, as the vacant rate in Grade-A offices in the area is high. The government's strategy to provide commercial spaces, basing on a 2017 forecast, shall be revisited. Recent development plans, including the CHR site, should adopt a more conservative approach. Therefore, we propose to lower the floor space of the commercial development as mentioned in (1).
3. According to the proposed OZP amendments, the open space will be incorporated into the commercial development as a "privately owned public space (POPS)". However, POPS are always questioned on its effectiveness in providing a decent public area that fits the actual needs of the community because of bad designs and management strategies. Therefore, the public space should be independently zoned as "Open Space" and should be managed by the government departments.

Merits of Scheme C

(a) enhance sunlight penetration, ventilation and visual openness to the neighborhood;
(b) ensure the open space to be easily accessed by the public;
(c) address the shortfall in local open space to serve the immediate local community by allocating 7,000m2 to be zoned "Open Space";
(d) ensure the open space to serve the immediate local community to be managed by the government departments;
(e) add value to the development by incorporating the OVT to the public open space;
(f) reduce the traffic impact to the surrounding area by removing the retail area of the commercial development;
(g) reduce the traffic impact to the surrounding area by traffic diversion;
(h) reduce the plot ratio of commercial development by removing the proposed 10,000m2 retail space;
(i) further strengthened the security of the District Court;
(j) allow easy accessibility to the District Court

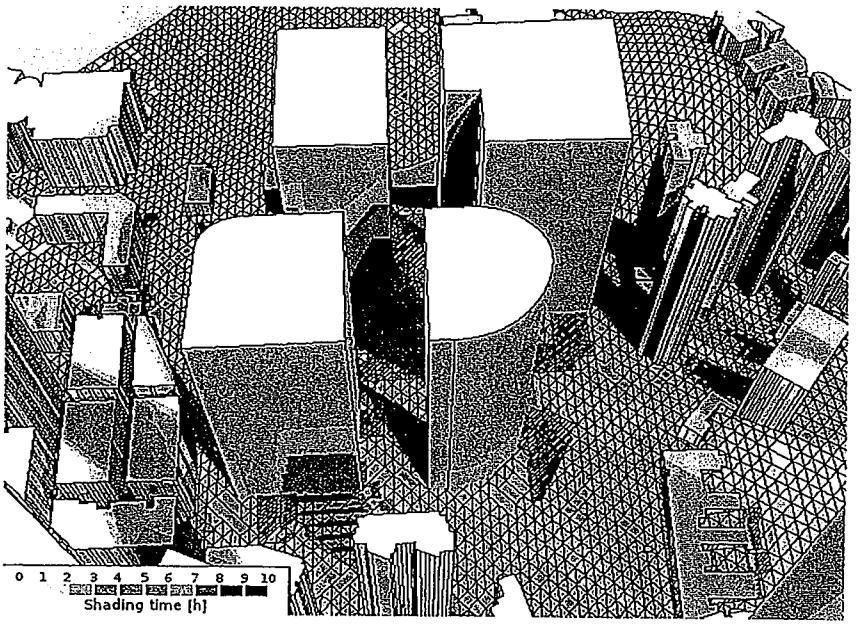
Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A(S/H7/20) and its attached Notes and ES:

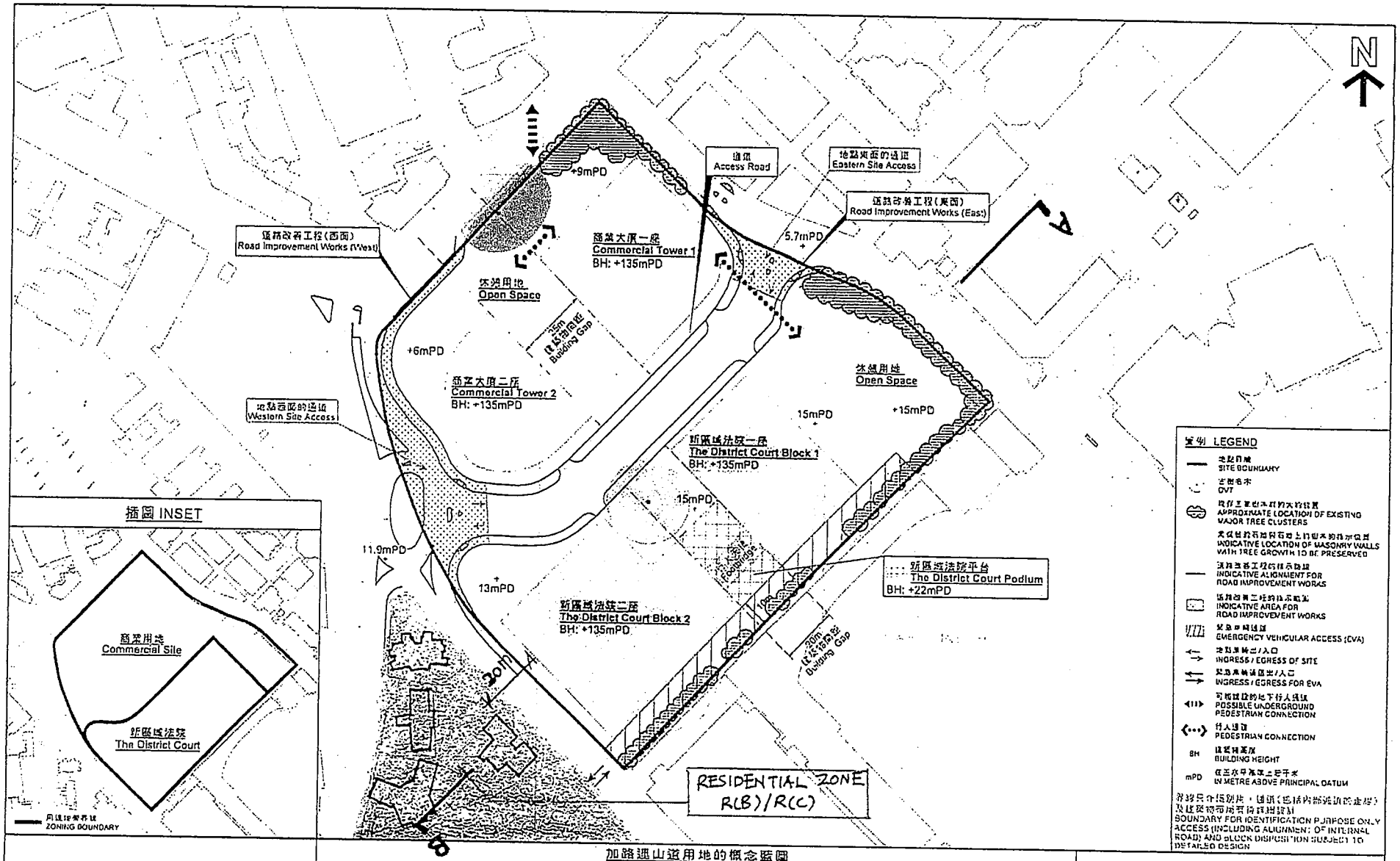
1. *Amendments to the draft Wong Nai Chung OZP No. S/H7/19A(S/H7/20). Revision of the zoning boundary of the commercial site, the District Court and Open Space as shown in attached drawing no. SchemeC-OZP.*
2. *To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.*
3. *Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A(S/H7/20). Schedule of uses: Commercial*
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. *Amendments to the Explanatory Statement Item 8.6of OZP S/H7/19A(S/H7/20). Open Space ("O"): Total Area 10.04 ha*
5. *Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A(S/H7/20). Schedule of uses: Commercial Item (3) "On land designated "Commercial (2)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 90,000m2, or the gross floor area of the existing building, whichever is the greater, and it shall include the gross floor area of G/IC facilities as required by the Government.*
6. *Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A(S/H7/20)*
   For the "C(2)" site, development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 90,000m2, with due consideration of the traffic capacity in the area.

Attachments

Drawing no. CHR-Plan1
Drawing no. CHR-Sec1
Fig. A
Fig. 1
Fig. 2
Fig. 3
Fig. 4
Fig. 5
Fig. 6
Drawing no. CHR-Plan2
Drawing no. SchemeB-Plan
Drawing no. SchemeB-OZP
Drawing no. SchemeC-Plan
Drawing no. SchemeC-OZP

Fig. A Shadow analysis based on Planning Department's proposal





本摘錄圖於2019年2月28日製作，所根據的測量圖編號
11-SW-150

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No
11-SW-150

加路連山道用地的概念藍圖

CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 1 200 比例尺

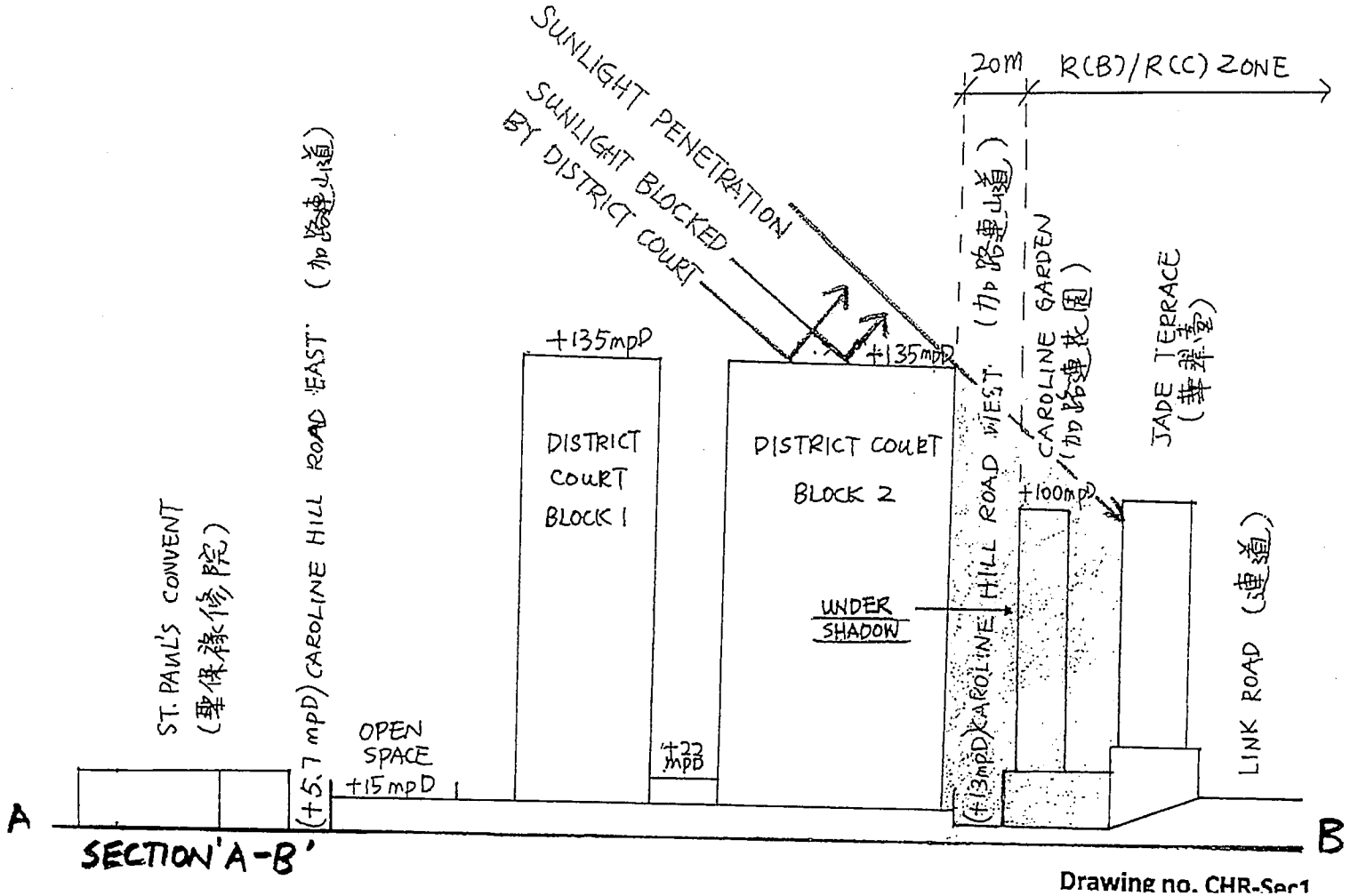
METRES 20 0 20 40 60 80 METRES

規劃署
PLANNING DEPARTMENT

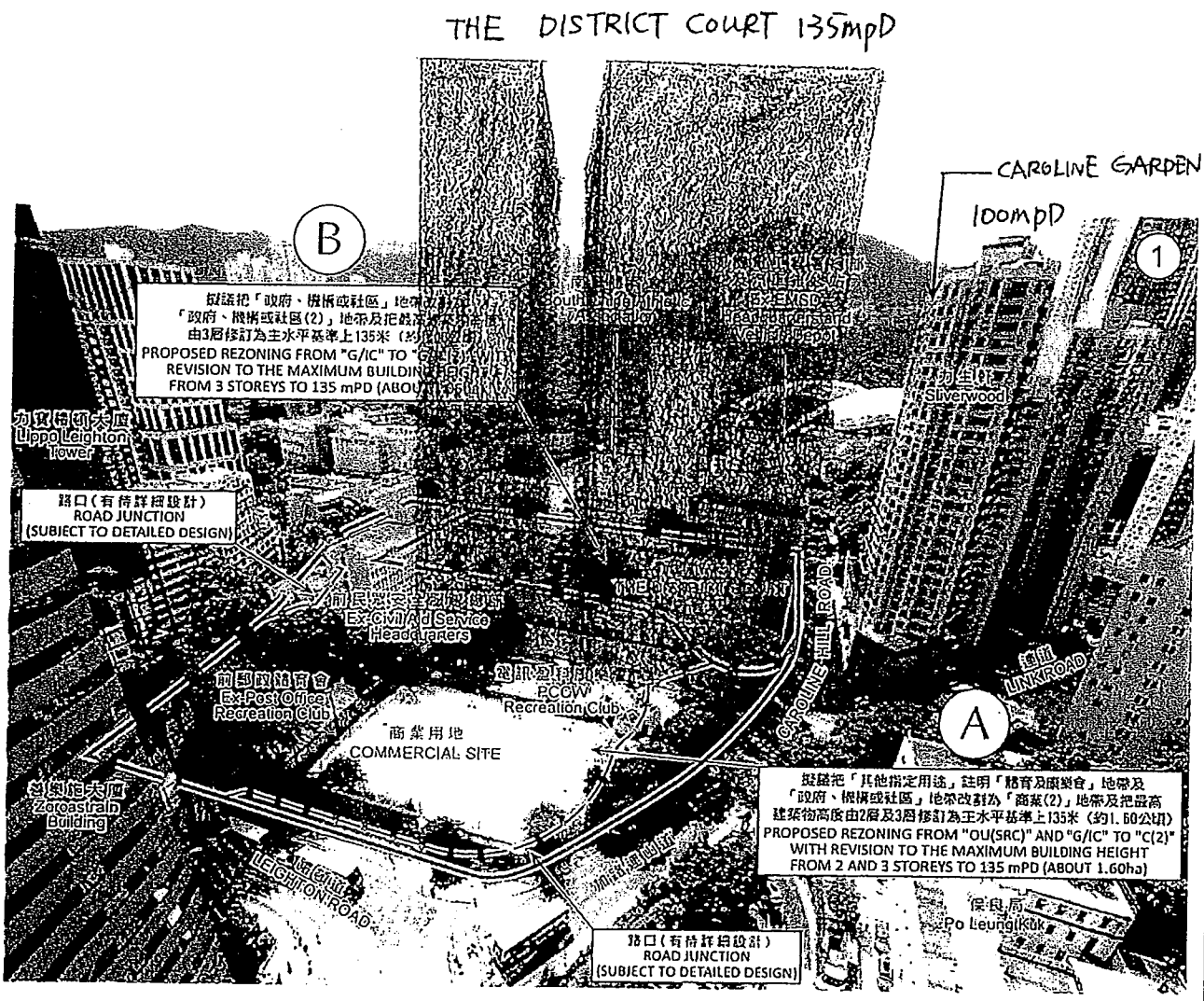
參考編號
REFERENCE No.

圖 PLAN

Drawing no. CHR-Plan1



Drawing no. CHR-Sec1



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月28日擬備，所根據的資料為攝於2018年5月16日的實地照片 PLAN PREPARED ON 28.2.2019 BASED ON SITE PHOTO TAKEN ON 16.5.2018	實地照片 SITE PHOTO 重新發展銅鑼灣加路連山道用地作商業用途及新區域法院 REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT	規劃署 PLANNING DEPARTMENT 參考編號 REFERENCE No. M/H7/19/3 圖 PLAN Fig.1

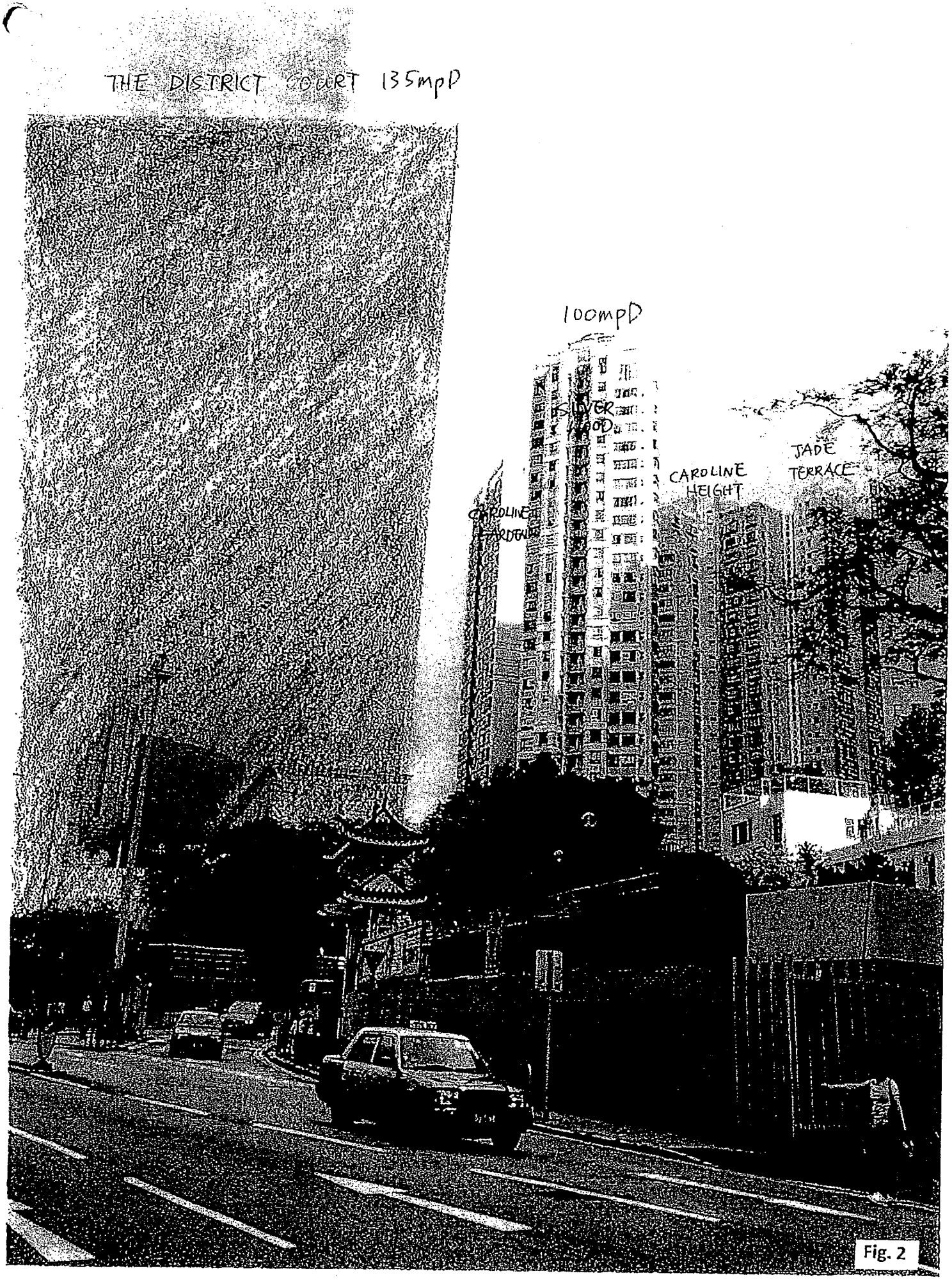

THE DISTRICT COURT 135mpD
100mpD
SILVER WOOD
CAROLINE HEIGHT
JADE TERRACE
CAROLINE GARDEN

Fig. 2

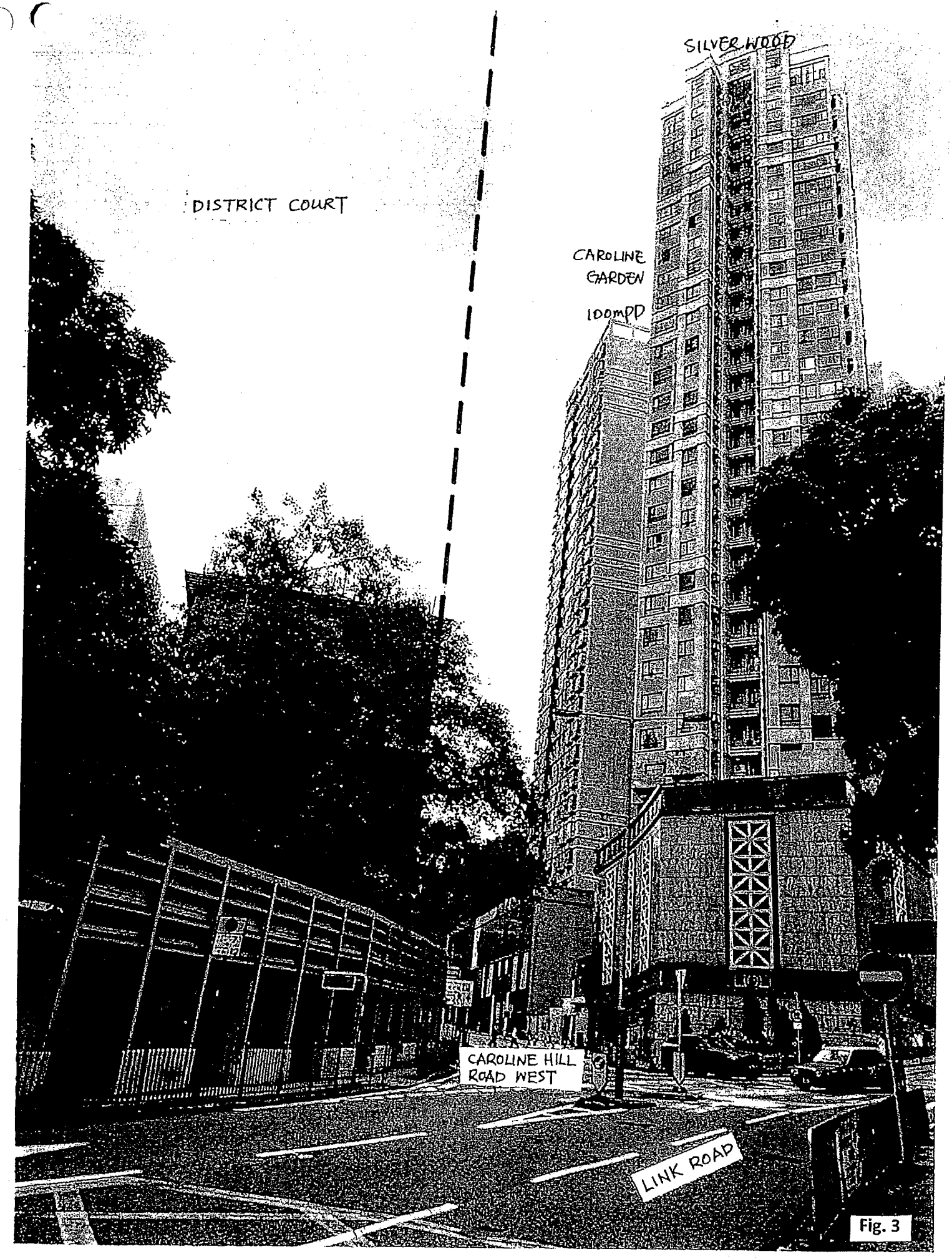

SILVERWOOD
DISTRICT COURT
CAROLINE
GARDEN
100mPD
CAROLINE HILL
ROAD WEST
LINK ROAD

Fig. 3

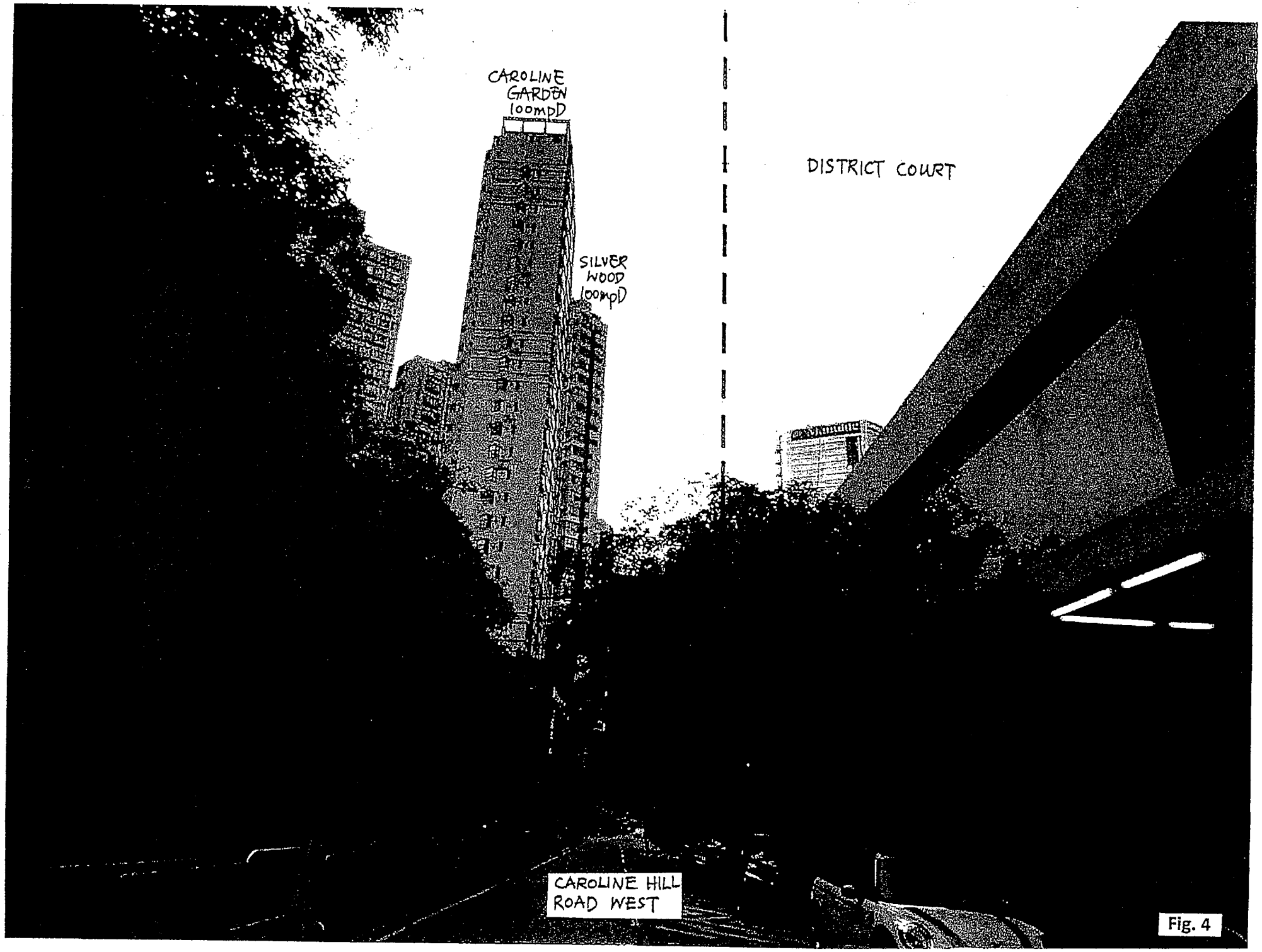

CAROLINE GARDEN 100mpD
SILVER WOOD 100mpD
DISTRICT COURT
CAROLINE HILL ROAD WEST

Fig. 4

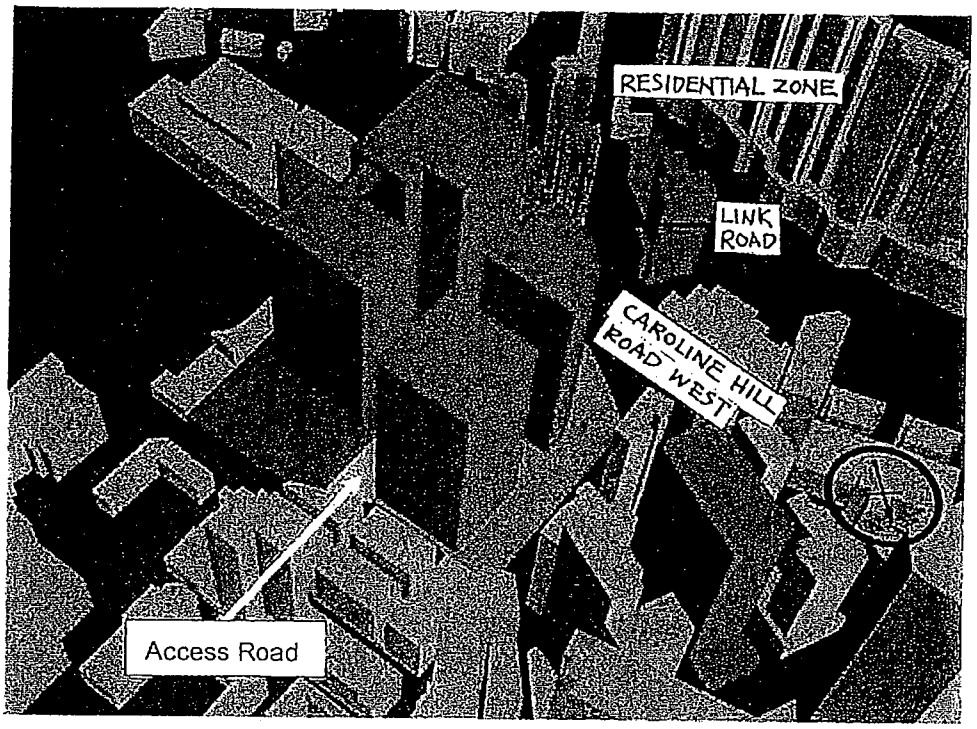


Figure 20 Zoomed-in view of 3D model for the Optional Scheme from north

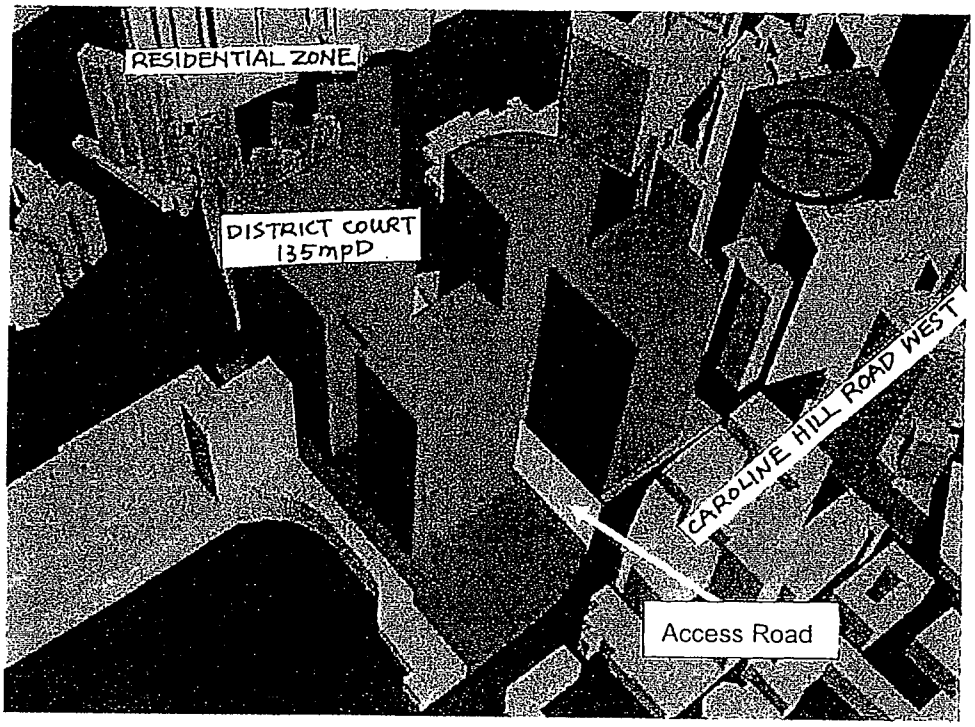


Figure 21 Zoomed-in view of 3D model for the Optional Scheme from east

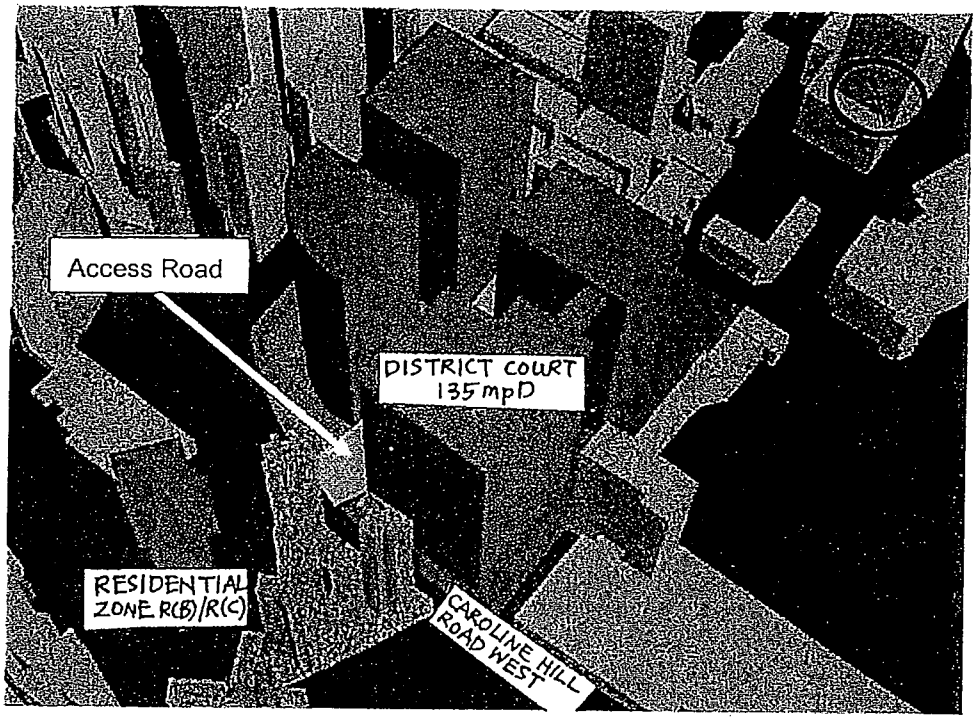


Figure 22 Zoomed-in view of 3D model for the Optional Scheme from south

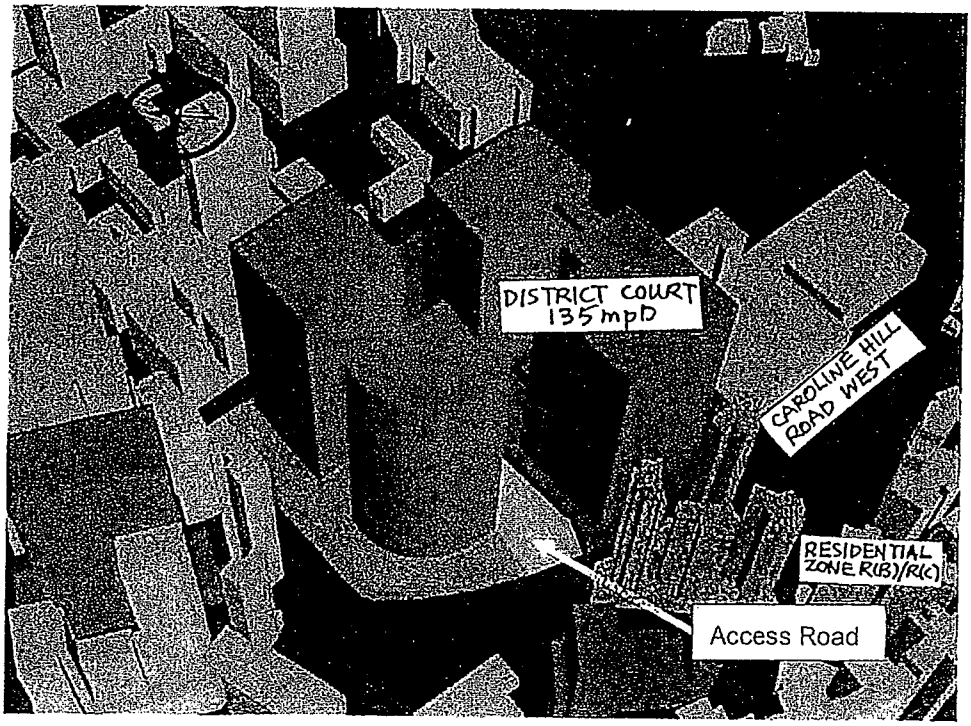
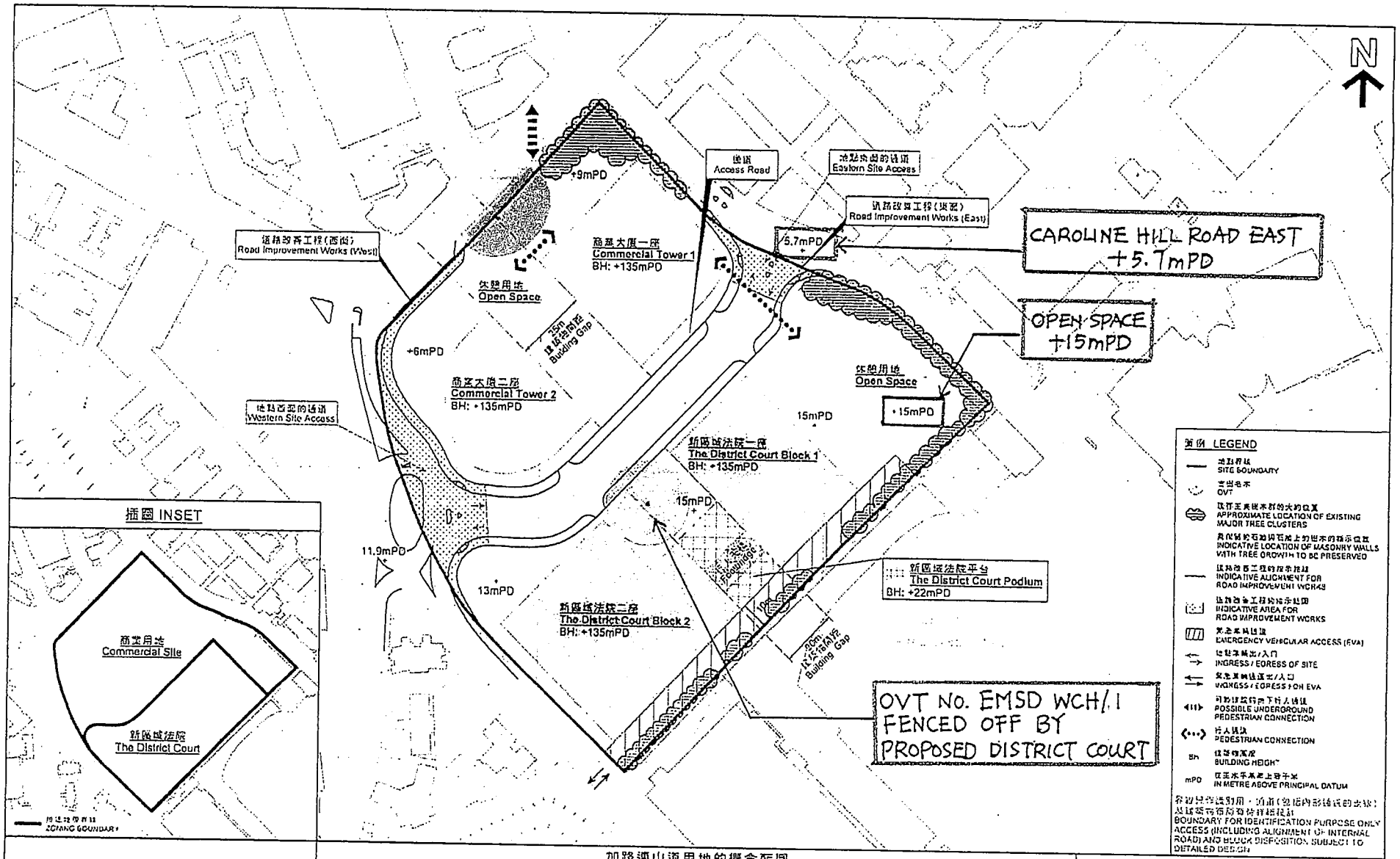


Figure 23 Zoomed-in view of 3D model for the Optional Scheme from west



本圖編製於2019年2月20日製備，所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

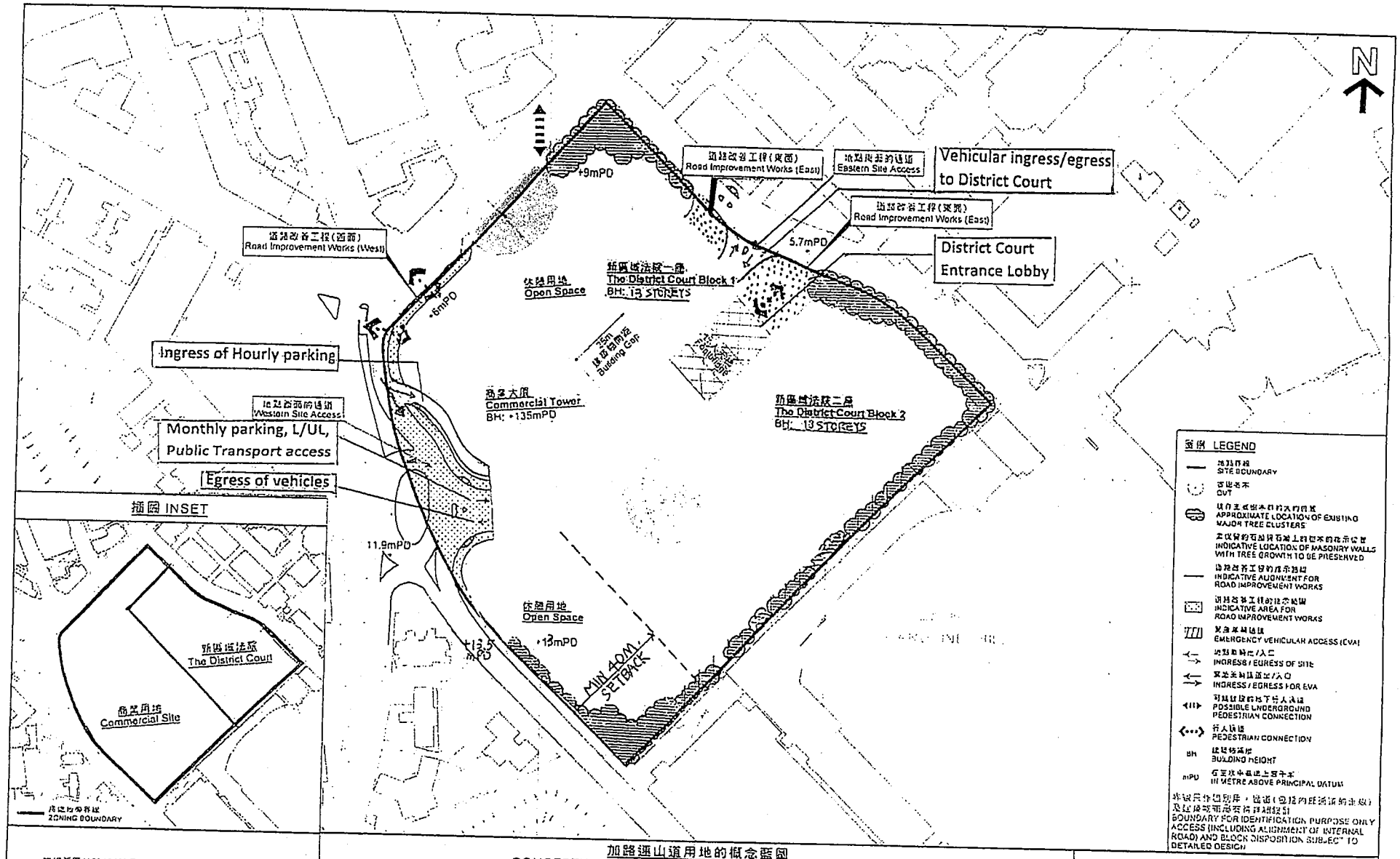
SCALE 1 : 1,200 比例尺
米 METRES 20 0 20 40 60 80 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.

圖 PLAN

Drawing no. CHR-Plan2



本圖藍圖於2019年2月28日製備，所根據的資料為測量圖編號
11-SW-158

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No
11-SW-158

加路運山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

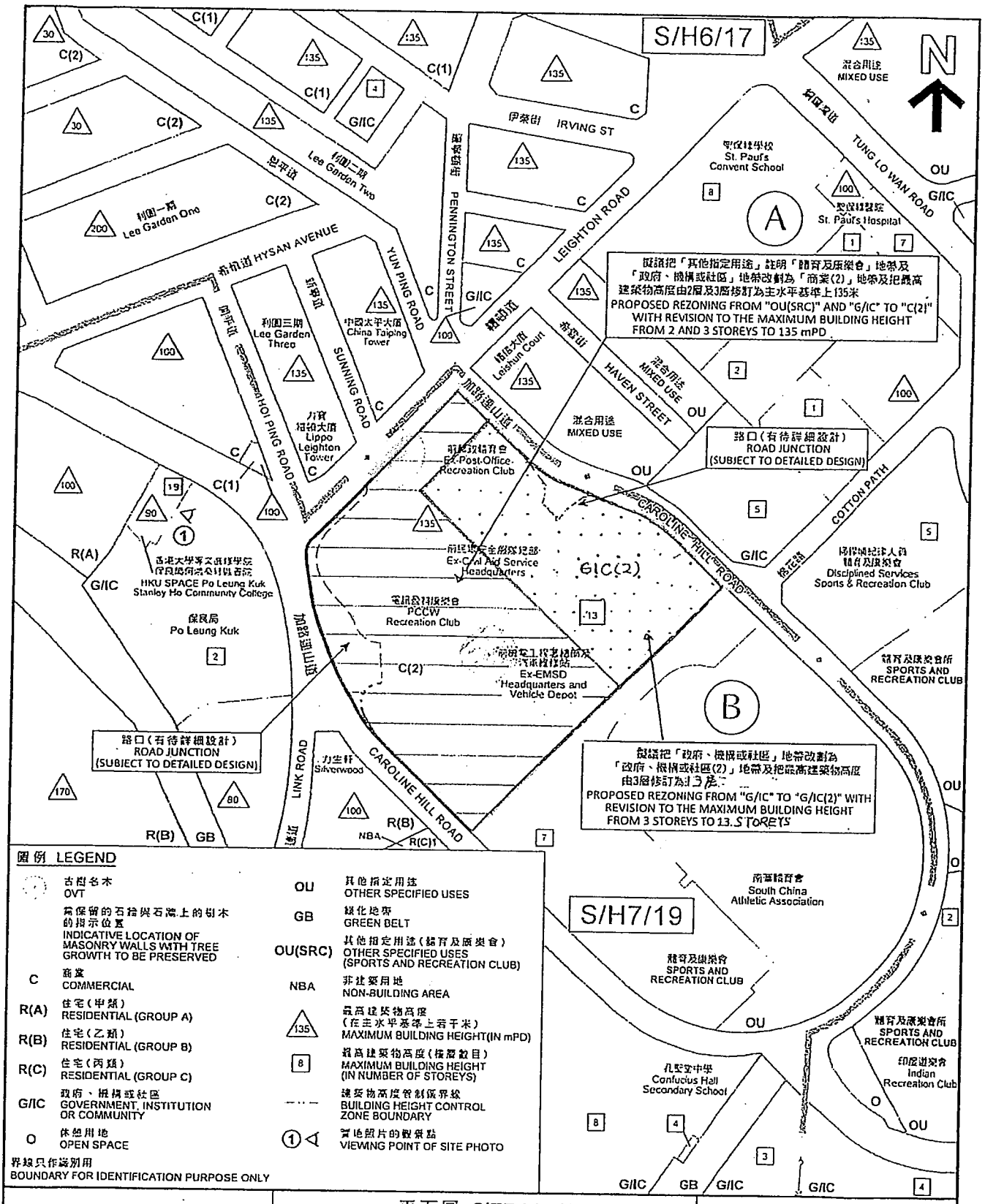
重新發展銅鑼灣加路運山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1:1,200 比例尺
METRES 20 0 20 40 60 80 METRES

SCHEME B

DRAWING NO.

SchemeB-Plan



本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號 11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

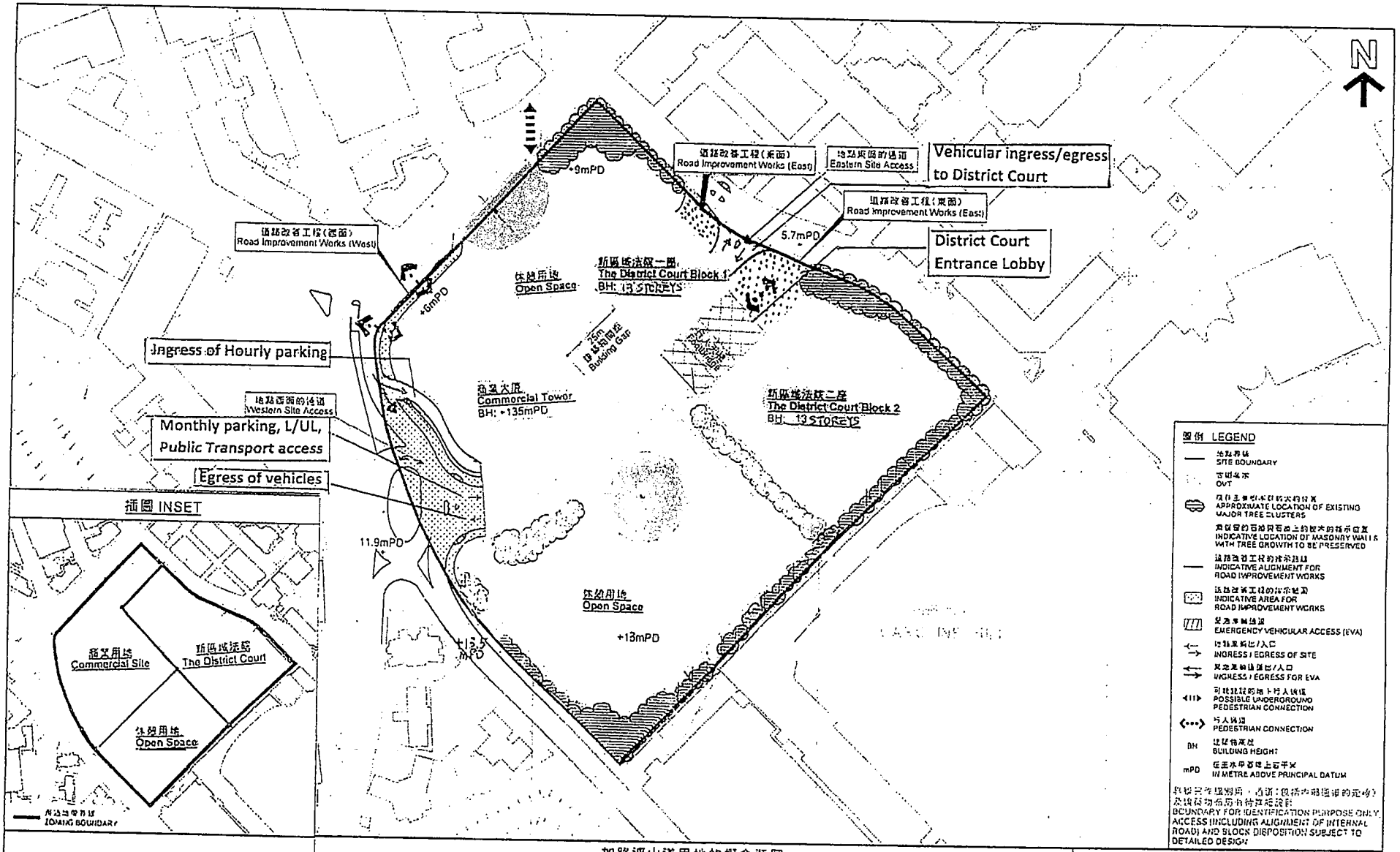
SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME B

DRAWING NO.

SchemeB-OZP



本圖是根據2019年2月28日製作，所根據的資料為測量圖號碼
11-SW-15B

EXTRACT PLAN PREPARED ON 28 2 2019
BASED ON SURVEY SHEET No
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

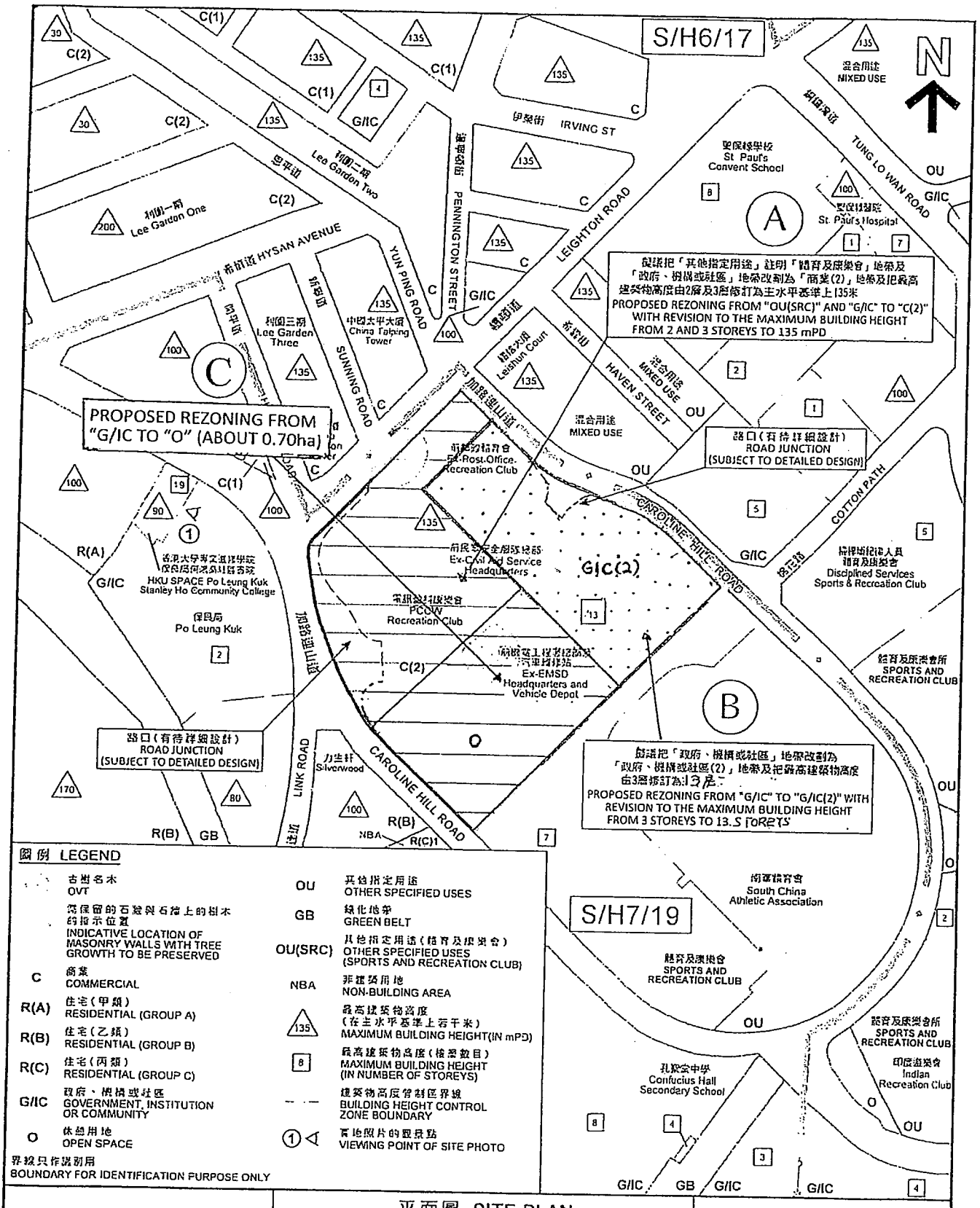
SCALE 1:1 200 比例尺

M METRES 20 0 20 40 60 80 M METRES

SCHEME C

DRAWING NO.

SchemeC-Plan



圖例 LEGEND

古樹名木 OVT	OU 其他指定用途 OTHER SPECIFIED USES
需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED	GB 綠化地帶 GREEN BELT
C 商業 COMMERCIAL	OU(SRC) 其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
R(A) 住宅(甲類) RESIDENTIAL (GROUP A)	NBA 非建築用地 NON-BUILDING AREA
R(B) 住宅(乙類) RESIDENTIAL (GROUP B)	135 最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)
R(C) 住宅(丙類) RESIDENTIAL (GROUP C)	8 最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY	建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY
O 休閒用地 OPEN SPACE	1 實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號 11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME C

DRAWING NO.

SchemeC-OZP

tpbpd

寄件者: [redacted]

寄件日期: 23日07月2019年星期二 23:12

收件者: tpbpd@pland.gov.hk

副本: [redacted]

主旨: Proposed amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20(S/H7/19A)

附件: CarolineGDN_OCC_Coverletter.jpg; CarolineGDN_OCC_Doc.pdf; CarolineGDN_OCC_Doc.pdf

TPB/R/S/H7/20-27

Dear Secretary of the Town Planning Board,

We are writing to raise our objections and our proposed amendments to the captioned Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19A) gazette in 24th May 2019, and would like to make a representation to the Town Planning Board.

Please refer to the attachments (CarolineGDN_OCC_Coverletter, CarolineGDN_OCC_Doc) for the detailed reasons of our representation and our proposals. We sincerely hope that the Town Planning Board can consider our proposals.

Thank you for your kind attention.

Best regards

Caroline Garden OC Committees

加路連花園業主委員會委員

敬啟者：

本業主委員會委員反對城規會於 2019 年 5 月 24 日就《貴泥涌分區計劃大綱草圖 S/H7/20》提出申述，反對大綱草圖的修訂項目。

本委員會委員認為更改土地為商業用途，以及放寬高度限制至 135 米，會對鄰近的交通、景觀、通風等構成嚴重負面影響。有關修訂的規劃文件，包括交通影響評估、景觀影響評估等，並未完全反映區內實際情況，鄰近居民的需求亦被漠視。

本委員會委員亦就加路連山道的發展方案提出以下反建議：

1. 更改用地內的空間編排，將公共空間改置於南邊；
2. 調低法院大樓高度限制至 13 層；
3. 城規會亦應指示政府部門重新進行交通影響評估，並依照新的評估結果，考慮降低商業用地樓面面積；希望城規會予以考慮上述建議。

反對大綱草圖的修訂項目的詳細理由及反建議的詳情載於本信件之附件 CHRSchemeA 內。

此致

城市規劃委員會秘書

二零一九年七月十五日

申述人： 加路連花園業主委員會委員

申述人代表姓名： TSANG WAI LUN WILLIAM 申述人代表身份證號碼： [redacted] 地址或 email： [redacted]	申述人代表姓名： YIM HONG 申述人代表身份證號碼： [redacted] 地址或 email： [redacted]
申述人代表姓名： LIM YEW GUAN 申述人代表身份證號碼： [redacted] 地址或 email： [redacted]	申述人代表姓名： STEVE CHAN HO WO 申述人代表身份證號碼： [redacted] 地址或 email： [redacted]

account of the said Residential Zone. The AVA report only provides limited views. The disposition of the proposed 135m tall District Court will cause extreme negative impact on the sunlight penetration and ventilation, which will adversely affect the health of the residents. We want to stress that whenever there is room for a better planning, a layout just fulfilling the min. requirement of the Building Regulations is not the function of Planning Department and Town Planning Board. This planning proposal is said to be against the aim of the Town Planning Ordinance Cap.131 "To promote the health, safety, convenience and general welfare of the community." We understand that the conceptual Layout Plan only provide the framework for the scope, height and site area and GFA etc., the detail layout will be subject to future design. However, if the basic framework did not set in a rational and acceptable manner from the very beginning, the future layout will likely to be further deviate from a good planning.

1.1 The disposition of District Court largely reduced the sunlight penetration to the adjacent residential blocks along Caroline Hill Road West, Link Road and Broadwood Road.

a.) District Court Block 2 is directly abutting Caroline Hill Road West, leaving only a 20m gap with the opposite building (Caroline Garden). Given the fact that District Court Block 2 is proposed to be 135mPD, whereas Caroline Garden is only 100mPD, therefore, the whole residential block will be under shadow during most of the days. Even worse, the living, dinning, master bedroom and kitchen of the whole block of Caroline Garden are directly facing the proposed District Court Block 2.

b.) Please refer to the attached drawing no. CHR-Plan1 & CHR-Sec1, showing the proposed Conceptual Layout Plan attached to MCP Paper No. 5/19. The residential zone along Caroline Hill Road West and Link Road will likely to be under shadow for most of the days due to the blockage of sunlight by the District Court.

c.) A further study is carried out to demonstrate the health impact to the neighbourhood. A shadow analysis is conducted to simulate the shading effect (in terms of number of hours without direct sunlight penetration in a typical day) casted by the proposed buildings during summertime. Result indicates that in a typical summer day, the residential zone mentioned in 1.1b, especially whole façade of Caroline Garden and part of Silverwood cannot receive direct sunlight in most of the daytime. Please refer to the attached shadow analysis Fig. 7.

1.2 The District Court largely reduced the visual permeability and ventilation to the adjacent residential blocks along Caroline Hill Road West, Link Road and Broadwood Road.

a.) Please refer to the attached photomontage Fig.1, Fig. 2, Fig. 3, Fig. 4 and Zoomed in view of 3D model Fig. 5, Fig.6. The photos have shown clearly the visual and ventilation impact brought about by the two massive blocks to the neighbourhood.

b.) As shown in the proposed Conceptual Layout Plan and ES for OZP No. S/H7/19A (S/H7/20), a clear building gap of not less than 25m in width shall be provided to facilitate better ventilation within the commercial zone.

We refer to MCP Paper No. 5/19 for consideration by The Metro Planning Committee on 3.5.2019, regarding further consideration of proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H7/20, and would like to make a representation to the Town Planning Board in respect of the draft plan and the revised Explanatory Statement(ES) on the following issues:

A. Inadequacies on the Traffic Impact Assessment on the proposed development scheme

We found that there are multiple inadequacies on the traffic impact assessment conducted by Planning Department and Arup, which as a result provides inaccurate baseline traffic statistics and affect the credibility of the conclusion drawn.

1. The traffic figures shown in the baseline scenario is recorded in 2017. The figures may be outdated and may not reflect the recent traffic situation around the site.

2. The baseline scenario is projected based only on two "typical weekdays" and during rush hours. The traffic situation in weekends and non-peak hours were not considered. However, in fact, due to presence of multiple schools and other public services in the proximity, the traffic volume is the highest during the afternoon hours. Moreover, the traffic is hugely affected adversely during events at the Hong Kong Stadium and Happy Valley Racecourse. Since the proposed retail space, open space, District Health Centre and Child Care Centre generates traffic volume in nonpeak hours and weekends, the absence of traffic impact estimation in these hours cannot be justified.

3. The floor area of commercial, District Health Centre, and Child Care Centre assumed in the TIA is different from Planning Department's latest development scheme. This affects the vehicle attraction/generation rate and yield inaccurate model results.

4. The remained capacities of the junctions are based solely on counting vehicles passing through, yet the queuing effect and weaving effect are not taken into account. Such measuring methodology would underestimate the traffic flow.

Since the development scale, i.e. the GFA of the commercial development relies on the remaining capacity of the road networks, the inadequacies of the TIA mentioned above makes the conclusion on the remaining capacity questionable. We hereby request the Town Planning Board to hold the OZP amendment and request a more comprehensive and updated TIA, and to review the scale of the commercial development based on the updated TIA result.

B. <u>Justification on the Disposition of District Court and adjacent Open Space</u>

1. The disposition of the District Court as shown in the Conceptual Layout Plan did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road West, Link Road and Broadwood Road. Actually, the whole planning document including the technical assessment report, did not take into

However, the layout did not consider that the disposition of the District court alternately resulting a narrow gap of less than 25m with the opposite building (Caroline Garden). Given the fact that the opposite building is a residential building, a generous width of more than 25m should be provided to facilitate better ventilation and permeability.

1.3 According to the Conceptual Layout Plan, the existing OVT No. EMSD WCH/1 would be surrounded by the proposed District Court. And due to security reason, the OVT would be fenced off from the public. We strongly object the layout of the proposed District Court, as it did not fully utilize the valuable resources in the community for public enhancement. Please refer to attached drawing no. CHR-Plan2, showing the Conceptual Layout Plan with the OVT being fenced off by the District Court without connection to the public open space.

2. Disposition of the Open Space adjacent to the District Court Block 1

2.1 The Open Space adjacent to the proposed District Court Block 1 at the east bound of the subject site is proposed to be located at 15mPD. However, the level of the adjacent Caroline Hill Road east is at 5.7mPD. With a 10m of level differences, the pedestrian connection to the open space is proposed to be via an elevated link or underground crossing from the commercial development. Clearly, the disposition of the open space did not facilitate easy accessibility by the public, especially for the elderlies and the disabled. In addition, disabled access such as ramp and disabled lift should be provided, which will take up a large part of the narrow open space. As a result, the proposed open space will eventually become an isolated, left-over space, located at the far end corner of the site.

2.2 Please refer to attached drawing no. CHR-Plan2, showing the level differences between the proposed open space and the adjacent Caroline Hill Road east.

C. Justification of the Height of the District Court

1. According to the draft plan, the subject site is proposed to rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 135mPD, in order to facilitate the Wan Chai District Court development.

2. According to the development proposal, the total G.F.A of the District Court is 70,000m2. And with reference to the proposed Conceptual Layout Plan for the CHR site (Plan 5), the floor area of the District Court is approx. 5,300m2 /fl (Block 1 +Block 2). It is noted that the Judiciary indicated that they would not accept a district court of reduced area not fully meeting its functional and operational requirements. Therefore, the floor area cannot be substantially reduced in achieving a taller building. In this regard, the maximum no. of floors of the District Court should be maximum 13 storeys.

3. Below is the table showing the comparison of the development data between the proposed District Court, the existing Wan Chai District Court and the West Kowloon Law Court. It is noted that, with a similar floor area and total G.F.A comparing with the proposed District Court, the West Kowloon Law Court is only 11 storeys high, which is only around 60m tall. Therefore, it is not justify to rezone the maximum building height of G/IC to 135mPD.

	Proposed District Court	Existing Wanchai District Court	West Kowloon Law Court
Site Area (m2)	10,620.00	2,189.30	7,509.00
G.F.A. (m2)	70,000.00	30,776.20	60,320.00
Floor Area (m2)	District Court 1+ District Court 2= 5300 approx.	N/A	5483.6
Building Height (m)	135	50 (Approx.)	60 (Approx.)
	No. of storey = To be determined	No. of storeys = 14	No. of storeys = 11

D. **Schedule of Uses as attached to Wong Nai Chung OZP No.S/H7/20**

Hotel is falling in Column 1 (Uses always permitted) under Commercial zone. We strongly object this item as Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.

E. **Proposed amendments to the draft plan**

Based on the above concerns, we would like to submit our proposed amendments to the draft plan. We have come up in three proposals, namely Scheme A, Scheme B and Scheme C, for your further consideration.

Scheme A *(Please refer to attached drawing no. SchemeA-Plan)*

Merits of Scheme A

(a) enhance sunlight penetration, ventilation and visual openness to the neighbourhood;
(b) ensure the open space to be easily accessed by the public;
(c) add value to the development by incorporating the OVT to the public open space;

(d) relocation of open space can serve as a buffer zone against the densely populated district

1. The District Court is moved eastward, and the Open Space is moved southward. The south-west façade of the District Court abutting Caroline Hill Road west is set back 50m away from the principal façade of the opposite building (Caroline Garden). Therefore, allowing more sunlight penetration, ventilation and visual permeability. A shadow analysis is carried out (refer to Fig. 8) and shows that the sunlight cast towards the residential blocks along Caroline Hill Road west is much better than that in the original plan (Fig.7). Please note that this layout will not affect the 4-5 storeys high St. Paul's Convent opposite the District Court Block along Caroline Hill Road East.

2. The level of the Open Space at southern portion is at 13mPD, while the adjacent Caroline Hill Road West is at 13-13.5mPD, which is actually at-grade level. This revised layout can ensure easy accessibility by the public.

3. The revised location of open space can also serve as a buffer zone against the heavy traffic at the proposed round-about. This revised layout can alleviate the noise impact to the District Court.

4. Unlike the draft plan with the Open Space located at the far end corner of Caroline Hill Road east, resulting a left-over isolated space, this revised layout can allow the Open Space to serve as an extension and a continuous green belt to the adjacent neighbourhood. And by incorporating the existing OVT No. EMSD WCH/1 to the open space, such valuable resources can add value to the community and to enhance public enjoyment. Please refer to attached drawing no. CHR-Plan3, showing the location of the green belt.

5. It is noted that a revised conceptual layout plan (Plan FC-3) attached to the planning document has been trying to address the issue of set back from Caroline Hill Road west. However, the layout would result in an even more Isolated, gloomy and narrow open space at eastbound, being surrounded by concrete walls of the District Court. Moreover, the "open space" created from this set back at Caroline Hill Road west cannot be served for public use due to security reason. Similarly, the OVT being fenced off by the District Court also cannot be incorporated into the public open space due to security reason.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A (S/H7/20) and its attached Notes and ES:

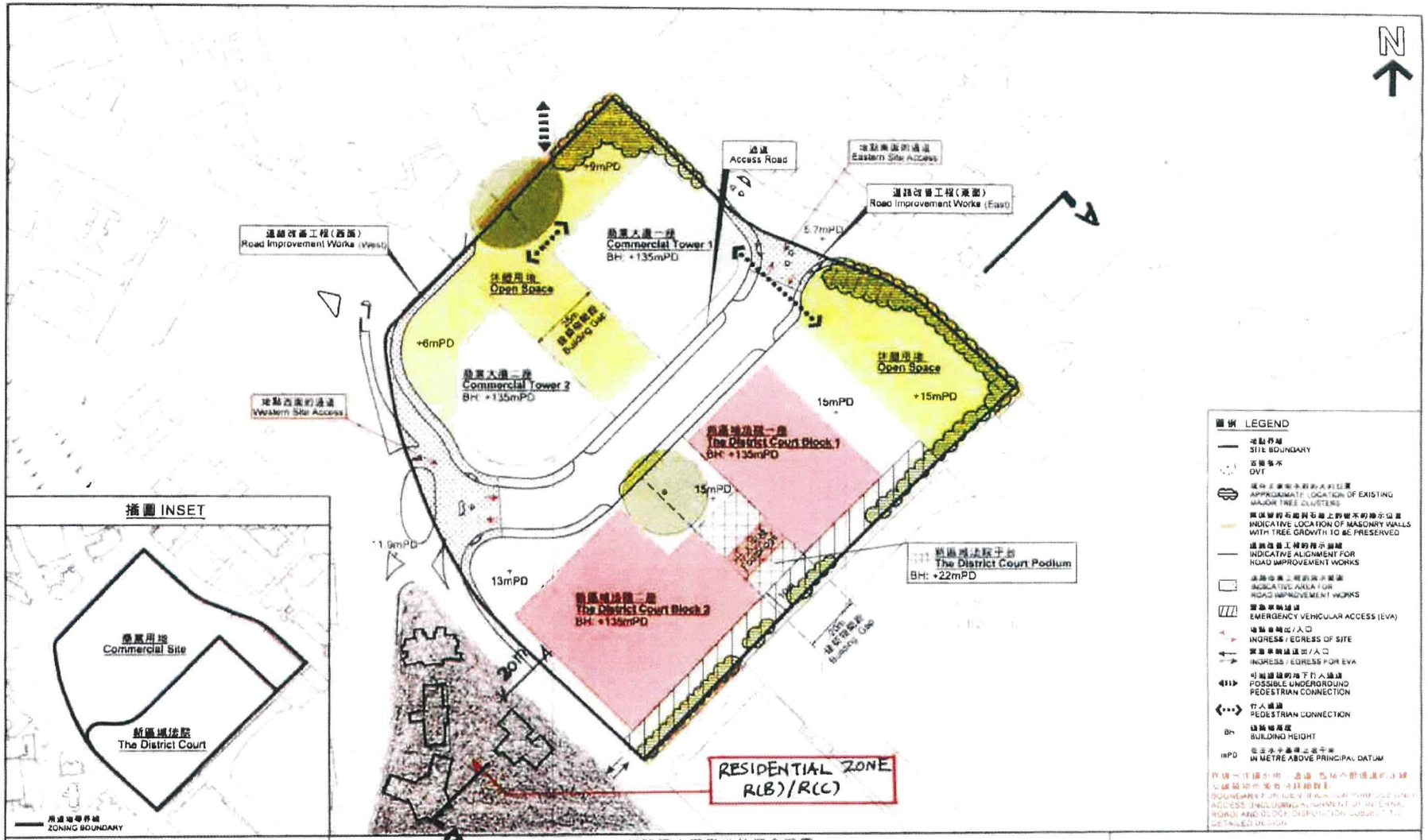
1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A (S/H7/20). Revision of the zoning boundary of the commercial site and the District Court as shown in attached drawing no. SchemeA-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A (S/H7/20). Schedule of uses: Commercial***

Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

4. *Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A (S/H7/20) "...To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided at-grade in the southern portion facing Caroline Hill Road and at-grade in the northern portion fronting Leighton Road. The future developer will be required to submit a landscape plan under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern and eastern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved....")*
5. *Amendments to the Explanatory Statement Item 8.5.6 of OZP S/H7/19A (S/H7/20) The "G/IC(2)" site at Caroline Hill Road is earmarked for accommodating a district court for future expansion of judiciary facilities. Development and/or redevelopment is restricted to a maximum gross floor area of 70,000m2. A clear gap of not less than 50m in width, measuring from the principal façade of Caroline Garden facing Caroline Hill Road to the south-west or the nearest façade, whichever is the closest, of the development and/or redevelopment shall be provided, to facilitate sunlight penetration, better air ventilation and visual permeability. The stone retaining wall along the southern periphery of the site shall be preserved...*

Attachments

Drawing no. CHR-Plan1
Drawing no. CHR-Sec1
Fig. 1
Fig. 2
Fig. 3
Fig. 4
Fig. 5
Fig. 6
Drawing no. CHR-Plan2
Drawing no. CHR-Plan3
Drawing no. SchemeA-Plan
Drawing no. SchemeA-OZP
Fig. 7
Fig. 8



本圖是根據2019年2月28日製備，所根據的資料為測量圖編號 11-SW-158

EXTRACT PLAN PREPARED ON 28.2.2019 BASED ON SURVEY SHEET No 11-SW-158

加路連山道用地的概念藍圖

CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地作商業用途及新區城法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE: 1 : 1,200 比例尺

METRES 20 0 20 40 60 80 METRES

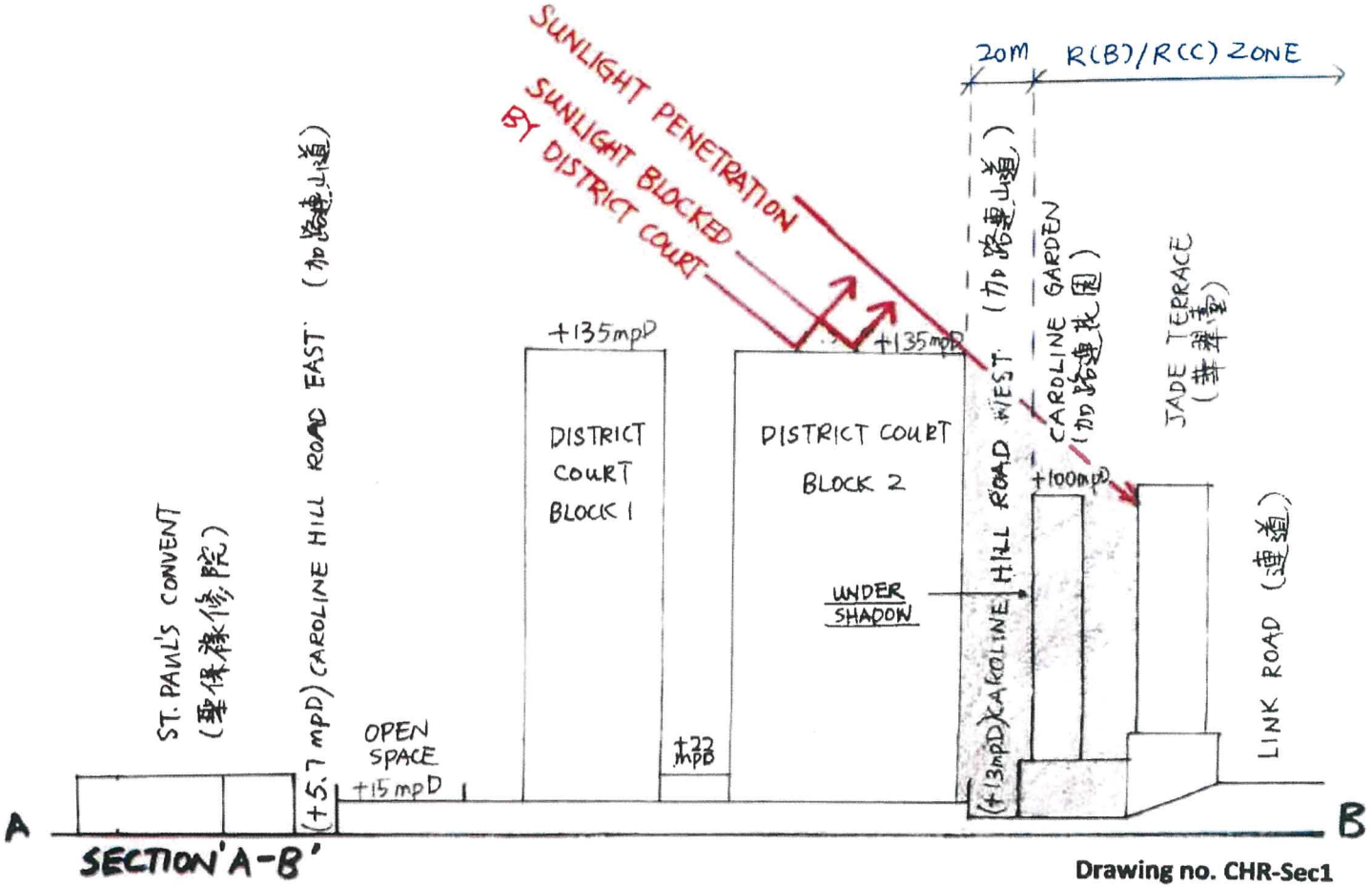
規劃署

PLANNING DEPARTMENT

參考編號 REFERENCE No

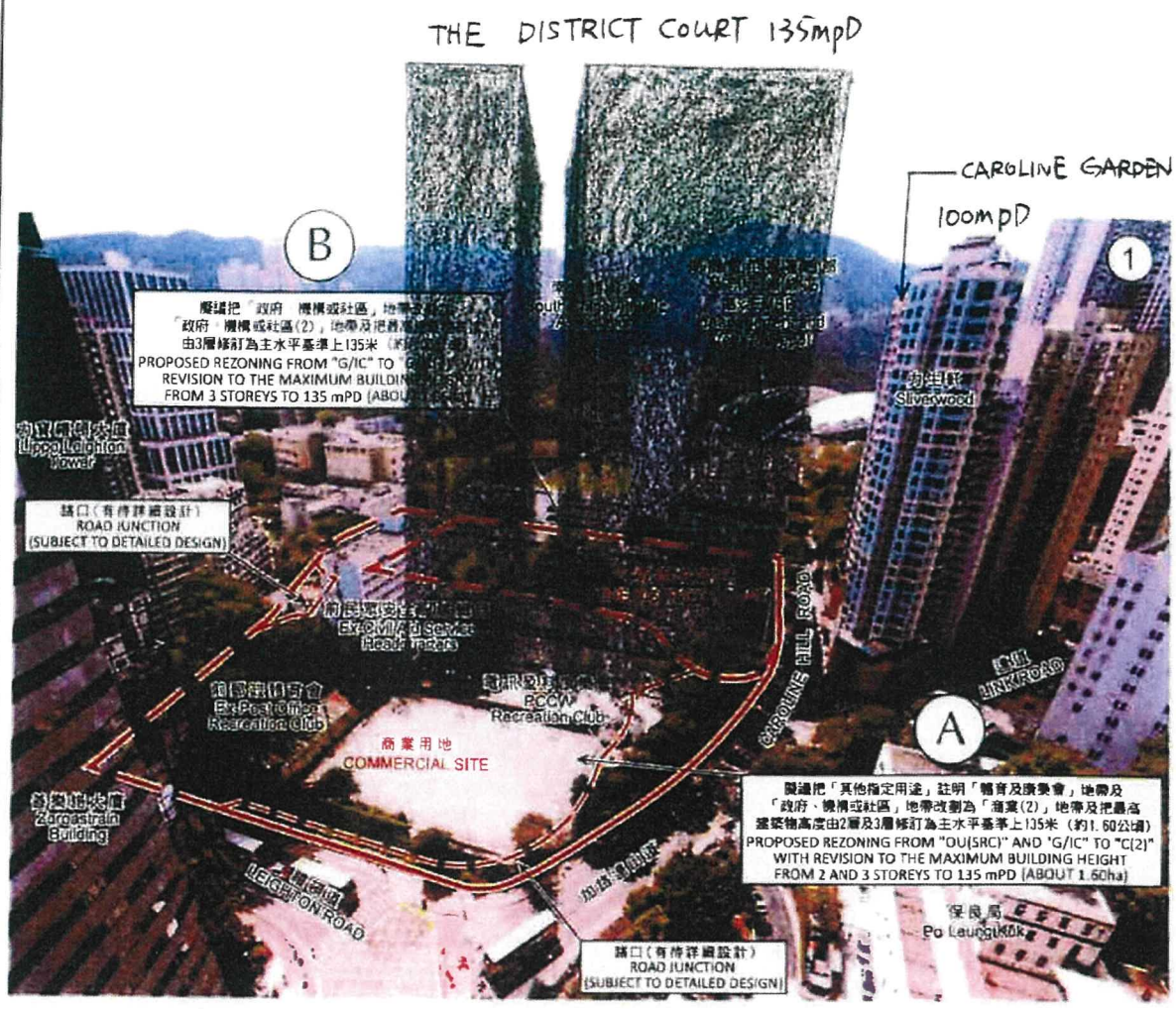
圖 PLAN

Drawing no. CHR-Plan1



SECTION 'A-B'

Drawing no. CHR-Sec1



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月28日擬備，所根據的資料為攝於2018年5月16日的實地照片 PLAN PREPARED ON 28.2.2019 BASED ON SITE PHOTO TAKEN ON 16.5.2018	實地照片 SITE PHOTO 重新發展鯉魚門加路連山道用地作商業用途及新區域法院 REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT	規劃署 PLANNING DEPARTMENT 參考編號 REFERENCE No. M/H7/19/3 圖 PLAN Fig.1

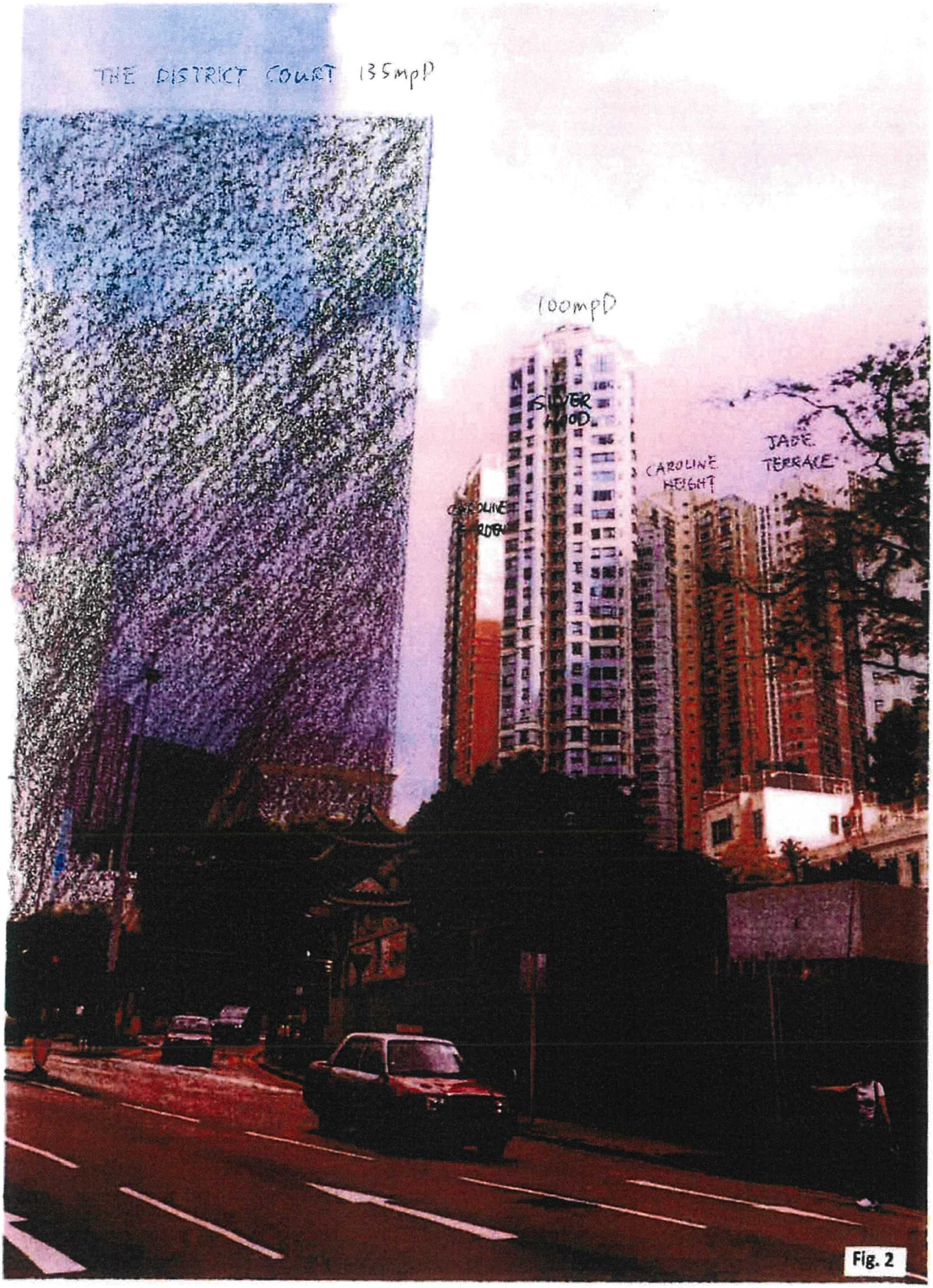

THE DISTRICT COURT 135mpD
100mpD
SILVER WOOD
CAROLINE HEIGHT
JADE TERRACE

Fig. 2

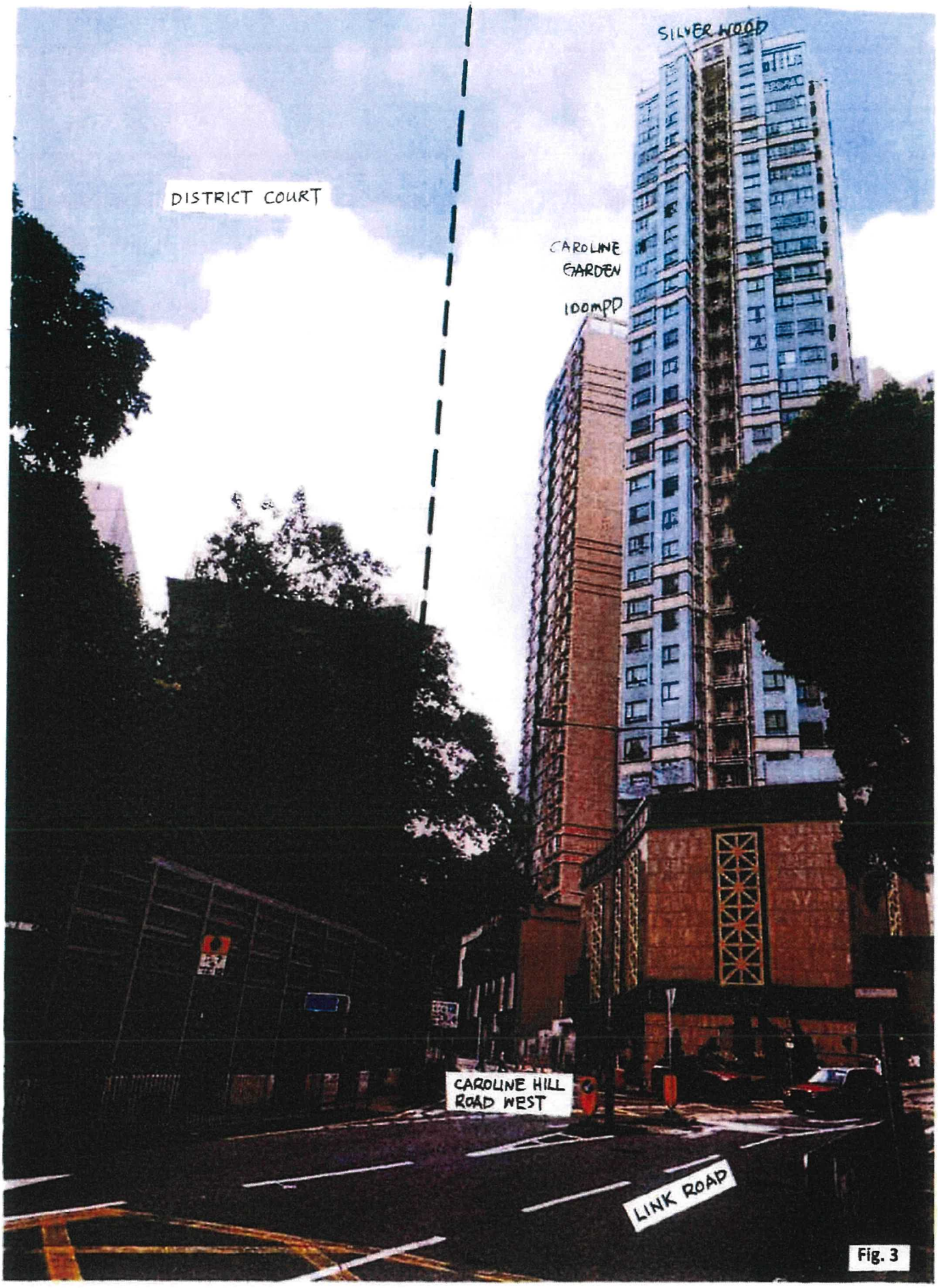

SILVER WOOD
DISTRICT COURT
CAROLINE GARDEN
100mPD
CAROLINE HILL ROAD WEST
LINK ROAD

Fig. 3

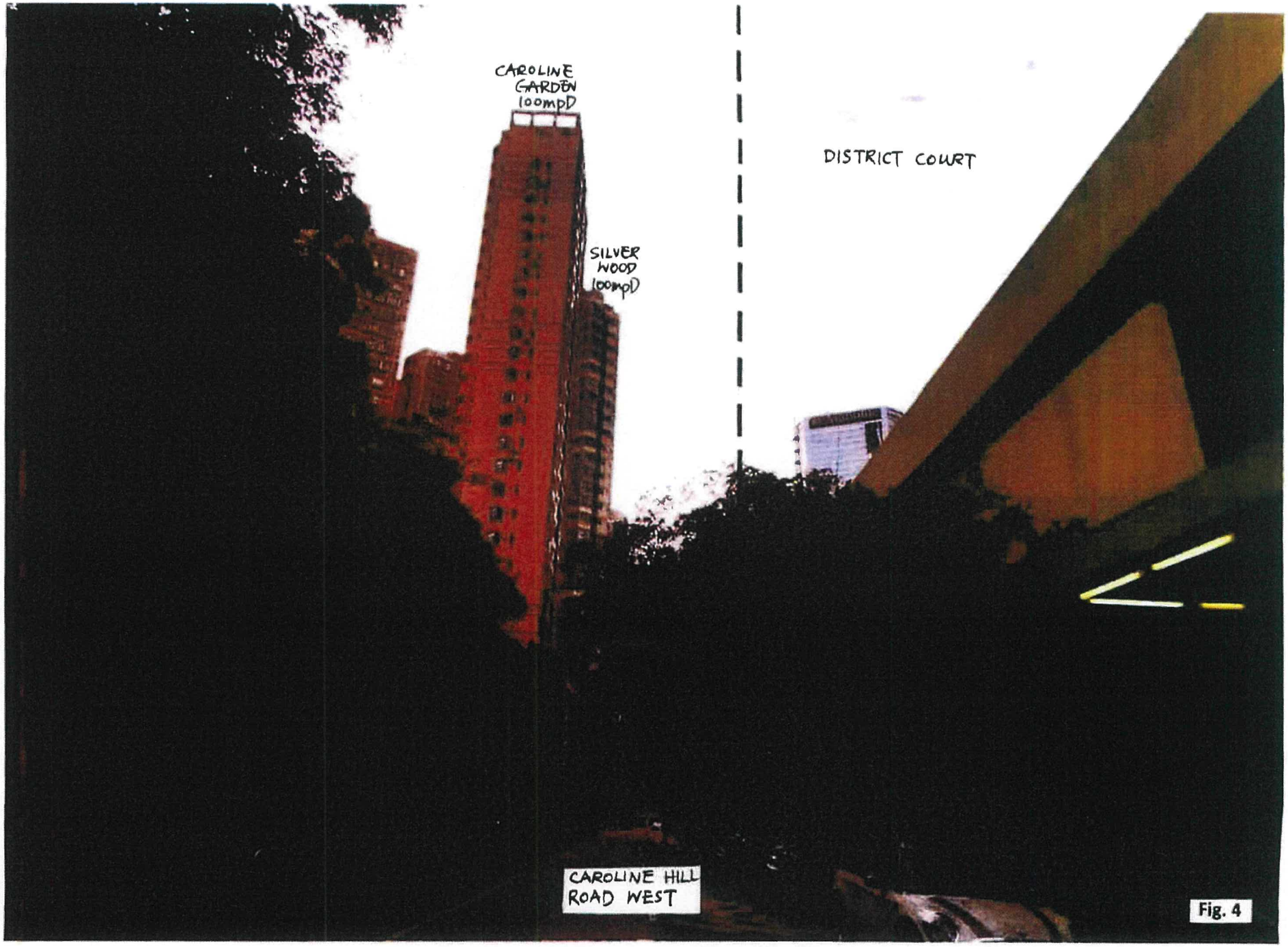

CAROLINE
GARDEN
100mpD
SILVER
WOOD
100mpD
DISTRICT COURT
CAROLINE HILL
ROAD WEST

Fig. 4

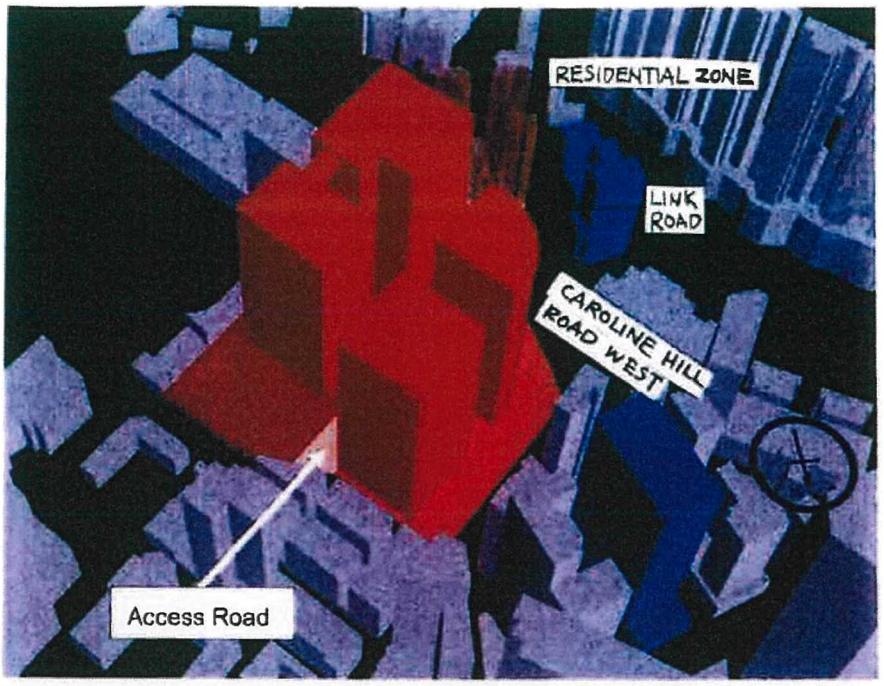


Figure 20 Zoomed-in view of 3D model for the Optional Scheme from north

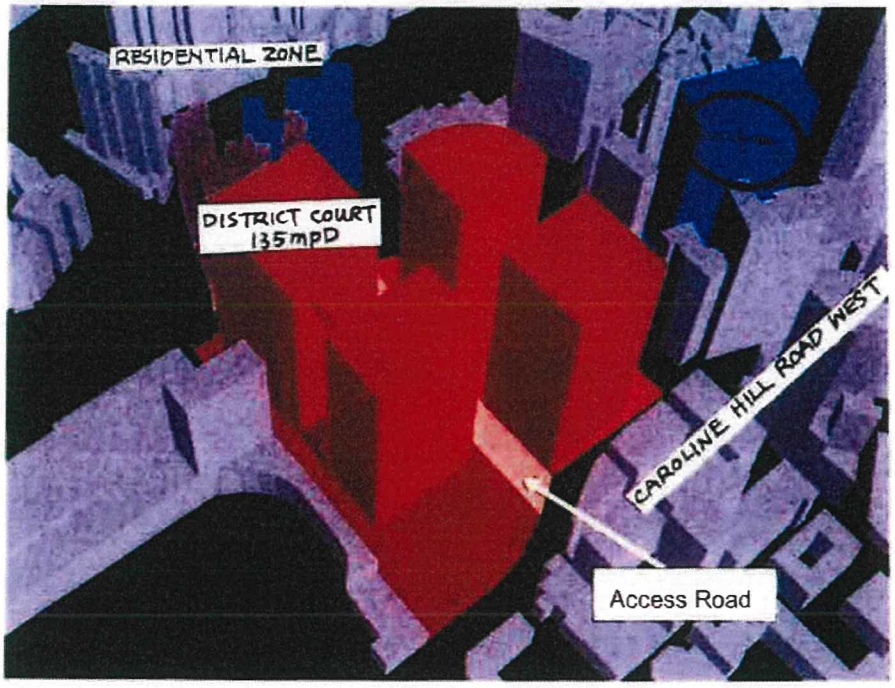


Figure 21 Zoomed-in view of 3D model for the Optional Scheme from east

WRT

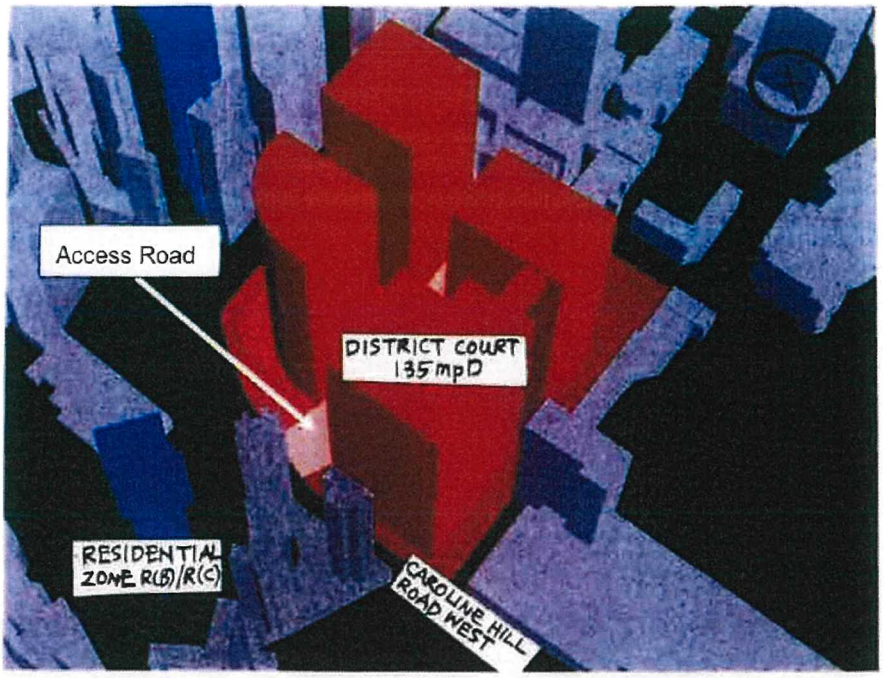


Figure 22 Zoomed-in view of 3D model for the Optional Scheme from south

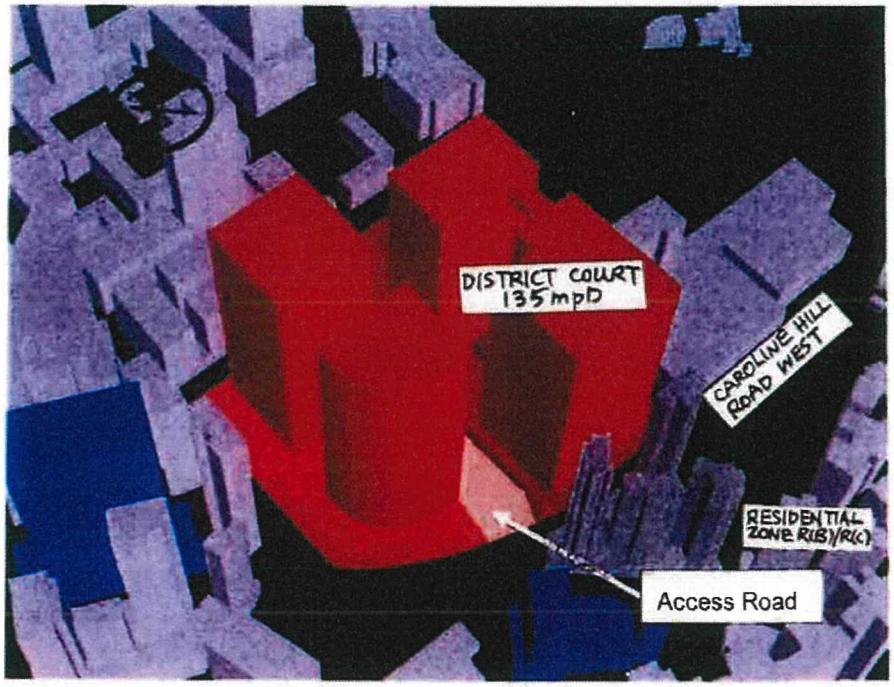
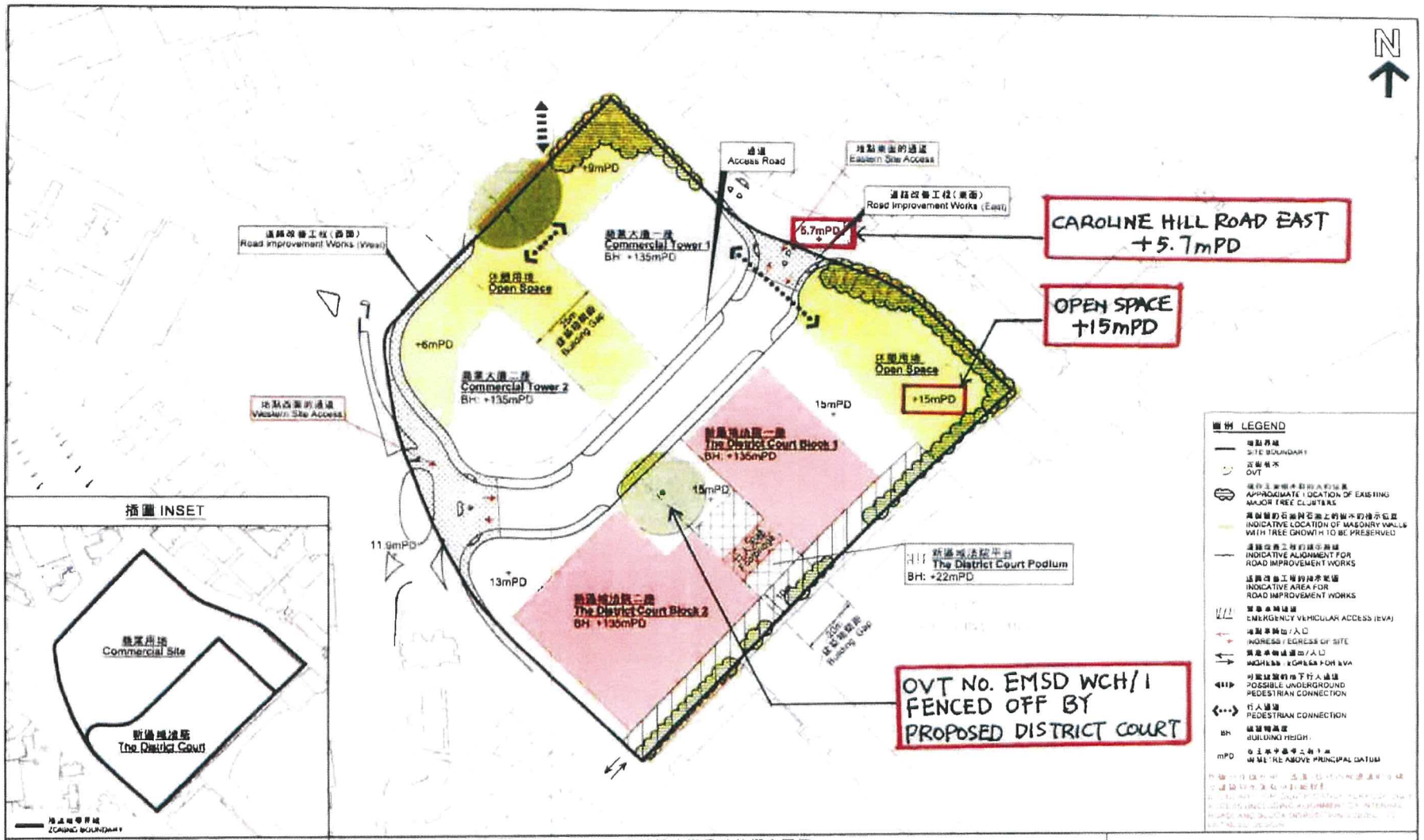


Figure 23 Zoomed-in view of 3D model for the Optional Scheme from west



本圖是根據2019年2月28日製備，所根據的資料為測量圖編號 11-SW-15B

EXTRACT PLAN PREPARED ON 28 2 2019 BASED ON SURVEY SHEET No 11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 1,250 比例尺

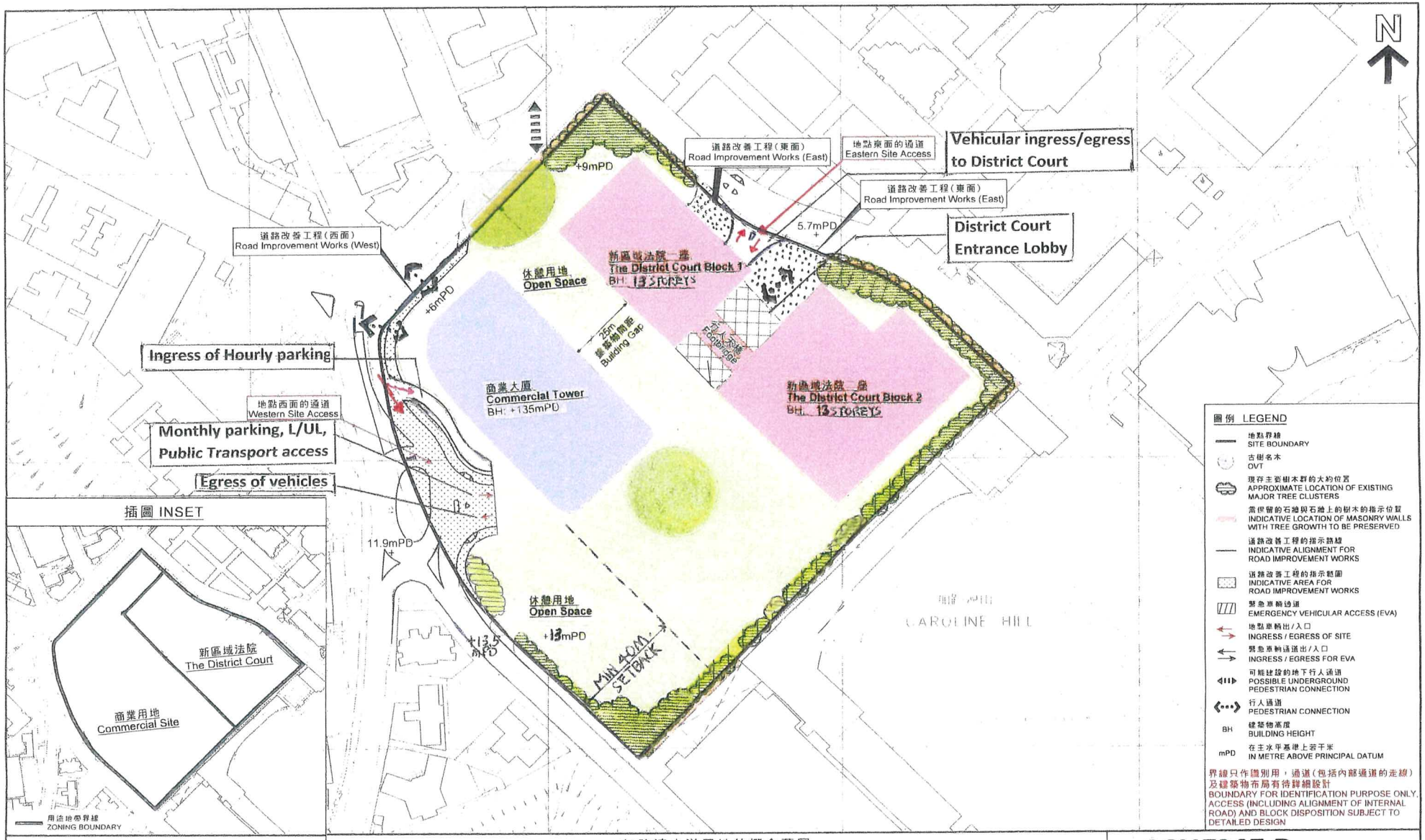
METRES 20 0 20 40 60 80 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No

圖 PLAN

Drawing no. CHR-Plan2



本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

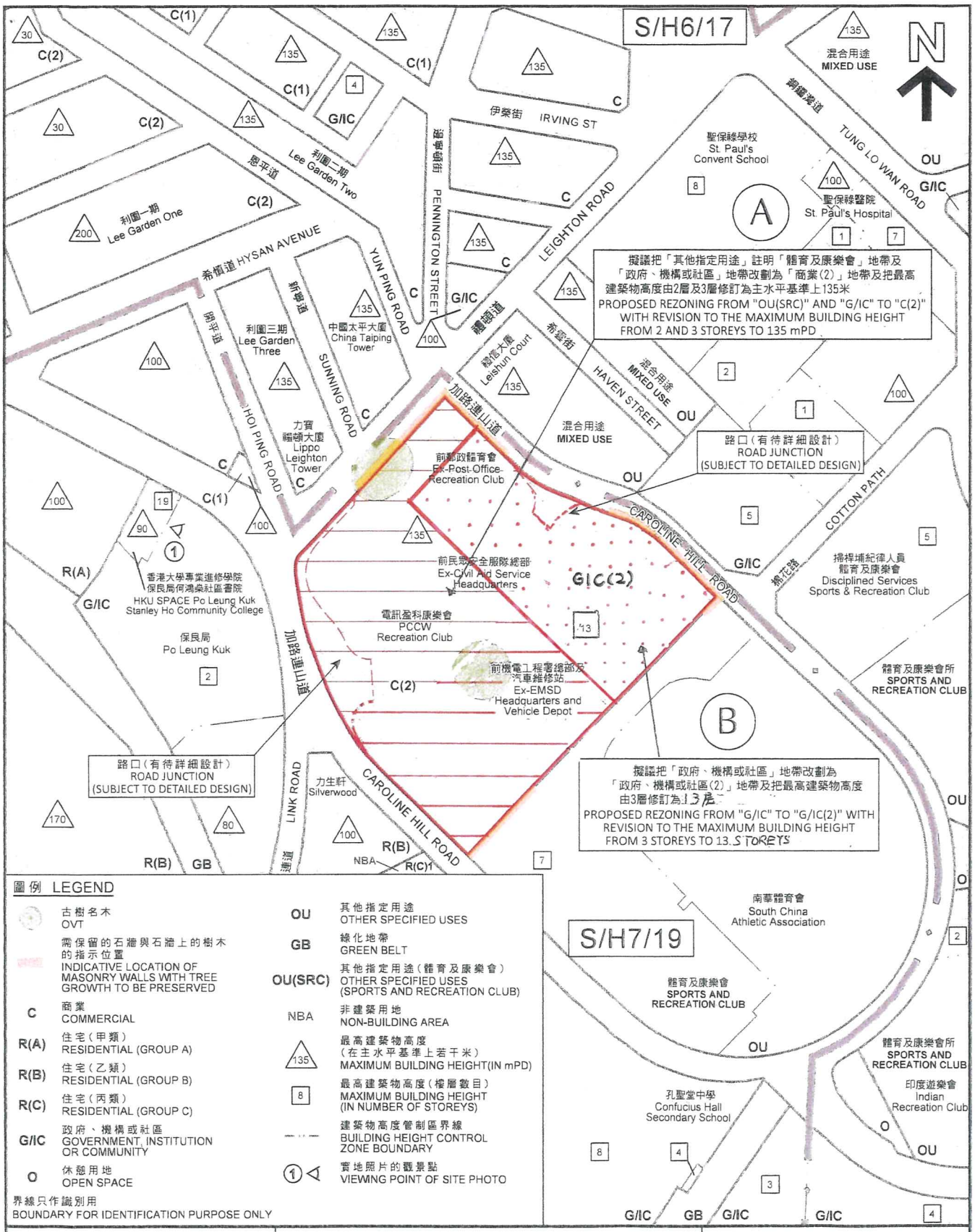
SCALE 1 : 1 200 比例尺

METRES 20 0 20 40 60 80 METRES

SCHEME B

DRAWING NO.

SchemeB-Plan



圖例 LEGEND

古樹名木 OVT	
需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED	
C	商業 COMMERCIAL
R(A)	住宅(甲類) RESIDENTIAL (GROUP A)
R(B)	住宅(乙類) RESIDENTIAL (GROUP B)
R(C)	住宅(丙類) RESIDENTIAL (GROUP C)
G/IC	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
O	休憩用地 OPEN SPACE
OU	其他指定用途 OTHER SPECIFIED USES
GB	綠化地帶 GREEN BELT
OU(SRC)	其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
NBA	非建築用地 NON-BUILDING AREA
135	最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)
8	最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
— · · —	建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY
①	實地照片的觀景點 VIEWING POINT OF SITE PHOTO

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本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號 11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME B

DRAWING NO.

SchemeB-OZP

本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

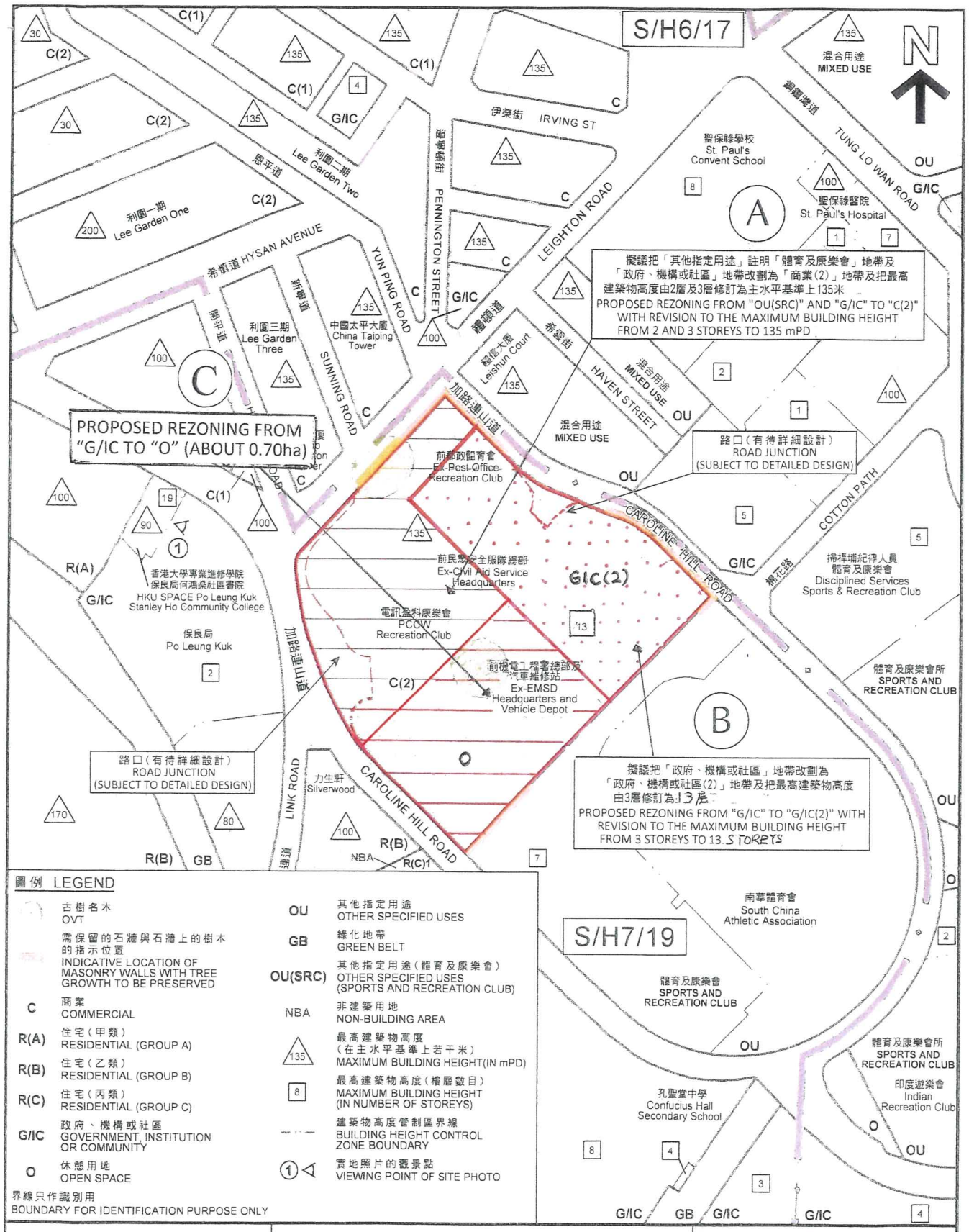
SCALE 1 : 1 200 比例尺

米 METRES 20 0 20 40 60 80 米 METRES

SCHEME C

DRAWING NO.

SchemeC-Plan



圖例 LEGEND

古樹名木 OVT	
需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED	
C 商業 COMMERCIAL	
R(A) 住宅(甲類) RESIDENTIAL (GROUP A)	
R(B) 住宅(乙類) RESIDENTIAL (GROUP B)	
R(C) 住宅(丙類) RESIDENTIAL (GROUP C)	
G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY	
O 休憩用地 OPEN SPACE	
OU 其他指定用途 OTHER SPECIFIED USES	
GB 綠化地帶 GREEN BELT	
OU(SRC) 其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)	
NBA 非建築用地 NON-BUILDING AREA	
135 最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)	
8 最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	
建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY	
1 實地照片的觀景點 VIEWING POINT OF SITE PHOTO	

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

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平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME C

DRAWING NO.

SchemeC-OZP

Residents of Jardine's Lookout

TPB/R/S/H7/20-28

23rd July 2019

Dear Secretary of the Town Planning Board,

I, Lam Wai Man, Anson and residents of Jardine's Lookout are writing to make a representation against the amendment items in the Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19A) gazette in 24th May 2019.

We are concerned about the proposal to change the land use in the Caroline Hill Road site (CHR Site) into commercial uses and to loosen the height limit to 135mPD, and the provision of District Court with revision to the maximum building height from 3 storeys to 135mPD, as these would hugely affect the traffic, ventilation and view in the surrounding area. The Traffic Impact Assessment report conducted two years ago failed to reflect the latest situations in the community. The Visual Impact Assessment report did not conduct in a comprehensive manner as well.

We hereby would like to propose two schemes to ensure the CHR site can be utilized to its potential and be beneficial the neighborhood. Please refer to the attachment for the detailed reasons of our representation and our proposals, for your kind consideration.

Thank you for your attention.

Yours Faithfully,

Lam Wai Man Anson and Residents of Jardine's Lookout

Representor: Residents of Jardine's Lookout

Full name of Representor's Representative: Lam Wai Man Anson

HKID No. of Representor's Representative: [redacted]

Address: Unit 605, Workingview Commercial Building, 21 Yiu Wa Street, Causeway Bay

林偉文區議員 (渣甸山)辦事處

RECEIVED
24 JUL 2019
Town Planning Board

22nd July, 2019

TPB/R/S/H7/20-29

Town Planning Board

15/F, North Point

Government Offices,

333 Java Road,

North Point

Dear Sir/Madame,

Re: Proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

We refer to the proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A, and would like to raise our objections and our proposed amendments to the Town Planning Board, as shown in the attached documents and attachments, for your consideration.

Thank you for your attention.

Yours sincerely,

Chairman of the Owners Corporation Committee

RECEIVED
24 JUL 2019
Town Planning Board

We refer to MCP Paper No. 5/19 for consideration by The Metro Planning Committee on 3.5.2019, regarding further consideration of proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A, and would like to make a representation to the Town Planning Board in respect of the draft plan and the revised Explanatory Statement(ES) on the following issues:

A. Justification on the Disposition of District Court and adjacent Open Space

1. The disposition of the District Court as shown in the Conceptual Layout Plan did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road West, Link Road and Boardwood Road. Actually, the whole planning document including the technical assessment report, did not take into account of the said Residential Zone. The AVA report only provide limited views. The disposition of the proposed 135m tall District Court will cause extreme negative impact on the sunlight penetration and ventilation, which will adversely affect the health of the residents. We want to stress that whenever there is room for a better planning, a layout just fulfilling the min. requirement of the Building Regulations is not the function of Planning Department and Town Planning Board. This planning proposal is said to be against the aim of the Town Planning Ordinance Cap.131 " To promote the health, safety, convenience and general welfare of the community." We understand that the conceptual Layout Plan only provide the frame work for the scope, height and site area and GFA etc., the detail layout will be subject to future design. However, if the basic framework did not set in a rational and acceptable manner from the very beginning, the future layout will likely to be further deviate from a good planning.

1.1 The disposition of District Court largely reduced the sunlight penetration to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) District Court Block 2 is directly abutting Caroline Hill Road West, leaving only a 20m gap with the opposite building (Caroline Garden). Given the fact that District Court Block 2 is proposed to be 135mPD, whereas Caroline Garden is only 100mPD, therefore, the whole residential block will be under shadow during most of the days. Even worse, the living, dinning, master bedroom and kitchen of the whole block of Caroline Garden are directly facing the proposed District Court Block 2.

b.) Please refer to the attached drawing no. CHR-Plan1 & CHR-Sec1, showing the proposed Conceptual Layout Plan attached to MCP Paper No. 5/19. The residential zone along Caroline Hill Road West and Link Road will likely to be under shadow for most of the days due to the blockage of sunlight by the District Court.

1.2 The District Court largely reduced the visual permeability and ventilation to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) Please refer to the attached photomontage Fig.1, Fig. 2, Fig. 3, Fig. 4 and Zoomed in view of 3D model Fig. 5, Fig.6. The photos have shown clearly the visual and ventilation impact brought about by the two massive blocks to the neighborhood.

b.) As shown in the proposed Conceptual Layout Plan and ES for OZP No. S/H7/19A, a clear building gap of not less than 25m in width shall be provided to facilitate better ventilation within the commercial zone. However, the layout did not consider that the disposition of the District court alternately resulting a narrow gap of less than 25m with the opposite building (Caroline Garden). Given the fact that the opposite building is a residential building, a generous width of more than 25m should be provided to facilitate better ventilation and permeability.

1.3 According to the Conceptual Layout Plan, the existing OVT No. EMSD WCH/1 would be surrounded by the proposed District Court. And due to security reason, the OVT would be fenced off from the public. We strongly object the layout of the proposed District Court, as it did not fully utilize the valuable resources in the community for public enhancement. Please refer to attached drawing no. CHR-Plan2, showing the Conceptual Layout Plan with the OVT being fenced off by the District Court without connection to the public open space.

2. Disposition of the Open Space adjacent to the District Court Block 1

2.1 The Open Space adjacent to the proposed District Court Block 1 at the east bound of the subject site is proposed to be located at 15mPD. However, the level of the adjacent Caroline Hill Road east is at 5.7mPD. With a 10m of level differences, the pedestrian connection to the open space is proposed to be via an elevated link or underground crossing from the commercial development. Clearly, the disposition of the open space did not facilitate easy accessibility by the public, especially for the elderlies and the disabled. In addition, disabled access such as ramp and disabled lift should be provided, which will take up a large part of the narrow open space. As a result, the proposed open space will eventually becoming an isolated, left-over space, located at the far end corner of the site.

2.2 Please refer to attached drawing no. CHR-Plan2, showing the level differences between the proposed open space and the adjacent Caroline Hill Road east.

B. Justification of the Height of the District Court

1. According to the draft plan, the subject site is proposed to rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 135mPD, in order to facilitate the Wan Chai District Court development.

2. According to the development proposal, the total G.F.A of the District Court is 70,000 sq. m. And with reference to the proposed Conceptual Layout Plan for the CHR site(Plan 5), the floor area of the District Court is approx. 5,300m2/fl (Block 1 +Block 2). It is noted that the Judiciary indicated that they would not accept a district court of reduced area not fully meeting its functional and operational requirements. Therefore, the floor area cannot be substantially reduced in achieving a taller building. In this regard, the maximum no. of floors of the District Court should be maximum 13 storeys.

3. Below is the table showing the comparison of the development data between the proposed District Court, the existing Wan Chai District Court and the West Kowloon Law Court. It is noted that, with a similar floor area and total G.F.A comparing with the proposed District Court, the West Kowloon Law Court is only 11 storeys high, which is only around 60m tall. Therefore, it is not justify to rezone the maximum building height of G/IC to 135mPD.

	Proposed District Court	Existing Wanchai District Court	West Kowloon Law Court
Site Area (m2)	10,620.00	2,189.30	7,509.00
G.F.A. (m2)	70,000.00	30,776.20	60,320.00
Floor Area (m2/floor)	District Court 1+ District Court 2= 5300 (Approx)	N/A	5483.6
Building Height (m)	135	50 (Approx)	60 (Approx)
	No. of storey = To be determined	No. of storeys = 14	No. of storeys = 11

C. Schedule of Uses as attached to Wong Nai Chung OZP No.S/H7/19A

Hotel is falling in Column 1 (Uses always permitted) under Commercial zone. We strongly object this item as Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.

D. Justification of a new access road across the site

According to the conceptual scheme, a new access road is proposed across the site in a northeast-southwest direction to serve the commercial development and the District Court.

1. One major road to serve pedestrian and vehicular access to both commercial development and District Court is considered to be inefficient. We are especially concerned that as mentioned in the planning documents, detailed design shall be subject to the future developer of the commercial development to accommodate the vehicles waiting to enter the carpark.

2. We strongly opposed the provision of a new access road, as the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. Even though the access road is built, the extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road within the site will only impose burden on the existing road network, and in turn creating more bottlenecks. The new access road not only could not alleviate the already overloaded traffic in the area, but in a way further worsened the situation.

E. Proposed amendments to the draft plan

Based on the above concerns, we would like to submit our proposed amendments to the draft plan. We have come up in two proposals, namely Scheme B and Scheme C, for your further consideration.

Scheme B *(Please refer to attached drawing no. SchemeB-Plan)*

Merits of the proposed amendments to the draft plan:

(a) enhance sunlight penetration, ventilation and visual openness to the neighborhood;
(b) ensure the open space to be easily accessed by the public;
(c) address the shortfall in local open space to serve the immediate local community;
(d) add value to the development by incorporating the OVT to the public open space;
(e) reduce the traffic impact to the surrounding area;
(f) further strengthened the security of the District Court;
(g) allow easy accessibility to the District Court

1. According to the conceptual layout plan, the commercial development will be comprised of two commercial towers. In order to free up more public open space to serve the local community, we proposed that the twin commercial tower (28-35 storeys) to be replaced by a 35 storeys single tower. Given the total GFA of 100,000m2 and 135m height restriction being unchanged, the typical floor area shall be 3,000m2 approx. The commercial tower will be located at the west portion of the site because of its (i) close proximity to the commercial zone (ii) direct access to pedestrian crossing at Leighton Road (iii) least disturbance to the Residential Zone along Caroline Hill Road.

2. To address the traffic issue, we proposed that traffic diversion should be carried out in three layers:

   1.) Reduce the number of vehicles travelling and snarling above ground by diverting them to the underground once they have reached the site. We proposed that vehicular access to the development will be via underground carpark.
   2.) Vehicular access to different buildings serving different functions should be diverted and separated. We proposed that the underground carpark will be split up for commercial and District Court separately in order to reduce burden on one major access. Moreover, the security of District Court could be further strengthened as well. Ingress/egress of vehicular traffic to the commercial development will be via the western site access to underground; ingress/egress to the district court be via the eastern site access to underground.

3.) We observed that one of the major reason of traffic congestion is due to long queue of hourly parking vehicles, usually taking up one traffic lane. We proposed to introduce a separate access point of hourly parking vehicles at the western portion of the site, whereas public transportation, loading/unloading and monthly parking shall be diverted to another access point.

3. Pedestrian access to the commercial development shall be provided at-grade in the western portion fronting the pedestrian crossing at Leighton Road. For the District Court, road improvement and widening works will be implemented at the eastern portion along Caroline Hill Road. Pedestrian access will be provided at-grade to the entrance lobby of the District Court at Caroline Hill Road east.

4. By locating the District Court at the northern portion fronting Leighton Road and Caroline Hill Road east, public access to the District Court could be further enhanced.

5. By providing separate pedestrian and vehicular entrance of the District Court from the Commercial development, the security of the District Court could be further strengthen.

6. Provision of a large and continuous Open Space

6.1 By removing one commercial tower and the access road, the area of the open space can be largely increased. We proposed that not less than 8000 sq.m. i.e. approx.30% of the total site area (26,583m2) shall be provided for public open space.

6.2 The level of the open space at southern portion is at 13mPD, while the adjacent Caroline Hill Road West is at 13-13.5mPD, which is actually at-grade level. This revised layout can ensure easy accessibility by the public.

6.3 Unlike the draft plan with the open space located at the far end corner of Caroline Hill Road east, resulting a left-over isolated space, this revised layout can allow the open space to serve as an extension and a continuous green belt to the adjacent neighborhood. And by incorporating the existing OVT No. EMSD WCH/1 to the open space, such valuable resources can add value to the community and to enhance public enjoyment.

6.4 It is noted that a revised conceptual layout plan (Plan FC-3) attached to the planning document has been trying to address the issue of set back from Caroline Hill Road west. However, the layout would result in an even more Isolated, gloomy and narrow open space at eastbound, being surrounded by concrete walls of the District Court. Moreover, the "open space" created from this set back at Caroline Hill Road west cannot be served for public use due to

security reason. Similarly, the OVT being fenced off by the District Court also cannot be incorporated into the public open space due to security reason.

6.5 In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Boardwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site and the District Court as shown in attached drawing no. SchemeB-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial***
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A***
   "...To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided <u>at-grade in the southern portion facing Caroline Hill Road and at-grade in the western portion fronting Leighton Road. A setback of not less than 40m in width from the southwestern site boundary shall be implemented, where no structure above ground level can be constructed beyond this setback line.</u> The future developer will be required to submit a landscape plan under lease. <u>The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and</u> the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved....")

Scheme C (Please refer to attached drawing no. SchemeC-Plan)

To further address the inadequacies in the government's plan, including underestimated traffic situation, overoptimistic commercial land demand forecast, and undermined potential of the open space, we hereby propose a further improvement scheme.

We propose to lower the scale of the commercial development, by removing the proposed 10,000m^2 retail space. As we can see from the development of Times Square, their shopping mall attract a lot of people, roads around Times Square are full of vehicles waiting for parking space. Therefore, we can foresee the commercial development of Wong Nai Chung Outline Zoning Plan No. S/H7/19 will also attract a lot of people to come, and there is only 125 parking spaces according to current proposal which obviously can't fulfil all needs. Vehicles will retard in Caroline Hill Road, Leighton Road, Pennington Street, Sunning Street, Yun Ping Road, Lan Fong Road and Lee Garden Road etc. while they are waiting for available parking space, which will resulted in a huge traffic jam. Therefore, we propose to lower the scale of commercial development, hoping that can reduce the impact to the traffic to nearby area.

Besides S/H7/19, there are five commercial development projects carrying or will carry on in Causeway Bay, they are The Excelsior, Radiant Centre, No.42-44 Yiu Wa Street, Lee Garden Three, Crowne Plaza Hong Kong Causeway Bay, which will provide 1,370,031 feet^2 commercial space, and they are all surrounding Wong Nai Chung Outline Zoning Plan No. S/H7/19. In addition, there are two development projects under planning, J Plus Hotel and No. 27, 29 to 31 Sugar Street. So the commercial space supply in Causeway Bay is enough, therefore, we suggested that the number of building should reduce to one block.

In order to have an excellent sunlight penetration and ventilation, the height restriction of the Outline Zoning Plan should be 135m tall.

The public space in Outline Zoning Plan should open to public and managed by Leisure and Cultural Services Department. And the design of the space should fit the actual needs of the community, and more greening elements should be added to the space since various development projects have significantly reduce the green area in Causeway Bay.

The calculation of Gross Floor Area (GFA) of the whole Outline Zoning Plan is based on the GDP growth rate of Hong Kong, but the figures that Government using are from 2017 which can't reflect the actual economic situation of present Hong Kong. The latest data showing the present economic growth of Hong Kong is slowing down which mean the GFA of the whole Outline Zoning Plan should be reduced.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site, the District Court and Open Space as shown in attached drawing no. SchemeC-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial***
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.6of OZP S/H7/19A. Open Space ("O"): Total Area 10.04 ha***
5. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial Item (3) "On land designated "Commercial (2)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 90,000m2, or the gross floor area of the existing building, whichever is the greater, and it shall include the gross floor area of G/IC facilities as required by the Government.***
6. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A***

For the "C(2)" site, development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 90,000m2, with due consideration of the traffic capacity in the area.

Attachments

Drawing no. CHR-Plan1
Drawing no. CHR-Sec1
Fig.1
Fig.2
Fig.3
Fig.4
Fig.5
Fig.6
Drawing no. CHR-Plan2
Drawing no. SchemeB-Plan
Drawing no. SchemeB-OZP
Drawing no. SchemeC-Plan
Drawing no. SchemeC-OZP

Signature: [illegible]

Name: OR WAI FONG FLORENCE

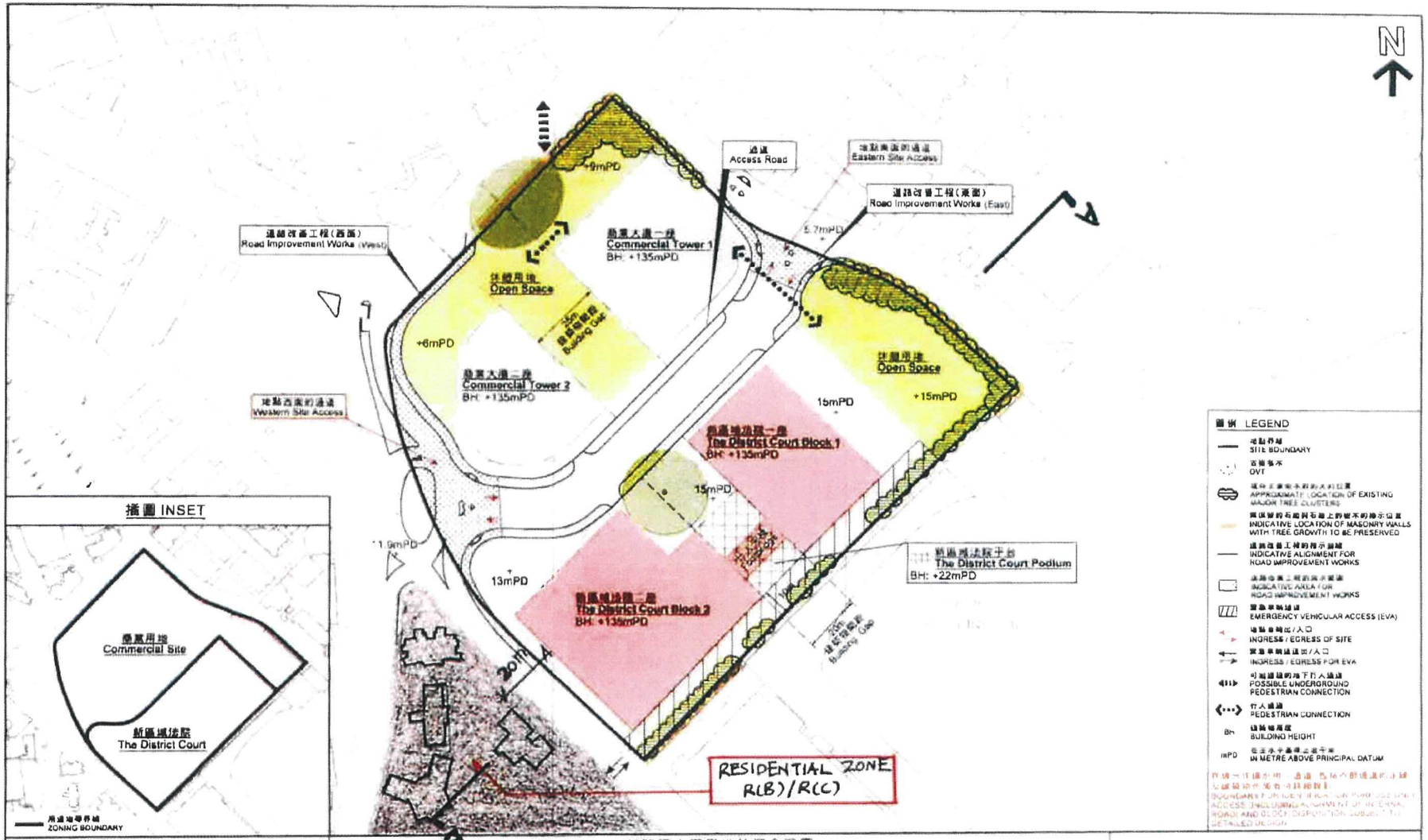
Name of Estate: LINDEN HEIGHT

Position: Chairlady

Email: [redacted]

Date: 22/7/2019

HKID: [redacted]



本圖是根據2019年2月28日製備，所根據的資料為測量圖編號 11-SW-158

EXTRACT PLAN PREPARED ON 28.2.2019 BASED ON SURVEY SHEET No 11-SW-158

加路連山道用地的概念藍圖

CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地作商業用途及新區城法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE: 1 : 1,200 比例尺

METRES 20 0 20 40 60 80 METRES

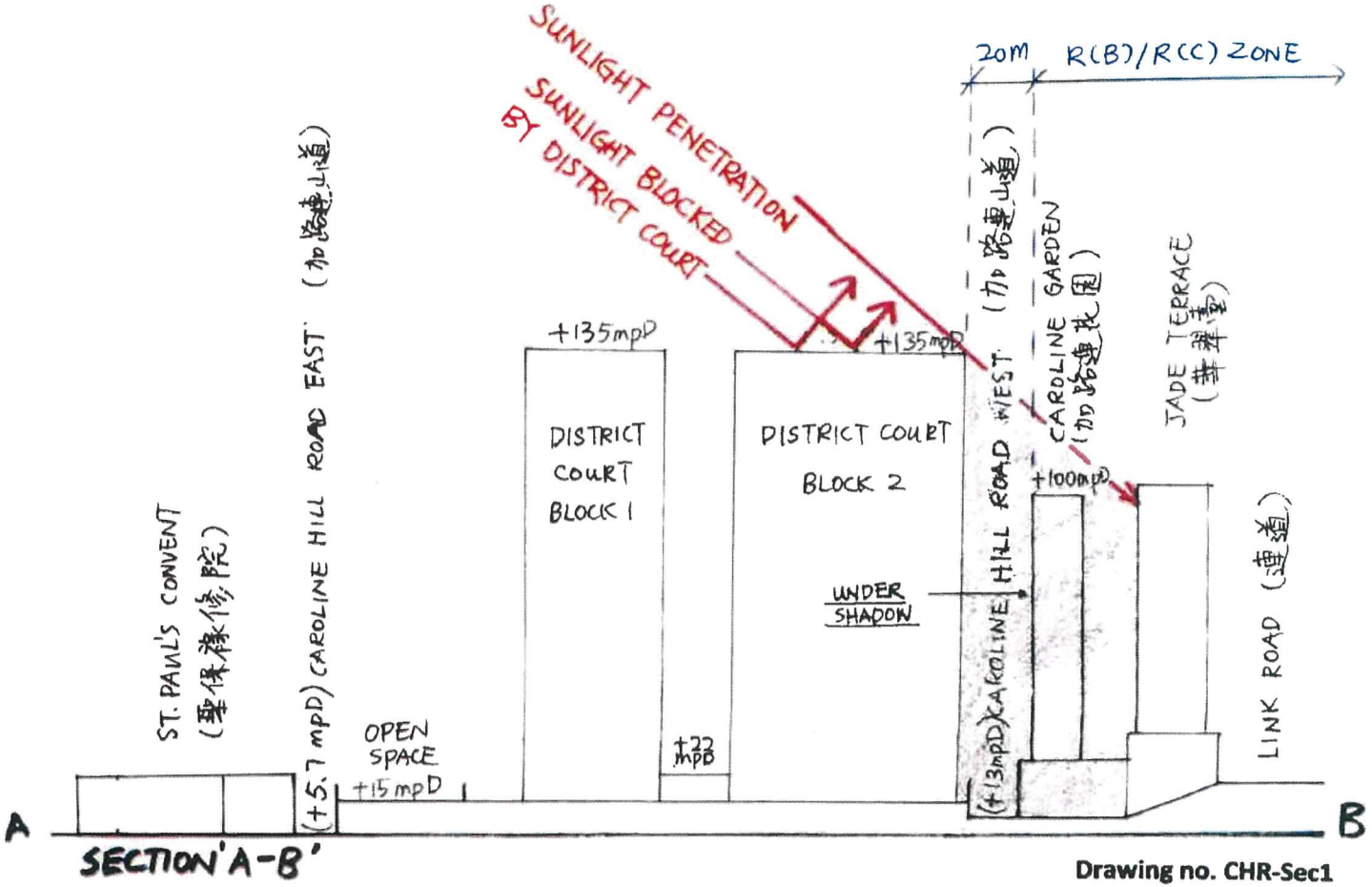
規劃署

PLANNING DEPARTMENT

參考編號 REFERENCE No

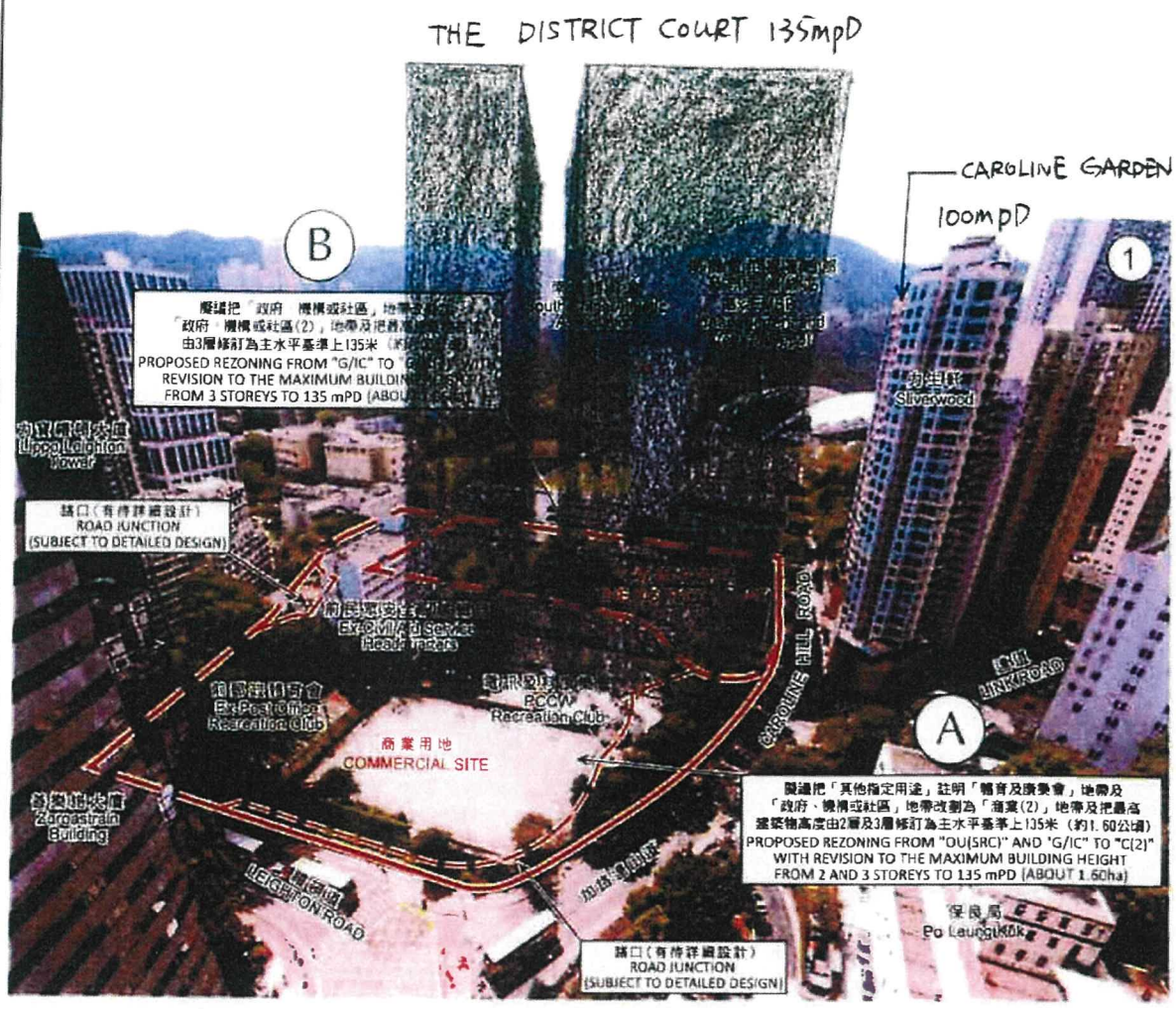
圖 PLAN

Drawing no. CHR-Plan1



SECTION 'A-B'

Drawing no. CHR-Sec1



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月28日擬備，所根據的資料為攝於2018年5月16日的實地照片 PLAN PREPARED ON 28.2.2019 BASED ON SITE PHOTO TAKEN ON 16.5.2018	實地照片 SITE PHOTO 重新發展鯉魚門加路連山道用地作商業用途及新區域法院 REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT	規劃署 PLANNING DEPARTMENT 參考編號 REFERENCE No. M/H7/19/3 圖 PLAN Fig.1

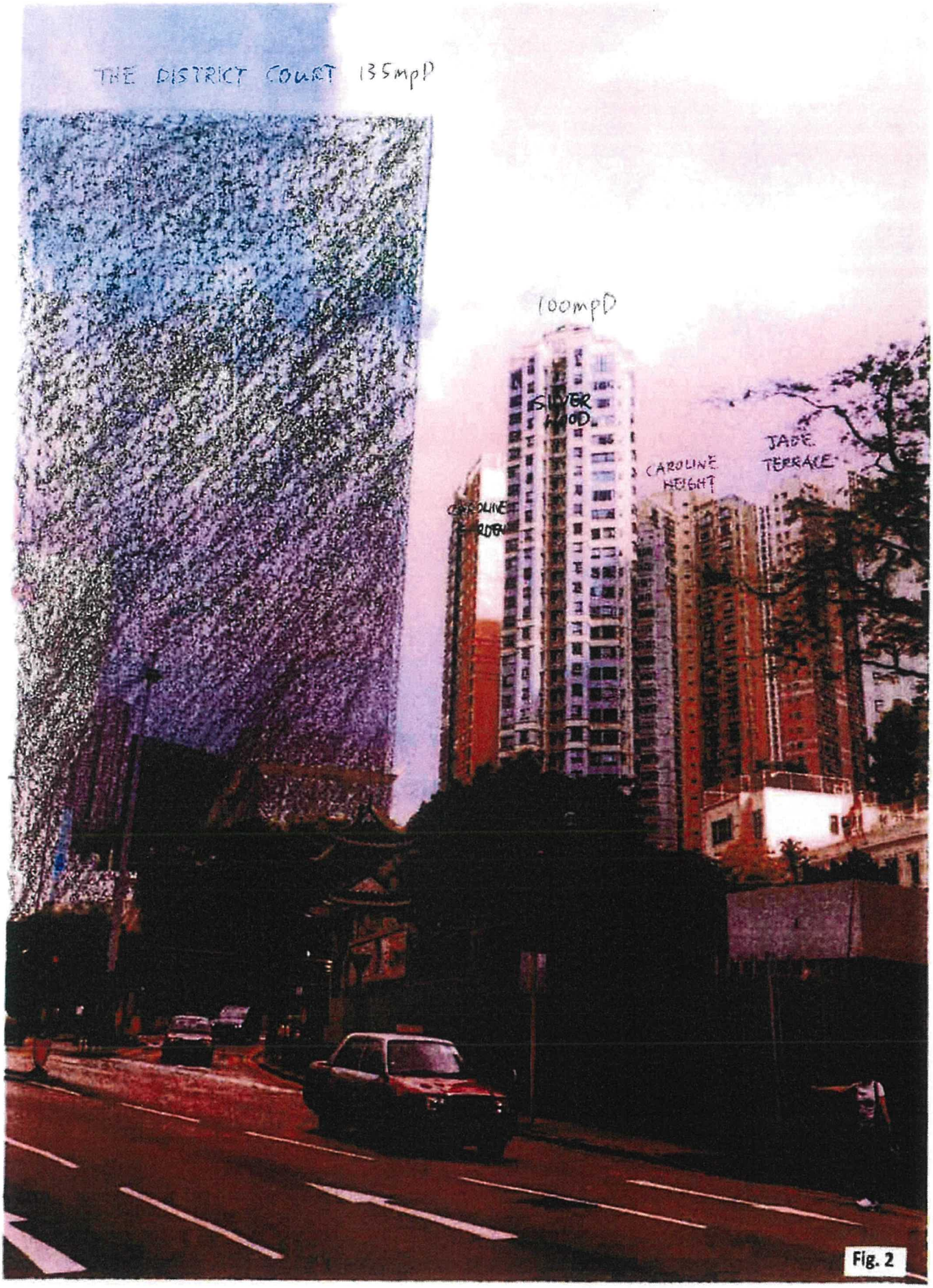

THE DISTRICT COURT 135mpD
100mpD
SILVER WOOD
CAROLINE HEIGHT
JADE TERRACE

Fig. 2

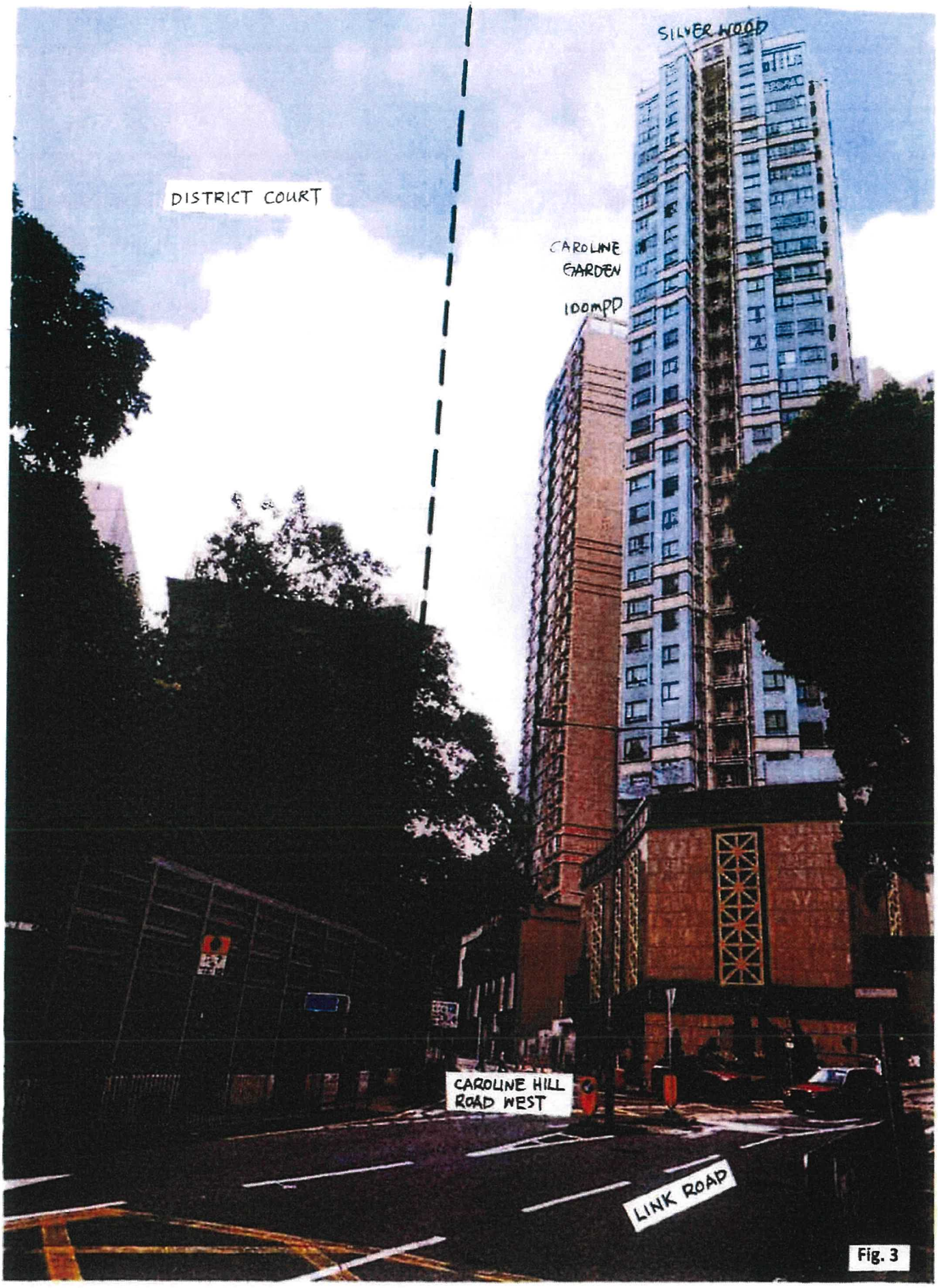

SILVER WOOD
DISTRICT COURT
CAROLINE GARDEN
100mPD
CAROLINE HILL ROAD WEST
LINK ROAD

Fig. 3

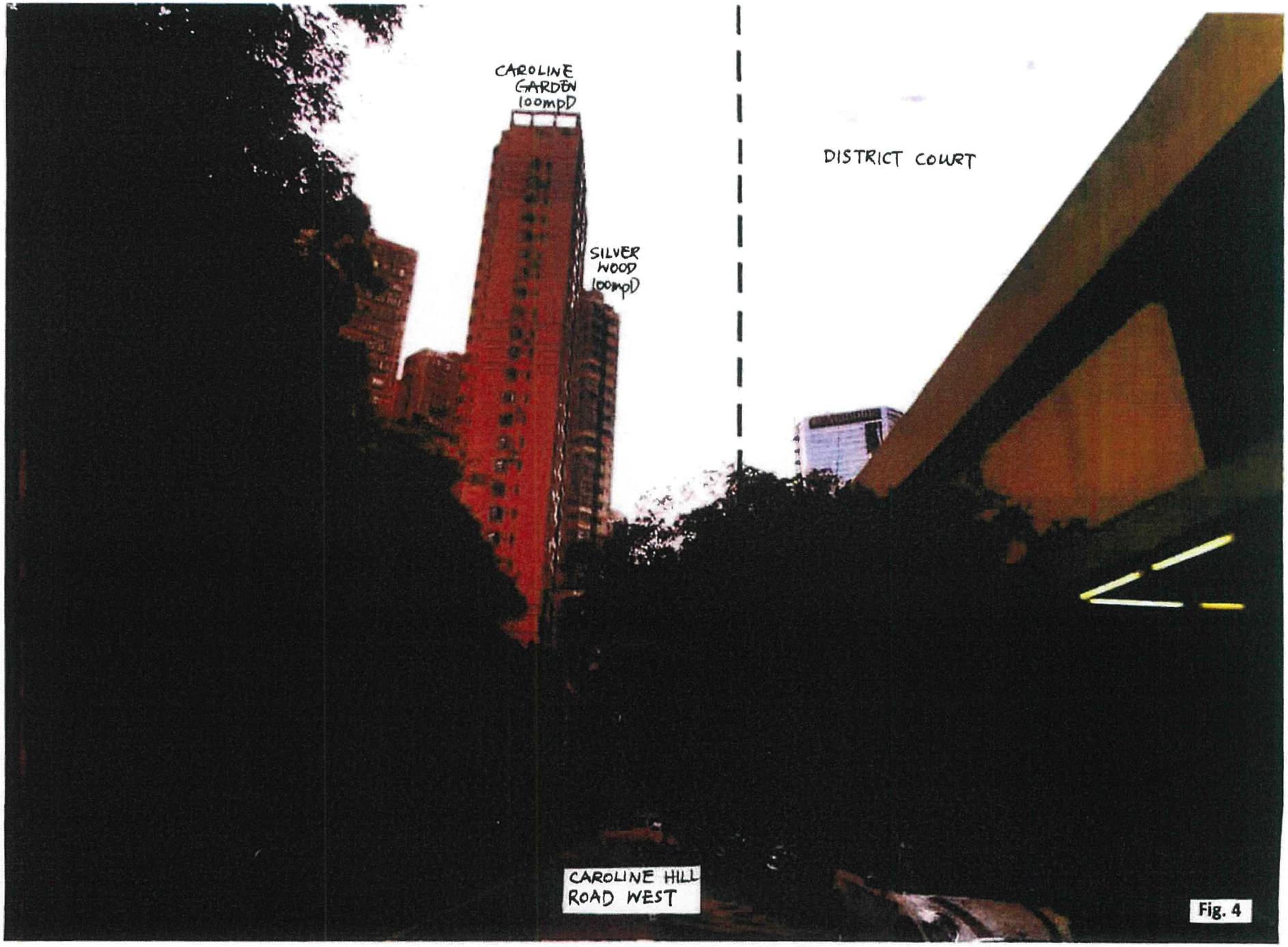

CAROLINE
GARDEN
100mpD
SILVER
WOOD
100mpD
DISTRICT COURT
CAROLINE HILL
ROAD WEST

Fig. 4

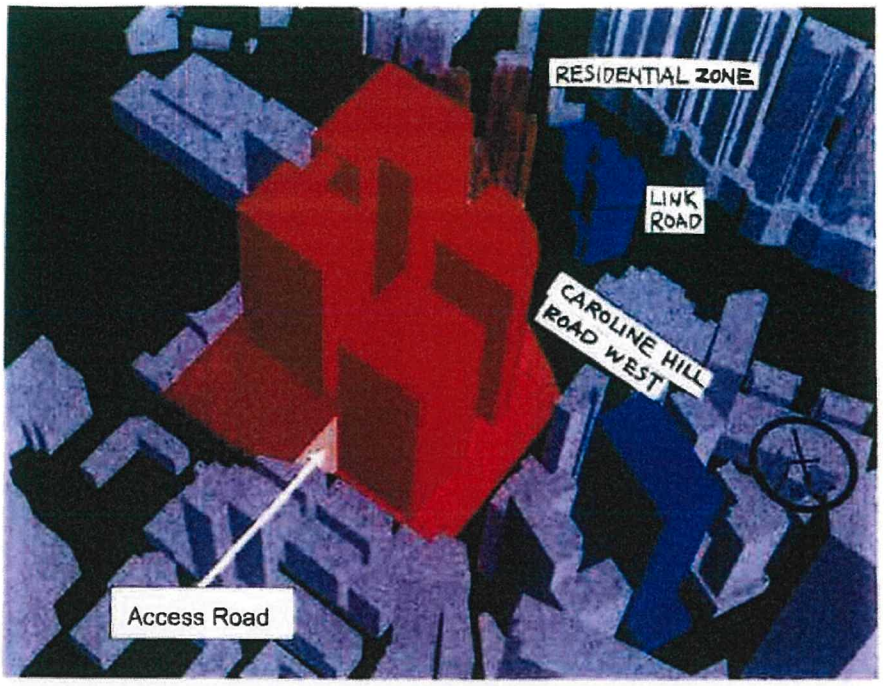


Figure 20 Zoomed-in view of 3D model for the Optional Scheme from north

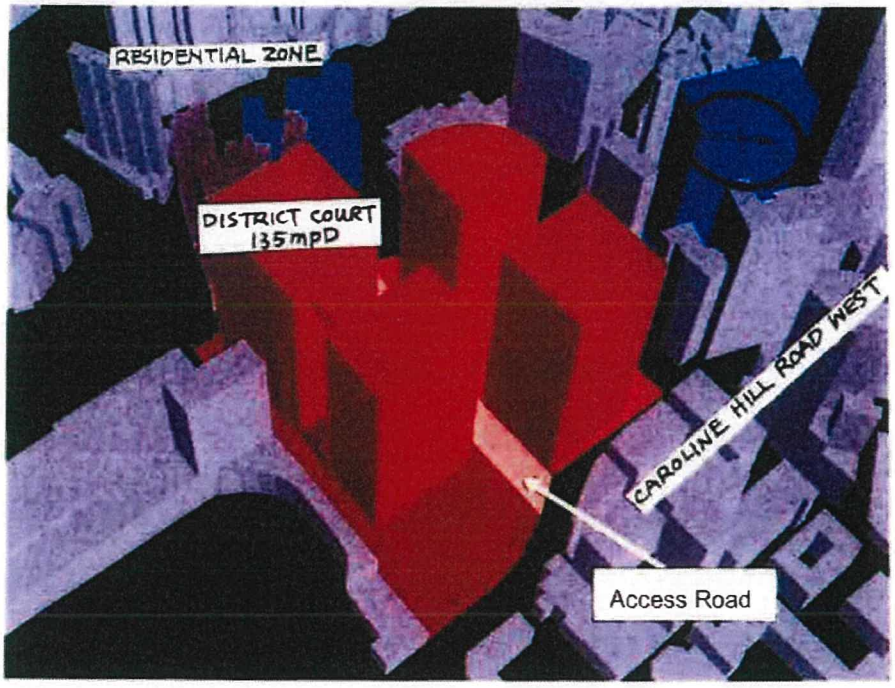


Figure 21 Zoomed-in view of 3D model for the Optional Scheme from east

WRT

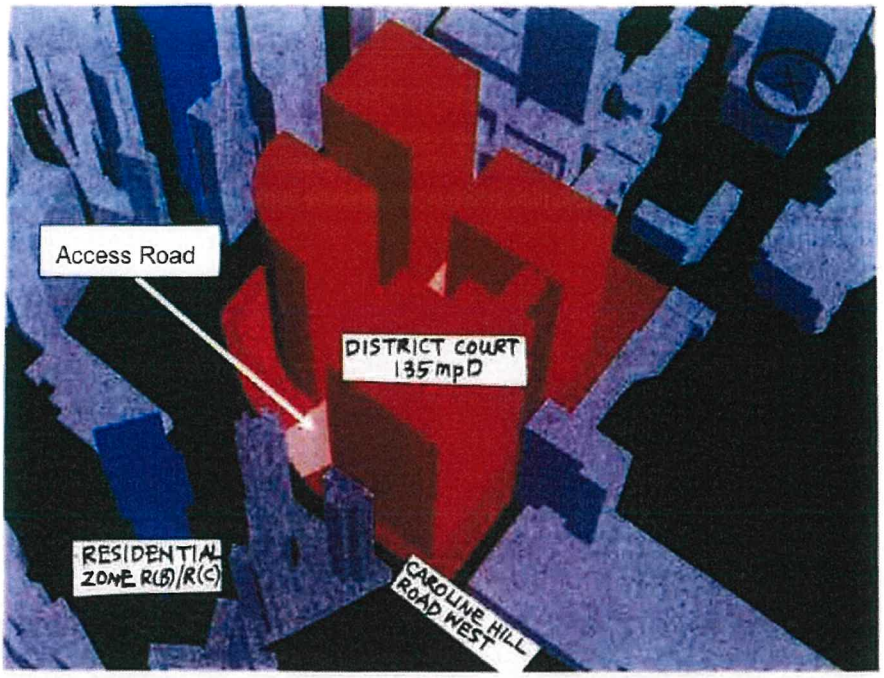


Figure 22 Zoomed-in view of 3D model for the Optional Scheme from south

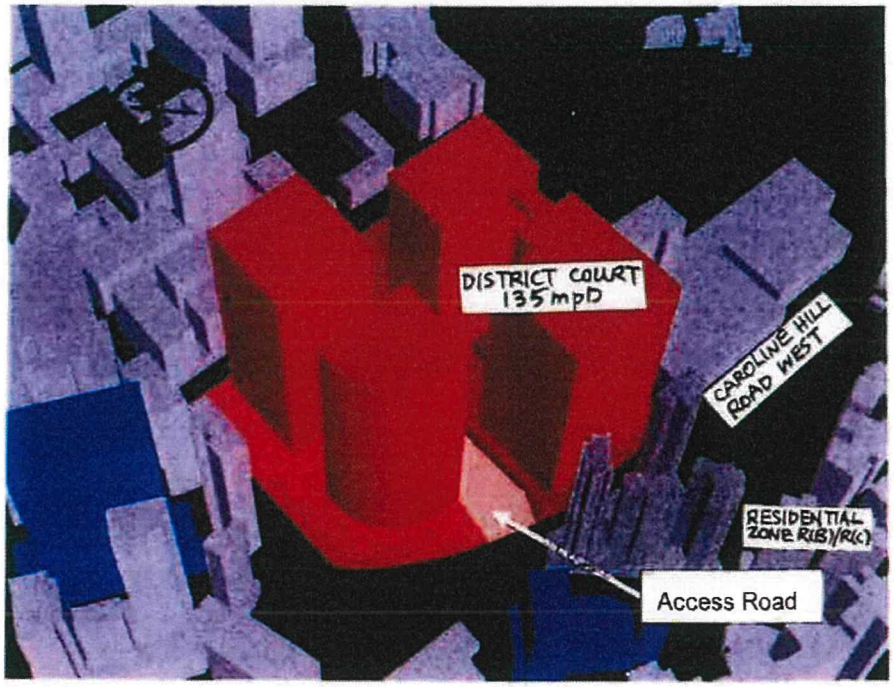
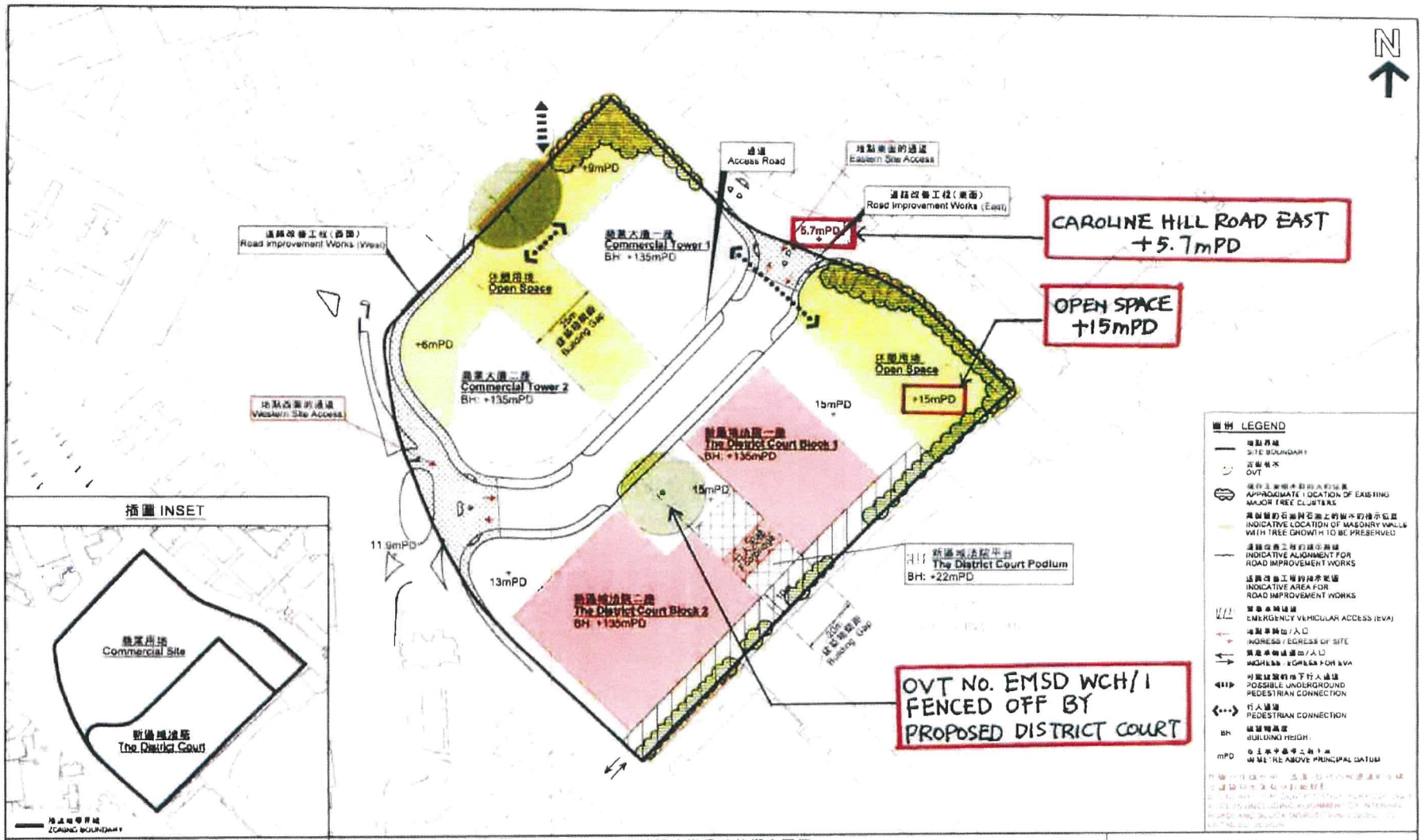


Figure 23 Zoomed-in view of 3D model for the Optional Scheme from west



本圖是根據2019年2月28日製備，所根據的資料為測量圖編號 11-SW-15B

EXTRACT PLAN PREPARED ON 28 2 2019 BASED ON SURVEY SHEET No 11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 1,250 比例尺

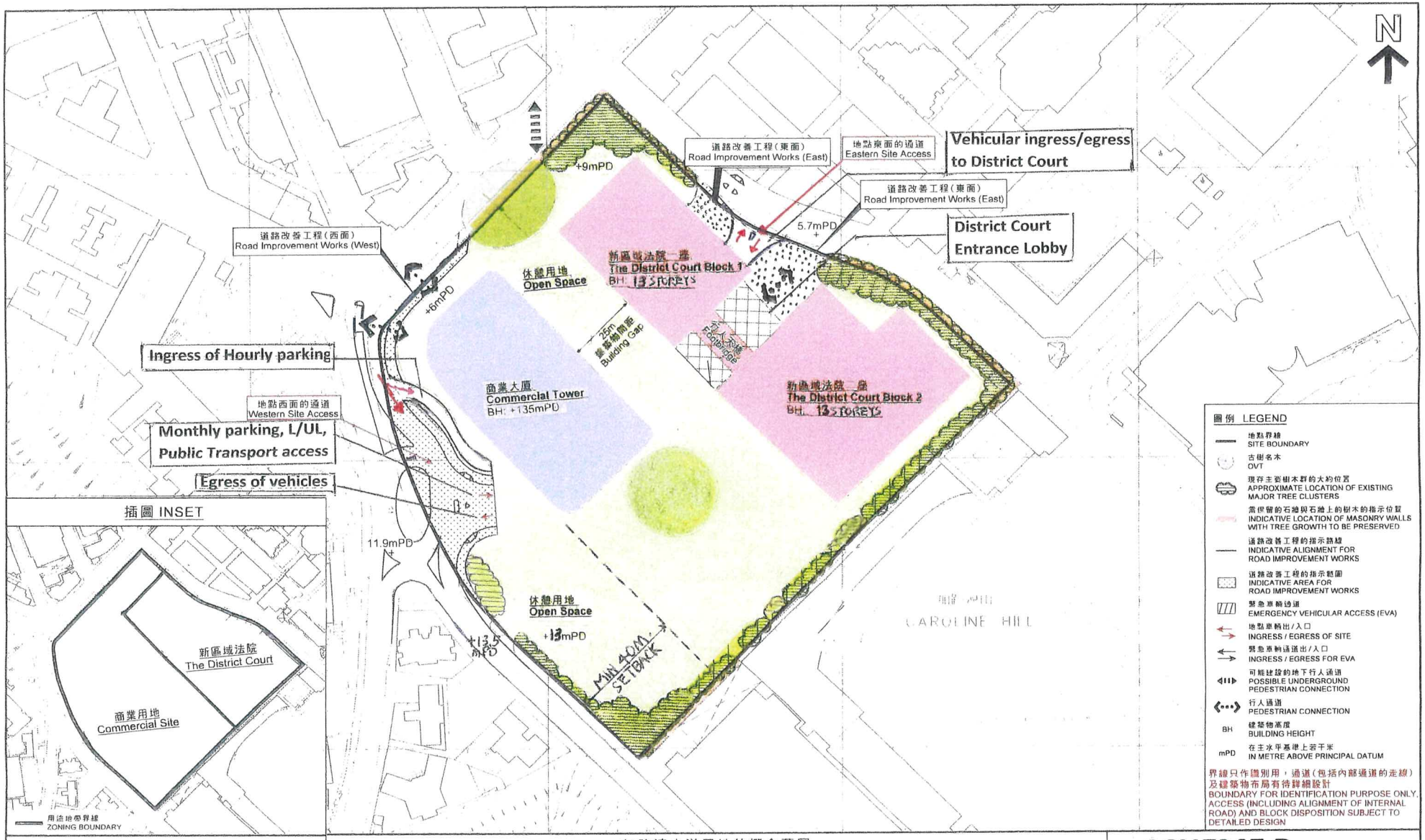
METRES 20 0 20 40 60 80 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No

圖 PLAN

Drawing no. CHR-Plan2



本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

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REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

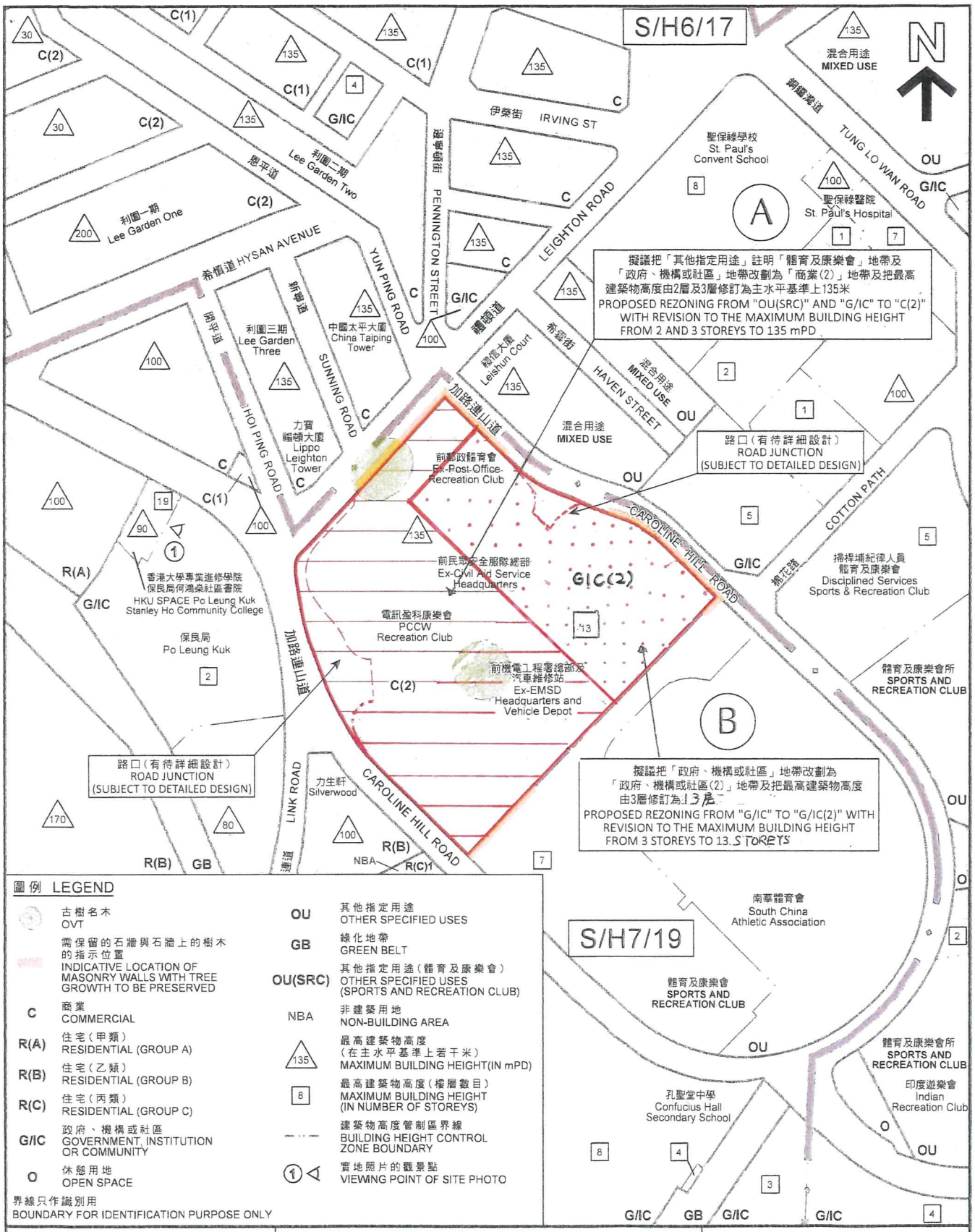
SCALE 1 : 1 200 比例尺

METRES 20 0 20 40 60 80 METRES

SCHEME B

DRAWING NO.

SchemeB-Plan



圖例 LEGEND

古樹名木 OVT	
需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED	
C	商業 COMMERCIAL
R(A)	住宅(甲類) RESIDENTIAL (GROUP A)
R(B)	住宅(乙類) RESIDENTIAL (GROUP B)
R(C)	住宅(丙類) RESIDENTIAL (GROUP C)
G/IC	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
O	休憩用地 OPEN SPACE
OU	其他指定用途 OTHER SPECIFIED USES
GB	綠化地帶 GREEN BELT
OU(SRC)	其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
NBA	非建築用地 NON-BUILDING AREA
135	最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)
8	最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
— · · —	建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY
①	實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號 11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME B

DRAWING NO.

SchemeB-OZP

本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

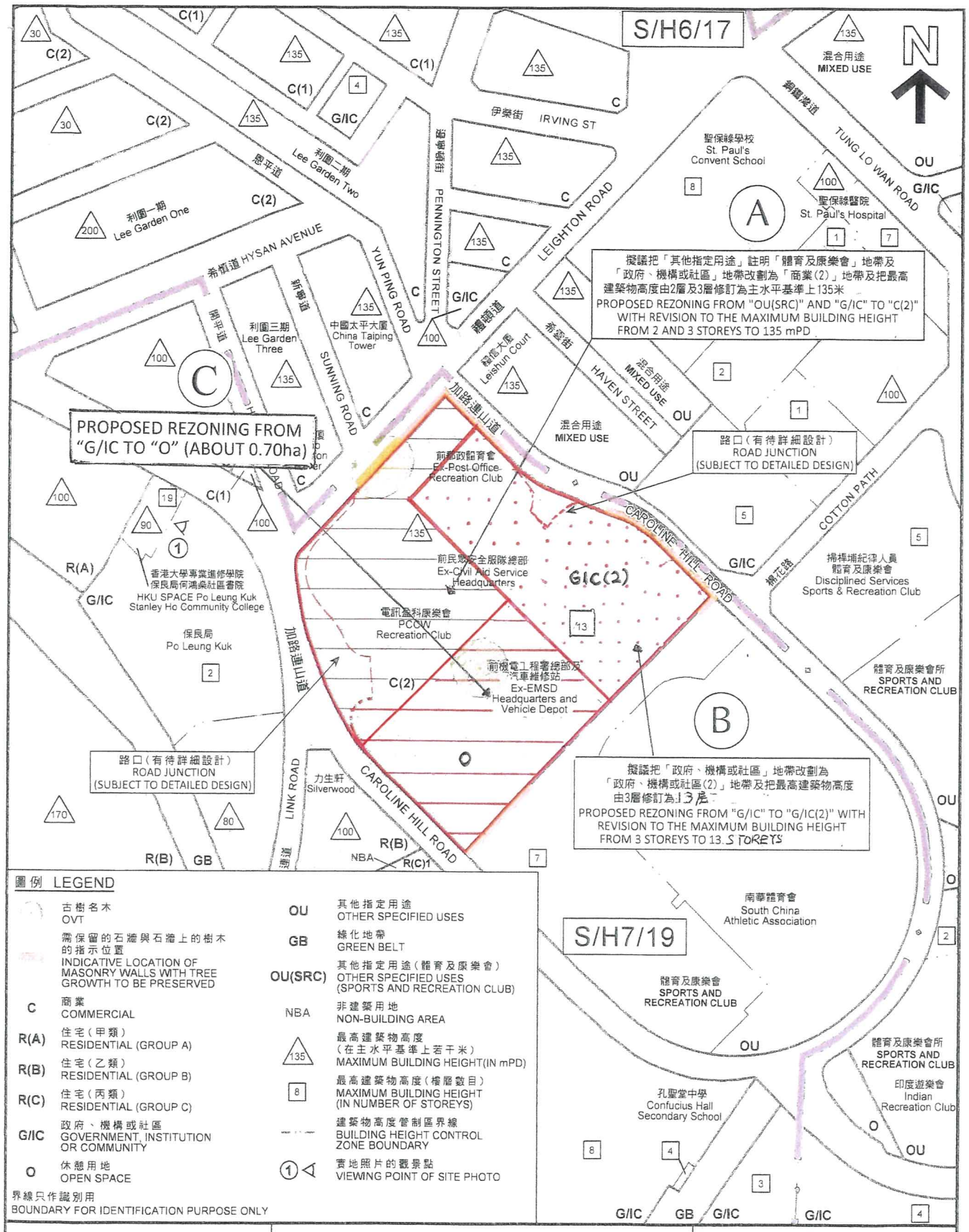
SCALE 1 : 1 200 比例尺

米 METRES 20 0 20 40 60 80 米 METRES

SCHEME C

DRAWING NO.

SchemeC-Plan



圖例 LEGEND

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R(A) 住宅(甲類) RESIDENTIAL (GROUP A)	
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R(C) 住宅(丙類) RESIDENTIAL (GROUP C)	
G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY	
O 休憩用地 OPEN SPACE	
OU 其他指定用途 OTHER SPECIFIED USES	
GB 綠化地帶 GREEN BELT	
OU(SRC) 其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)	
NBA 非建築用地 NON-BUILDING AREA	
135 最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)	
8 最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	
建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY	
1 實地照片的觀景點 VIEWING POINT OF SITE PHOTO	

界線只作識別用
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平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME C

DRAWING NO.

SchemeC-OZP

22nd July, 2019

TPB/R/S/H7/20-30

Town Planning Board

15/F, North Point

Government Offices,

333 Java Road,

North Point

Dear Sir/Madame,

Re: Proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

We refer to the proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A, and would like to raise our objections and our proposed amendments to the Town Planning Board, as shown in the attached documents and attachments, for your consideration.

Thank you for your attention.

Yours sincerely,

Chairman of the Owners Corporation Committee

RECEIVED
24 JUL 2019
Town Planning Board

We refer to MCP Paper No. 5/19 for consideration by The Metro Planning Committee on 3.5.2019, regarding further consideration of proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A, and would like to make a representation to the Town Planning Board in respect of the draft plan and the revised Explanatory Statement(ES) on the following issues:

A. Justification on the Disposition of District Court and adjacent Open Space

1. The disposition of the District Court as shown in the Conceptual Layout Plan did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road West, Link Road and Boardwood Road. Actually, the whole planning document including the technical assessment report, did not take into account of the said Residential Zone. The AVA report only provide limited views. The disposition of the proposed 135m tall District Court will cause extreme negative impact on the sunlight penetration and ventilation, which will adversely affect the health of the residents. We want to stress that whenever there is room for a better planning, a layout just fulfilling the min. requirement of the Building Regulations is not the function of Planning Department and Town Planning Board. This planning proposal is said to be against the aim of the Town Planning Ordinance Cap.131 " To promote the health, safety, convenience and general welfare of the community." We understand that the conceptual Layout Plan only provide the frame work for the scope, height and site area and GFA etc., the detail layout will be subject to future design. However, if the basic framework did not set in a rational and acceptable manner from the very beginning, the future layout will likely to be further deviate from a good planning.

1.1 The disposition of District Court largely reduced the sunlight penetration to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) District Court Block 2 is directly abutting Caroline Hill Road West, leaving only a 20m gap with the opposite building (Caroline Garden). Given the fact that District Court Block 2 is proposed to be 135mPD, whereas Caroline Garden is only 100mPD, therefore, the whole residential block will be under shadow during most of the days. Even worse, the living, dinning, master bedroom and kitchen of the whole block of Caroline Garden are directly facing the proposed District Court Block 2.

b.) Please refer to the attached drawing no. CHR-Plan1 & CHR-Sec1, showing the proposed Conceptual Layout Plan attached to MCP Paper No. 5/19. The residential zone along Caroline Hill Road West and Link Road will likely to be under shadow for most of the days due to the blockage of sunlight by the District Court.

1.2 The District Court largely reduced the visual permeability and ventilation to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) Please refer to the attached photomontage Fig.1, Fig. 2, Fig. 3, Fig. 4 and Zoomed in view of 3D model Fig. 5, Fig.6. The photos have shown clearly the visual and ventilation impact brought about by the two massive blocks to the neighborhood.

b.) As shown in the proposed Conceptual Layout Plan and ES for OZP No. S/H7/19A, a clear building gap of not less than 25m in width shall be provided to facilitate better ventilation within the commercial zone. However, the layout did not consider that the disposition of the District court alternately resulting a narrow gap of less than 25m with the opposite building (Caroline Garden). Given the fact that the opposite building is a residential building, a generous width of more than 25m should be provided to facilitate better ventilation and permeability.

1.3 According to the Conceptual Layout Plan, the existing OVT No. EMSD WCH/1 would be surrounded by the proposed District Court. And due to security reason, the OVT would be fenced off from the public. We strongly object the layout of the proposed District Court, as it did not fully utilize the valuable resources in the community for public enhancement. Please refer to attached drawing no. CHR-Plan2, showing the Conceptual Layout Plan with the OVT being fenced off by the District Court without connection to the public open space.

2. Disposition of the Open Space adjacent to the District Court Block 1

2.1 The Open Space adjacent to the proposed District Court Block 1 at the east bound of the subject site is proposed to be located at 15mPD. However, the level of the adjacent Caroline Hill Road east is at 5.7mPD. With a 10m of level differences, the pedestrian connection to the open space is proposed to be via an elevated link or underground crossing from the commercial development. Clearly, the disposition of the open space did not facilitate easy accessibility by the public, especially for the elderlies and the disabled. In addition, disabled access such as ramp and disabled lift should be provided, which will take up a large part of the narrow open space. As a result, the proposed open space will eventually becoming an isolated, left-over space, located at the far end corner of the site.

2.2 Please refer to attached drawing no. CHR-Plan2, showing the level differences between the proposed open space and the adjacent Caroline Hill Road east.

B. Justification of the Height of the District Court

1. According to the draft plan, the subject site is proposed to rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 135mPD, in order to facilitate the Wan Chai District Court development.

2. According to the development proposal, the total G.F.A of the District Court is 70,000 sq. m. And with reference to the proposed Conceptual Layout Plan for the CHR site(Plan 5), the floor area of the District Court is approx. 5,300m2/fl (Block 1 +Block 2). It is noted that the Judiciary indicated that they would not accept a district court of reduced area not fully meeting its functional and operational requirements. Therefore, the floor area cannot be substantially reduced in achieving a taller building. In this regard, the maximum no. of floors of the District Court should be maximum 13 storeys.

3. Below is the table showing the comparison of the development data between the proposed District Court, the existing Wan Chai District Court and the West Kowloon Law Court. It is noted that, with a similar floor area and total G.F.A comparing with the proposed District Court, the West Kowloon Law Court is only 11 storeys high, which is only around 60m tall. Therefore, it is not justify to rezone the maximum building height of G/IC to 135mPD.

	Proposed District Court	Existing Wanchai District Court	West Kowloon Law Court
Site Area (m2)	10,620.00	2,189.30	7,509.00
G.F.A. (m2)	70,000.00	30,776.20	60,320.00
Floor Area (m2/floor)	District Court 1+ District Court 2= 5300 (Approx)	N/A	5483.6
Building Height (m)	135	50 (Approx)	60 (Approx)
	No. of storey = To be determined	No. of storeys = 14	No. of storeys = 11

C. Schedule of Uses as attached to Wong Nai Chung OZP No.S/H7/19A

Hotel is falling in Column 1 (Uses always permitted) under Commercial zone. We strongly object this item as Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.

D. Justification of a new access road across the site

According to the conceptual scheme, a new access road is proposed across the site in a northeast-southwest direction to serve the commercial development and the District Court.

1. One major road to serve pedestrian and vehicular access to both commercial development and District Court is considered to be inefficient. We are especially concerned that as mentioned in the planning documents, detailed design shall be subject to the future developer of the commercial development to accommodate the vehicles waiting to enter the carpark.

2. We strongly opposed the provision of a new access road, as the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. Even though the access road is built, the extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road within the site will only impose burden on the existing road network, and in turn creating more bottlenecks. The new access road not only could not alleviate the already overloaded traffic in the area, but in a way further worsened the situation.

E. Proposed amendments to the draft plan

Based on the above concerns, we would like to submit our proposed amendments to the draft plan. We have come up in two proposals, namely Scheme B and Scheme C, for your further consideration.

Scheme B *(Please refer to attached drawing no. SchemeB-Plan)*

Merits of the proposed amendments to the draft plan:

(a) enhance sunlight penetration, ventilation and visual openness to the neighborhood;
(b) ensure the open space to be easily accessed by the public;
(c) address the shortfall in local open space to serve the immediate local community;
(d) add value to the development by incorporating the OVT to the public open space;
(e) reduce the traffic impact to the surrounding area;
(f) further strengthened the security of the District Court;
(g) allow easy accessibility to the District Court

1. According to the conceptual layout plan, the commercial development will be comprised of two commercial towers. In order to free up more public open space to serve the local community, we proposed that the twin commercial tower (28-35 storeys) to be replaced by a 35 storeys single tower. Given the total GFA of 100,000m2 and 135m height restriction being unchanged, the typical floor area shall be 3,000m2 approx. The commercial tower will be located at the west portion of the site because of its (i) close proximity to the commercial zone (ii) direct access to pedestrian crossing at Leighton Road (iii) least disturbance to the Residential Zone along Caroline Hill Road.

2. To address the traffic issue, we proposed that traffic diversion should be carried out in three layers:

    1.) Reduce the number of vehicles travelling and snarling above ground by diverting them to the underground once they have reached the site. We proposed that vehicular access to the development will be via underground carpark.
    2.) Vehicular access to different buildings serving different functions should be diverted and separated. We proposed that the underground carpark will be split up for commercial and District Court separately in order to reduce burden on one major access. Moreover, the security of District Court could be further strengthened as well. Ingress/egress of vehicular traffic to the commercial development will be via the western site access to underground; ingress/egress to the district court be via the eastern site access to underground.

3.) We observed that one of the major reason of traffic congestion is due to long queue of hourly parking vehicles, usually taking up one traffic lane. We proposed to introduce a separate access point of hourly parking vehicles at the western portion of the site, whereas public transportation, loading/unloading and monthly parking shall be diverted to another access point.

3. Pedestrian access to the commercial development shall be provided at-grade in the western portion fronting the pedestrian crossing at Leighton Road. For the District Court, road improvement and widening works will be implemented at the eastern portion along Caroline Hill Road. Pedestrian access will be provided at-grade to the entrance lobby of the District Court at Caroline Hill Road east.

4. By locating the District Court at the northern portion fronting Leighton Road and Caroline Hill Road east, public access to the District Court could be further enhanced.

5. By providing separate pedestrian and vehicular entrance of the District Court from the Commercial development, the security of the District Court could be further strengthen.

6. Provision of a large and continuous Open Space

6.1 By removing one commercial tower and the access road, the area of the open space can be largely increased. We proposed that not less than 8000 sq.m. i.e. approx.30% of the total site area (26,583m2) shall be provided for public open space.

6.2 The level of the open space at southern portion is at 13mPD, while the adjacent Caroline Hill Road West is at 13-13.5mPD, which is actually at-grade level. This revised layout can ensure easy accessibility by the public.

6.3 Unlike the draft plan with the open space located at the far end corner of Caroline Hill Road east, resulting a left-over isolated space, this revised layout can allow the open space to serve as an extension and a continuous green belt to the adjacent neighborhood. And by incorporating the existing OVT No. EMSD WCH/1 to the open space, such valuable resources can add value to the community and to enhance public enjoyment.

6.4 It is noted that a revised conceptual layout plan (Plan FC-3) attached to the planning document has been trying to address the issue of set back from Caroline Hill Road west. However, the layout would result in an even more Isolated, gloomy and narrow open space at eastbound, being surrounded by concrete walls of the District Court. Moreover, the "open space" created from this set back at Caroline Hill Road west cannot be served for public use due to

security reason. Similarly, the OVT being fenced off by the District Court also cannot be incorporated into the public open space due to security reason.

6.5 In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Boardwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site and the District Court as shown in attached drawing no. SchemeB-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A.***
   Schedule of uses: Commercial
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A***
   "...To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided <u>at-grade in the southern portion facing Caroline Hill Road and at-grade in the western portion fronting Leighton Road. A setback of not less than 40m in width from the southwestern site boundary shall be implemented, where no structure above ground level can be constructed beyond this setback line.</u> The future developer will be required to submit a landscape plan under lease. <u>The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and</u> the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved....")

Scheme C (Please refer to attached drawing no. SchemeC-Plan)

To further address the inadequacies in the government's plan, including underestimated traffic situation, overoptimistic commercial land demand forecast, and undermined potential of the open space, we hereby propose a further improvement scheme.

We propose to lower the scale of the commercial development, by removing the proposed 10,000m^2 retail space. As we can see from the development of Times Square, their shopping mall attract a lot of people, roads around Times Square are full of vehicles waiting for parking space. Therefore, we can foresee the commercial development of Wong Nai Chung Outline Zoning Plan No. S/H7/19 will also attract a lot of people to come, and there is only 125 parking spaces according to current proposal which obviously can't fulfil all needs. Vehicles will retard in Caroline Hill Road, Leighton Road, Pennington Street, Sunning Street, Yun Ping Road, Lan Fong Road and Lee Garden Road etc. while they are waiting for available parking space, which will resulted in a huge traffic jam. Therefore, we propose to lower the scale of commercial development, hoping that can reduce the impact to the traffic to nearby area.

Besides S/H7/19, there are five commercial development projects carrying or will carry on in Causeway Bay, they are The Excelsior, Radiant Centre, No.42-44 Yiu Wa Street, Lee Garden Three, Crowne Plaza Hong Kong Causeway Bay, which will provide 1,370,031 feet^2 commercial space, and they are all surrounding Wong Nai Chung Outline Zoning Plan No. S/H7/19. In addition, there are two development projects under planning, J Plus Hotel and No. 27, 29 to 31 Sugar Street. So the commercial space supply in Causeway Bay is enough, therefore, we suggested that the number of building should reduce to one block.

In order to have an excellent sunlight penetration and ventilation, the height restriction of the Outline Zoning Plan should be 135m tall.

The public space in Outline Zoning Plan should open to public and managed by Leisure and Cultural Services Department. And the design of the space should fit the actual needs of the community, and more greening elements should be added to the space since various development projects have significantly reduce the green area in Causeway Bay.

The calculation of Gross Floor Area (GFA) of the whole Outline Zoning Plan is based on the GDP growth rate of Hong Kong, but the figures that Government using are from 2017 which can't reflect the actual economic situation of present Hong Kong. The latest data showing the present economic growth of Hong Kong is slowing down which mean the GFA of the whole Outline Zoning Plan should be reduced.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site, the District Court and Open Space as shown in attached drawing no. SchemeC-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial***
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.6of OZP S/H7/19A. Open Space ("O"): Total Area 10.04 ha***
5. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial Item (3) "On land designated "Commercial (2)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 90,000m2, or the gross floor area of the existing building, whichever is the greater, and it shall include the gross floor area of G/IC facilities as required by the Government.***
6. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A***

For the "C(2)" site, development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 90,000m2, with due consideration of the traffic capacity in the area.

Attachments

Drawing no. CHR-Plan1
Drawing no. CHR-Sec1
Fig.1
Fig.2
Fig.3
Fig.4
Fig.5
Fig.6
Drawing no. CHR-Plan2
Drawing no. SchemeB-Plan
Drawing no. SchemeB-OZP
Drawing no. SchemeC-Plan
Drawing no. SchemeC-OZP

Signature:

Name: LEE PUI YI, REBECCA

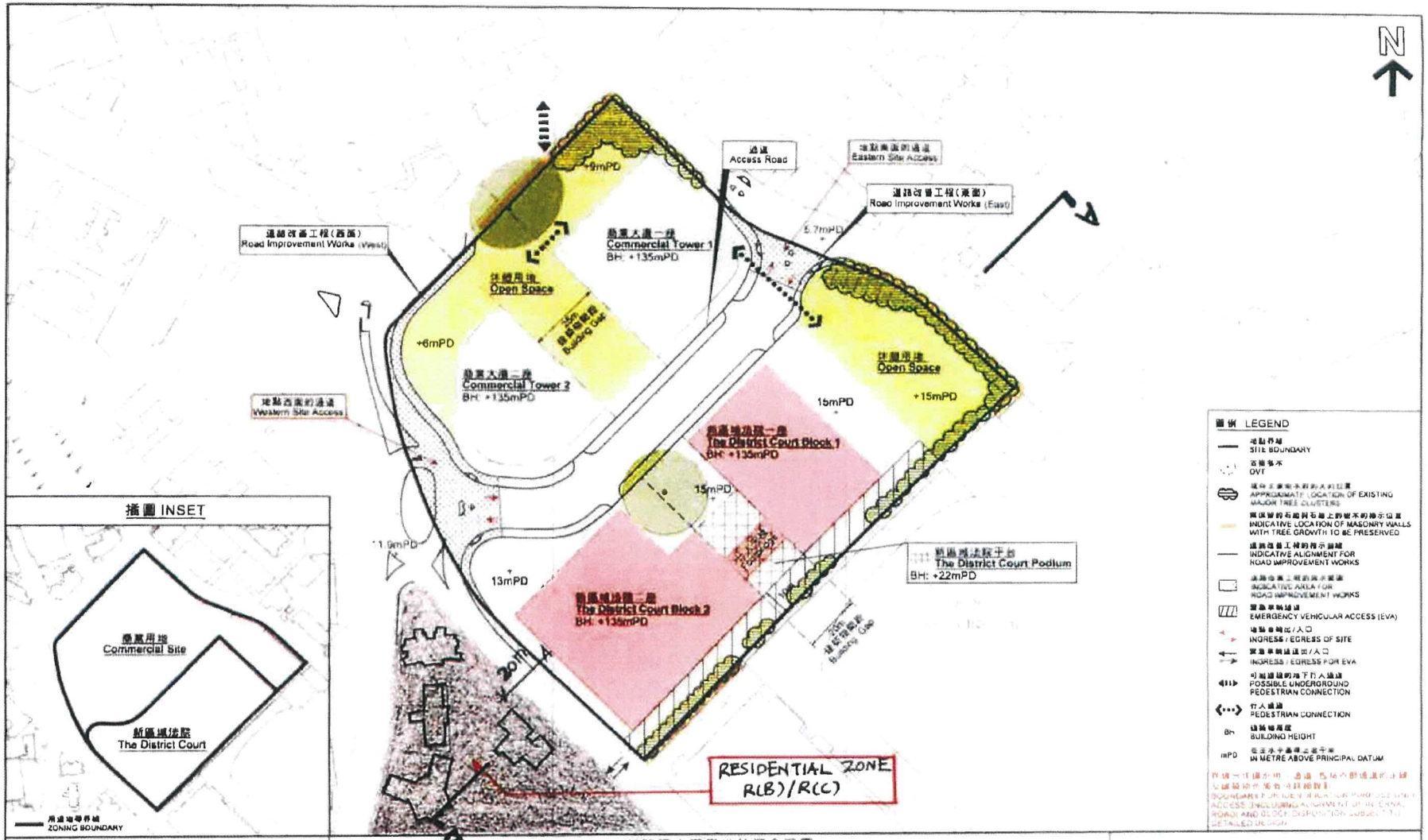
Name of Estate: FLORA GARDEN

Position: CHAIRLADY

Email: [redacted]

Date: 20 / 7 / 2019

[redacted]



本圖是根據2019年2月28日製備，所根據的資料為測量圖編號 11-SW-158

EXTRACT PLAN PREPARED ON 28.2.2019 BASED ON SURVEY SHEET No 11-SW-158

加路連山道用地的概念藍圖

CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地作商業用途及新區城法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE: 1 : 1,200 比例尺

METRES 20 0 20 40 60 80 METRES

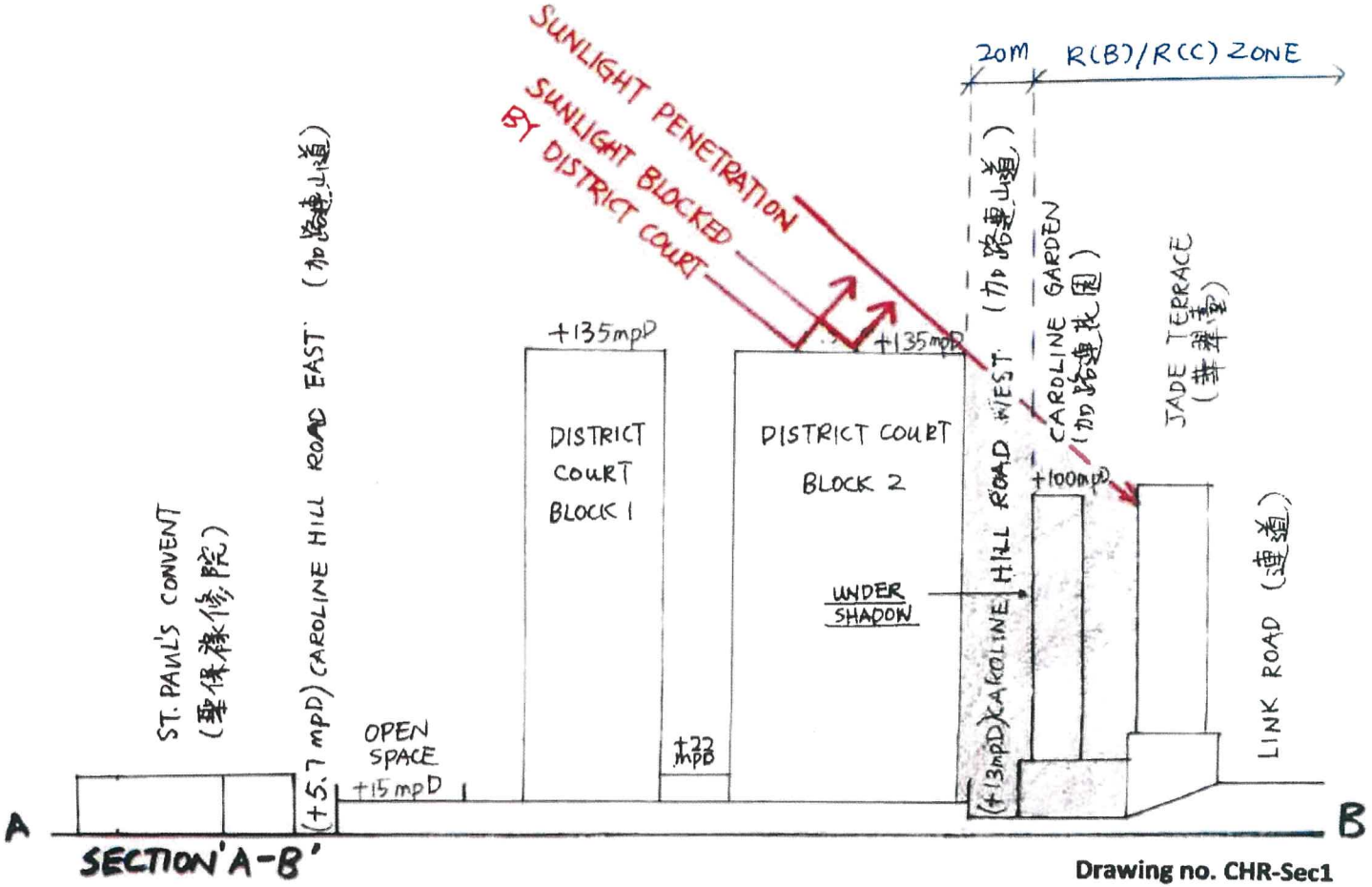
規劃署

PLANNING DEPARTMENT

參考編號 REFERENCE No

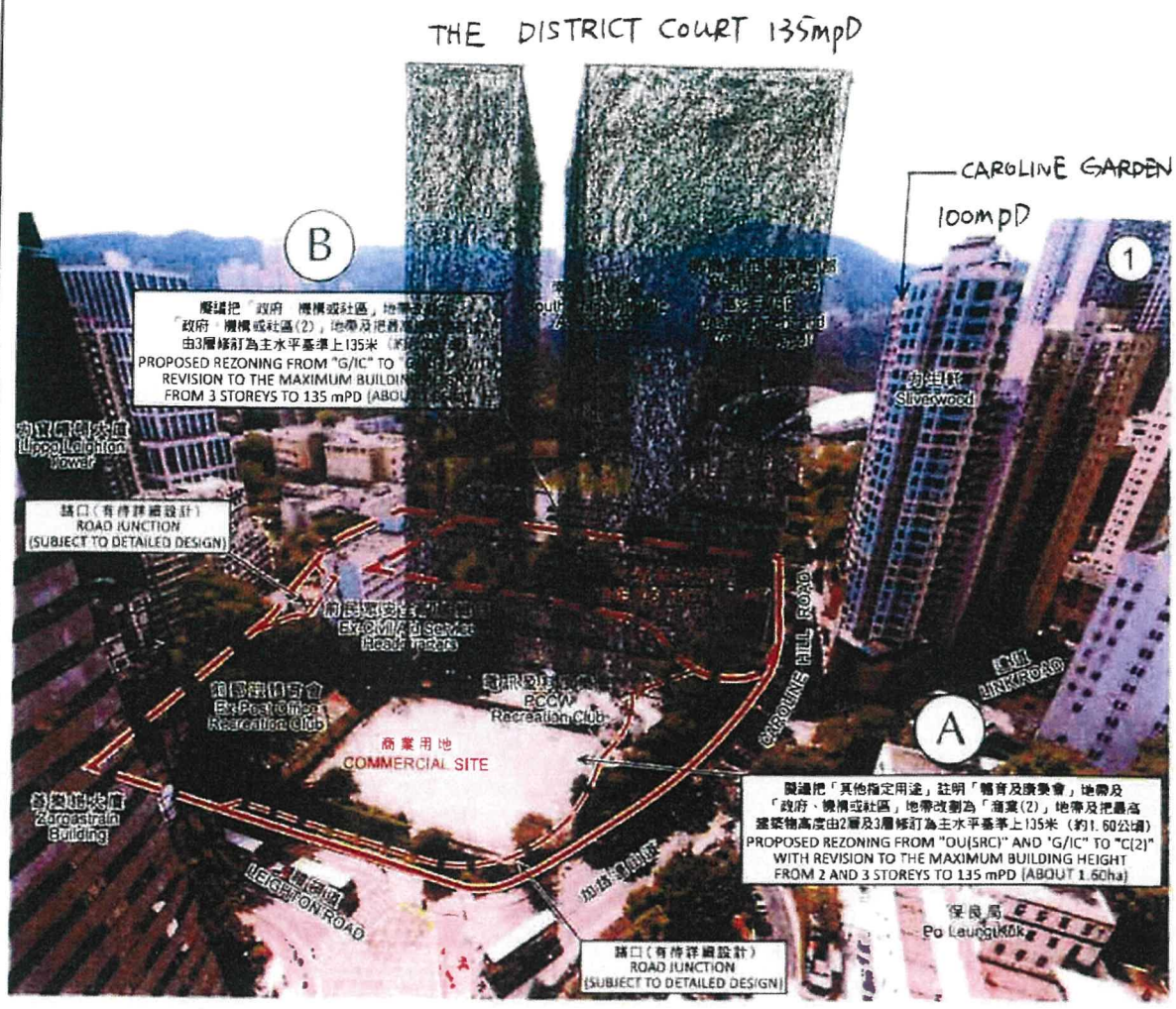
圖 PLAN

Drawing no. CHR-Plan1



SECTION 'A-B'

Drawing no. CHR-Sec1



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月28日擬備，所根據的資料為攝於2018年5月16日的實地照片 PLAN PREPARED ON 28.2.2019 BASED ON SITE PHOTO TAKEN ON 16.5.2018	實地照片 SITE PHOTO 重新發展鯉魚門加路連山道用地作商業用途及新區域法院 REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT	規劃署 PLANNING DEPARTMENT 參考編號 REFERENCE No. M/H7/19/3 圖 PLAN Fig.1

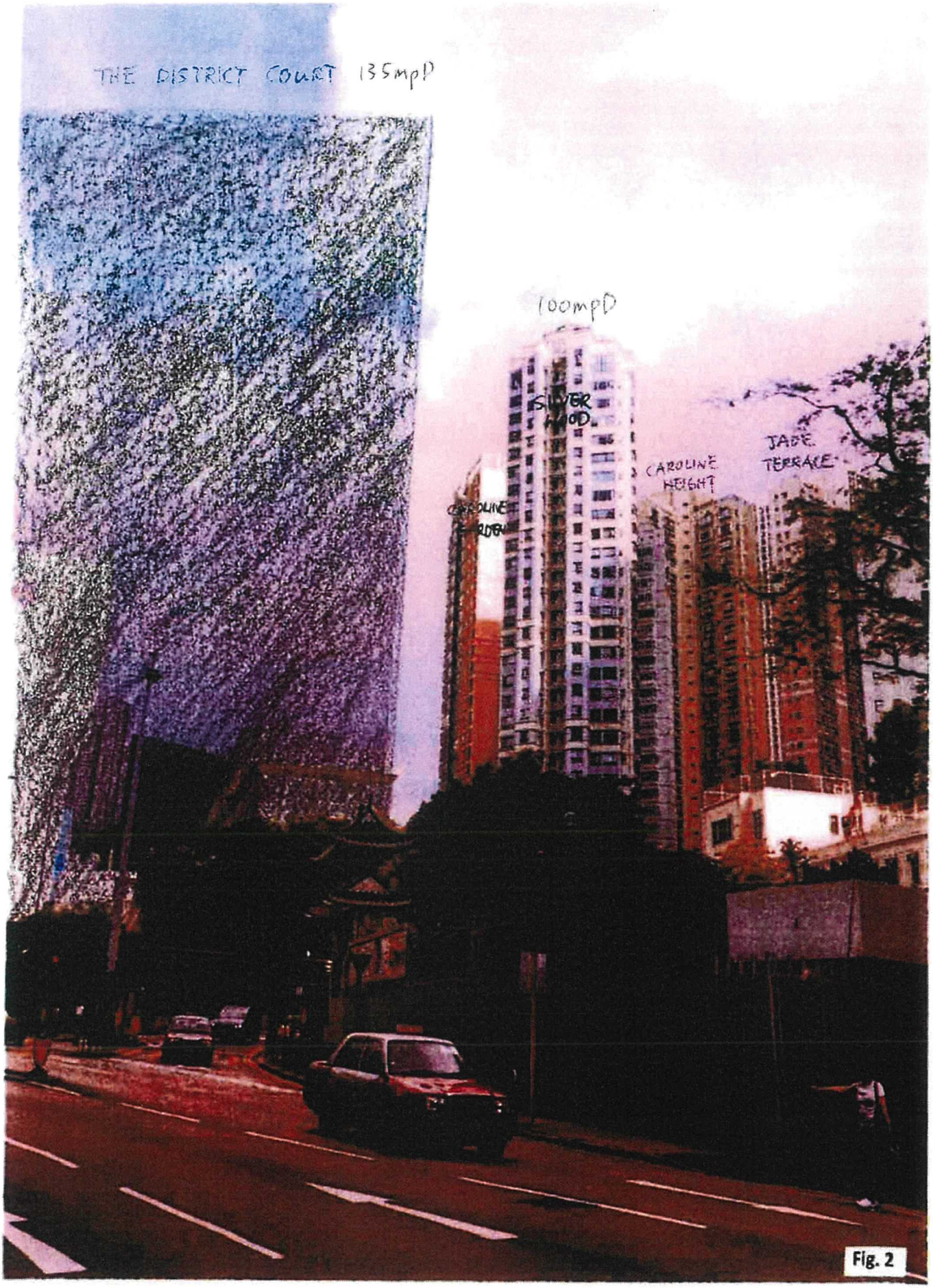

THE DISTRICT COURT 135mpD
100mpD
SILVER WOOD
CAROLINE HEIGHT
JADE TERRACE

Fig. 2

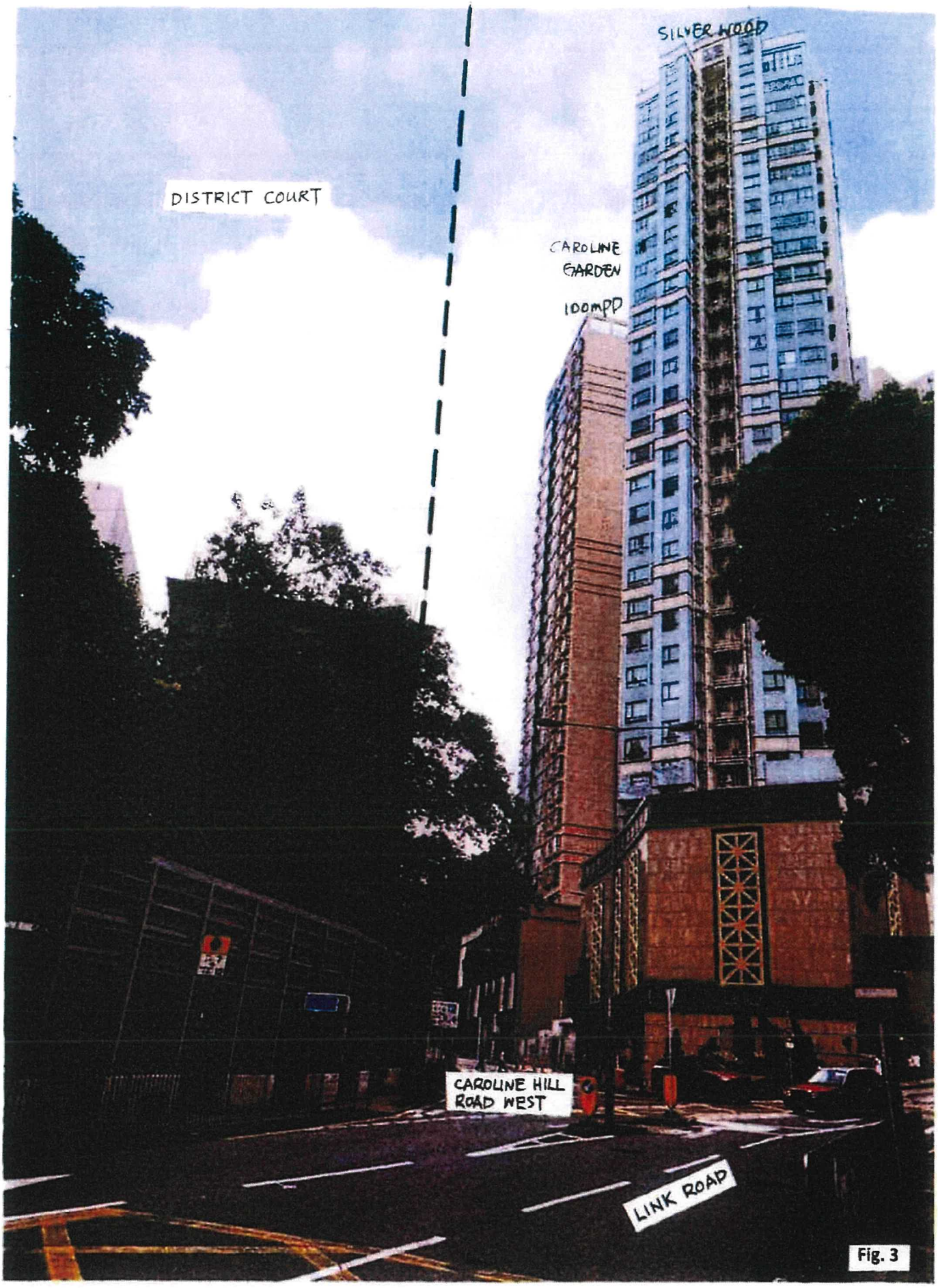

SILVER WOOD
DISTRICT COURT
CAROLINE GARDEN
100mPD
CAROLINE HILL ROAD WEST
LINK ROAD

Fig. 3

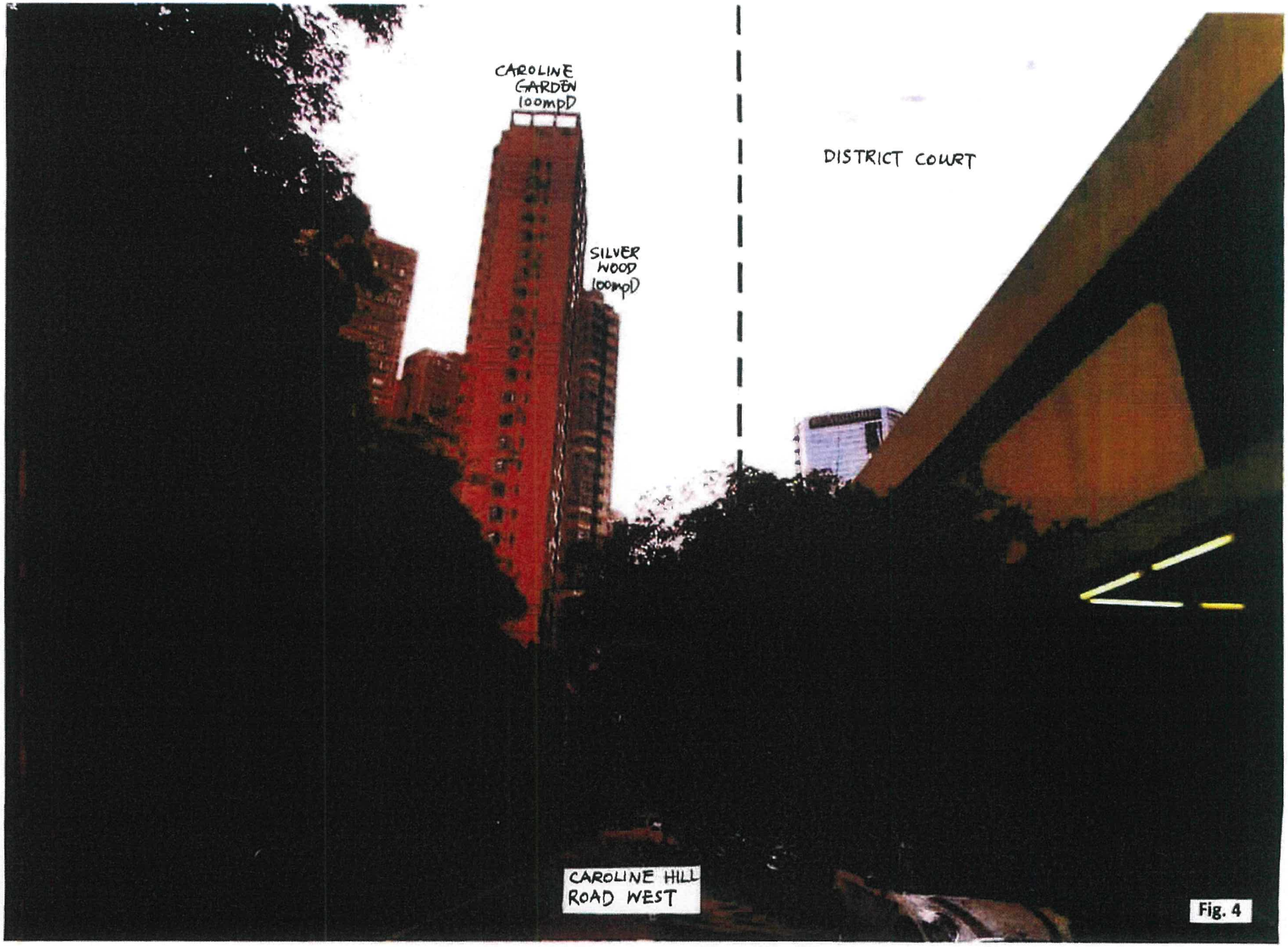

CAROLINE
GARDEN
100mpD
SILVER
WOOD
100mpD
DISTRICT COURT
CAROLINE HILL
ROAD WEST

Fig. 4

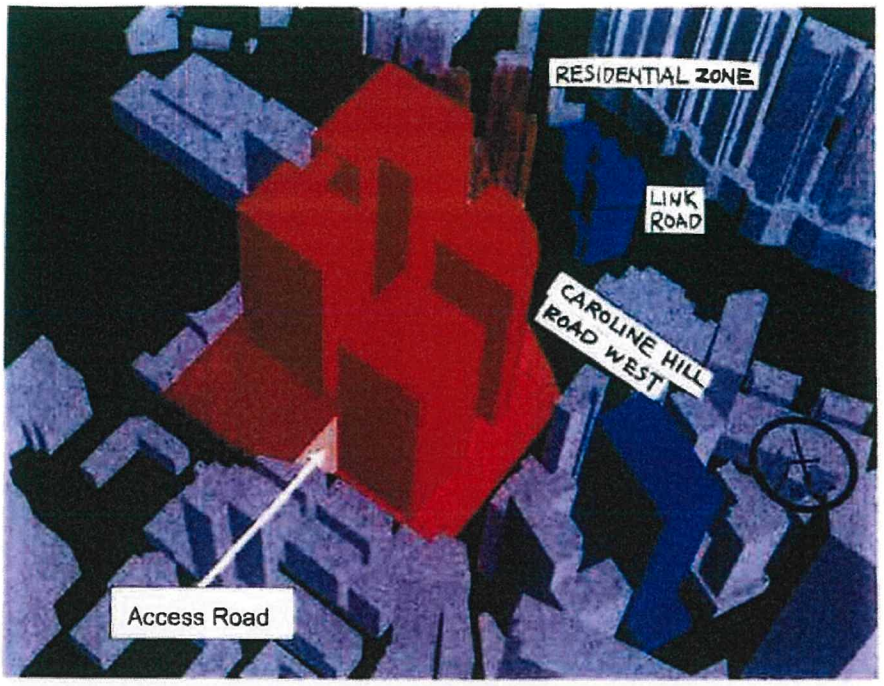


Figure 20 Zoomed-in view of 3D model for the Optional Scheme from north

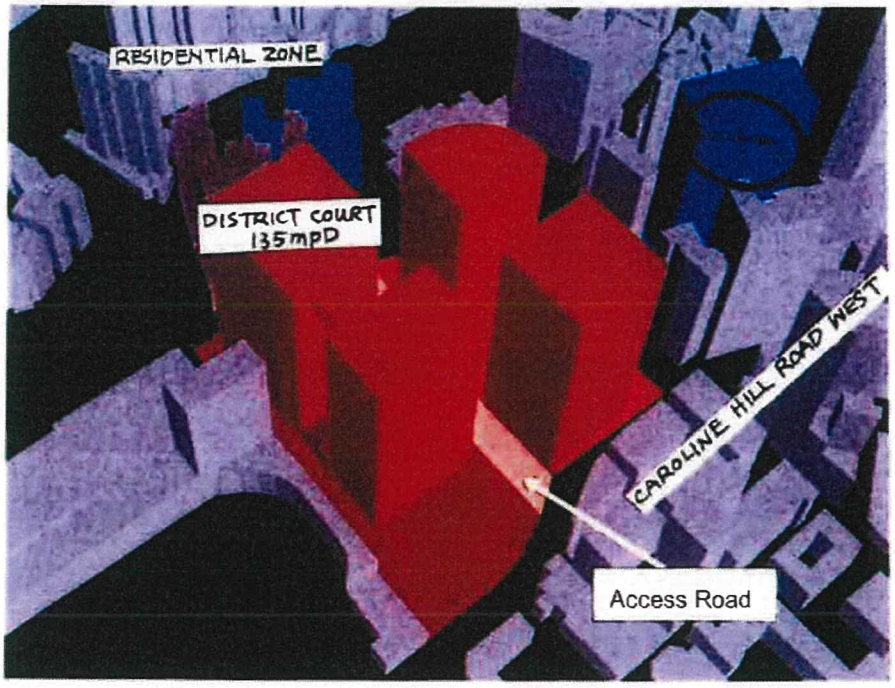


Figure 21 Zoomed-in view of 3D model for the Optional Scheme from east

WRT

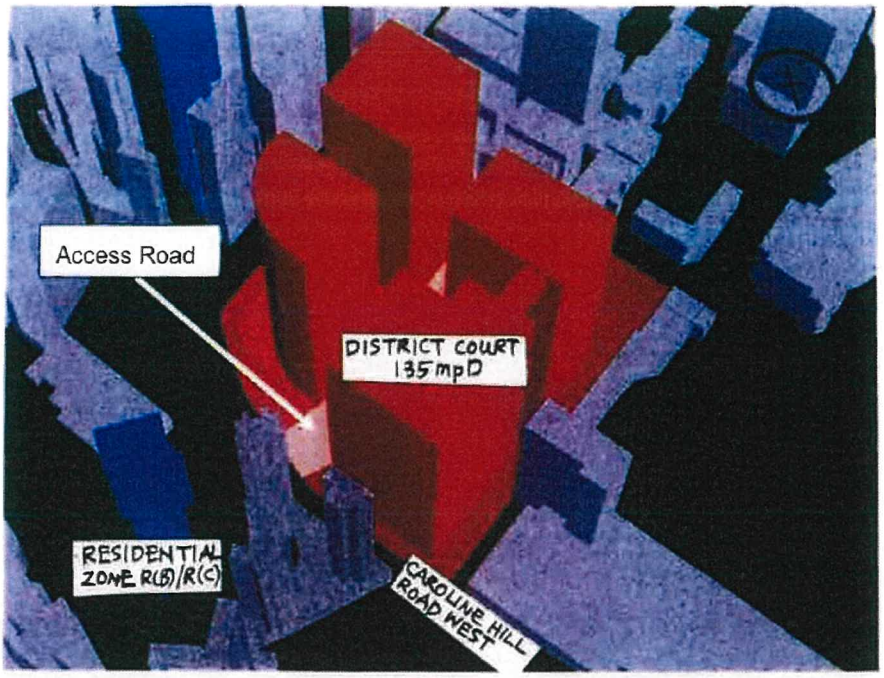


Figure 22 Zoomed-in view of 3D model for the Optional Scheme from south

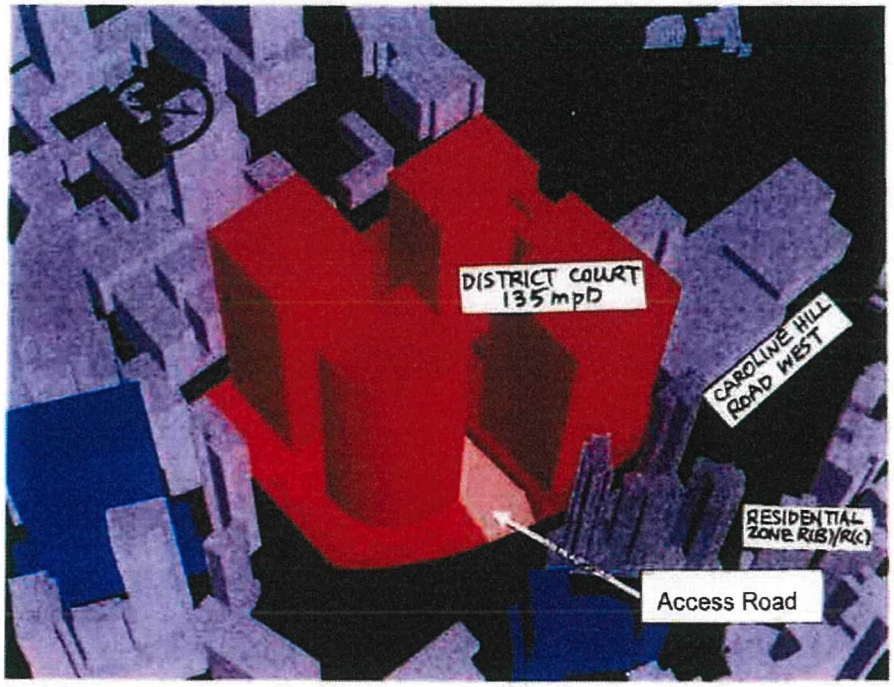
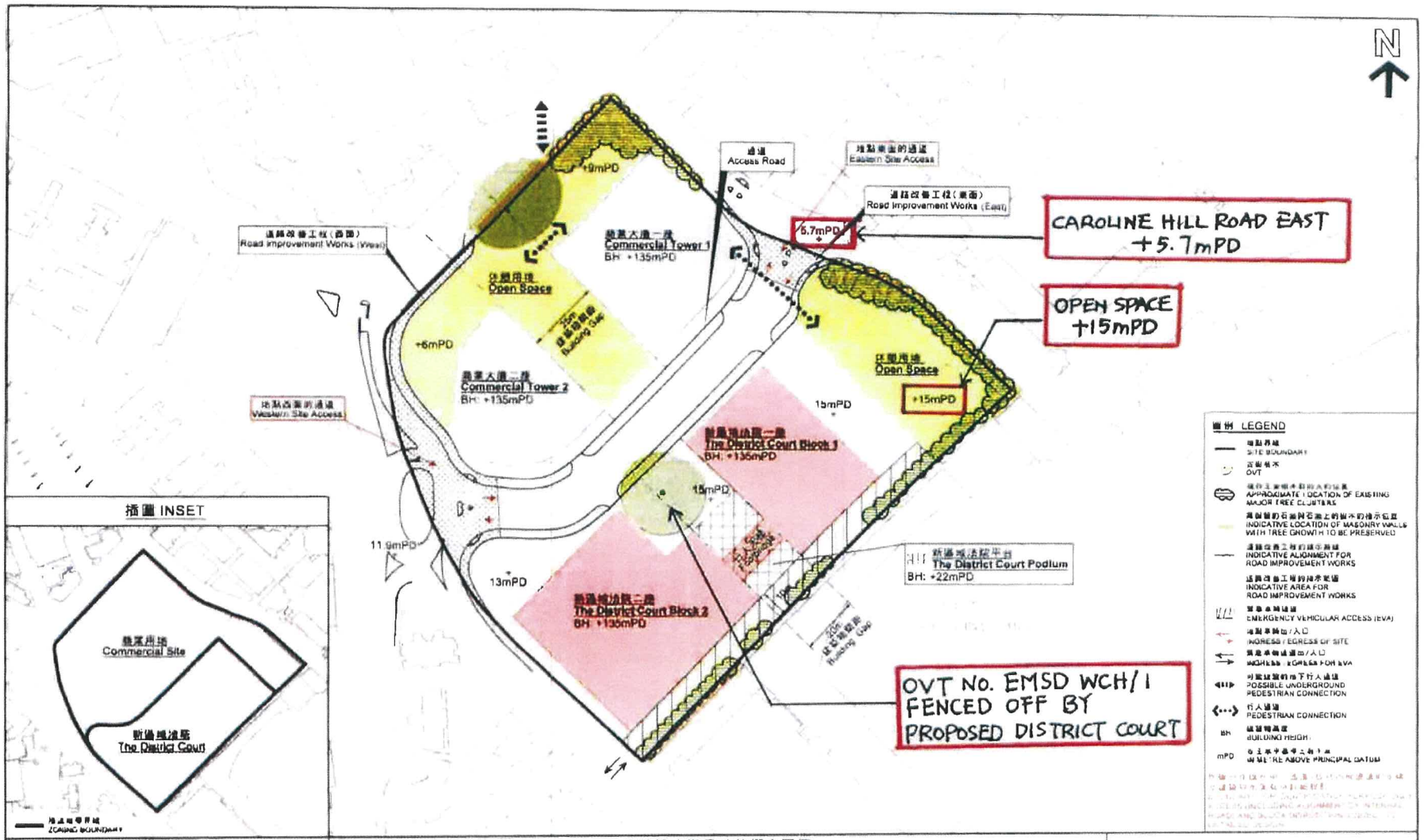


Figure 23 Zoomed-in view of 3D model for the Optional Scheme from west



本圖是根據2019年2月28日製備，所根據的資料為測量圖編號 11-SW-15B

EXTRACT PLAN PREPARED ON 28 2 2019 BASED ON SURVEY SHEET No 11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 1,250 比例尺

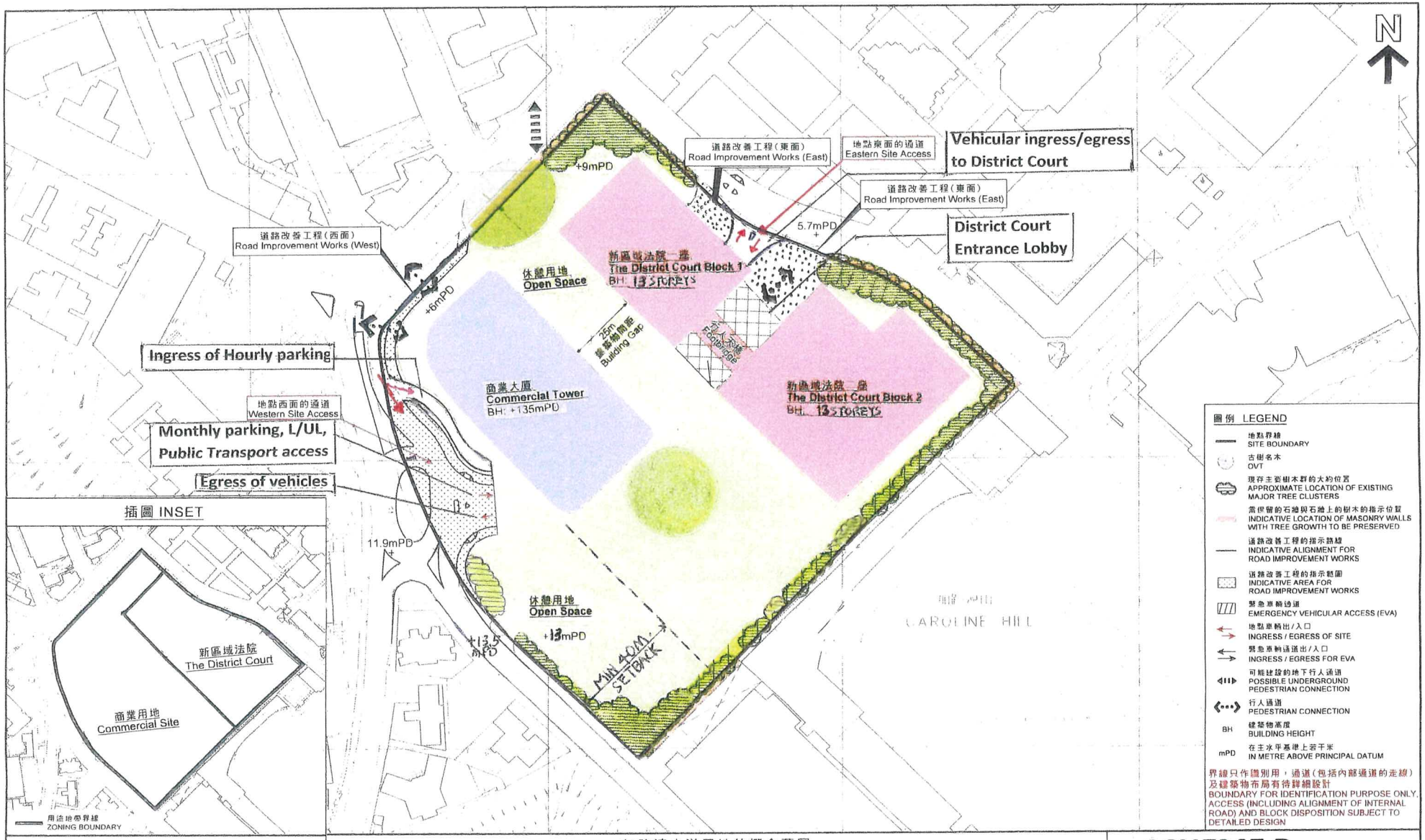
METRES 20 0 20 40 60 80 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No

圖 PLAN

Drawing no. CHR-Plan2



本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

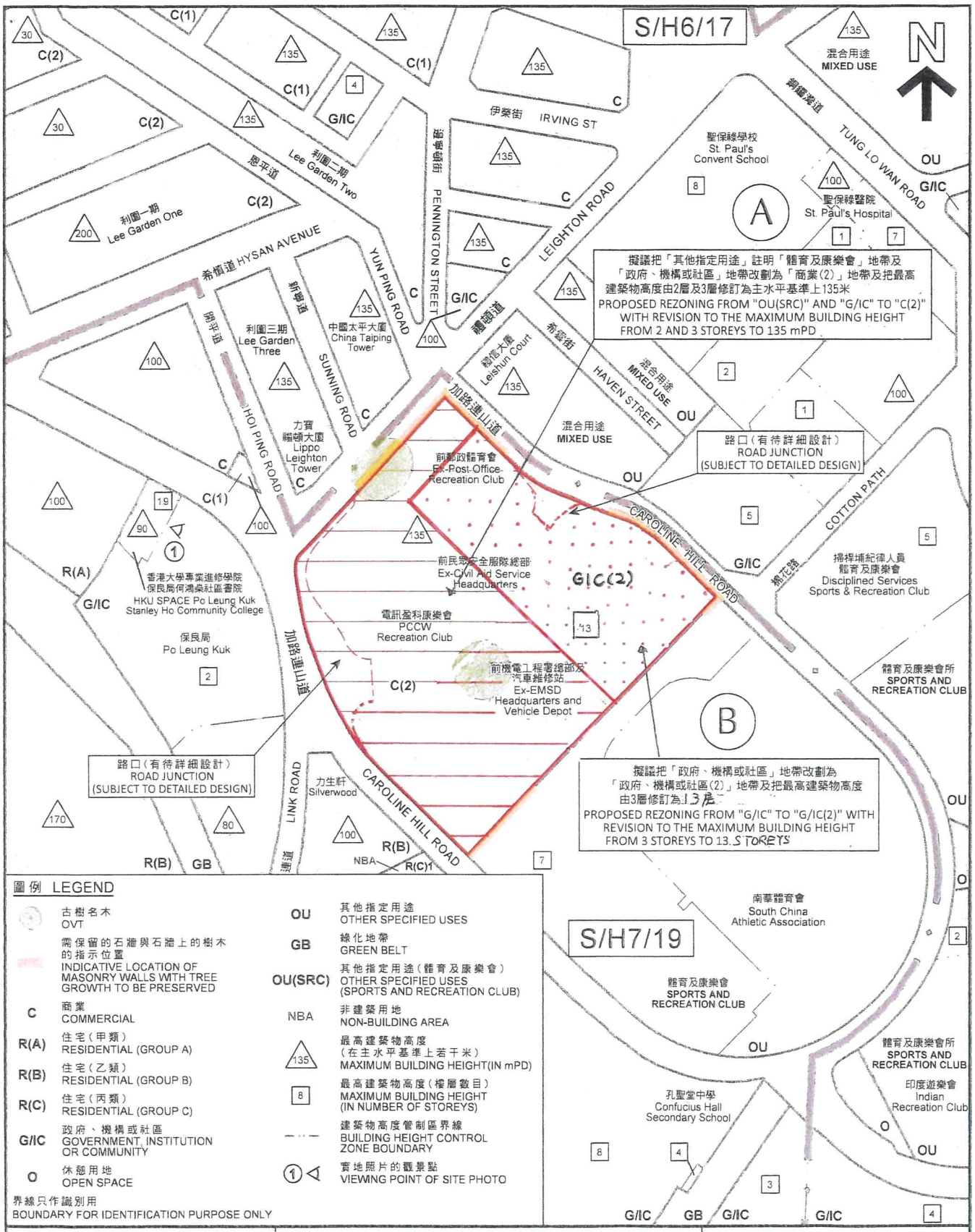
SCALE 1 : 1 200 比例尺

METRES 20 0 20 40 60 80 METRES

SCHEME B

DRAWING NO.

SchemeB-Plan



圖例 LEGEND

古樹名木 OVT	
需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED	
C	商業 COMMERCIAL
R(A)	住宅(甲類) RESIDENTIAL (GROUP A)
R(B)	住宅(乙類) RESIDENTIAL (GROUP B)
R(C)	住宅(丙類) RESIDENTIAL (GROUP C)
G/IC	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
O	休憩用地 OPEN SPACE
OU	其他指定用途 OTHER SPECIFIED USES
GB	綠化地帶 GREEN BELT
OU(SRC)	其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
NBA	非建築用地 NON-BUILDING AREA
135	最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)
8	最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
— · · —	建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY
①	實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號 11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME B

DRAWING NO.

SchemeB-OZP

本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

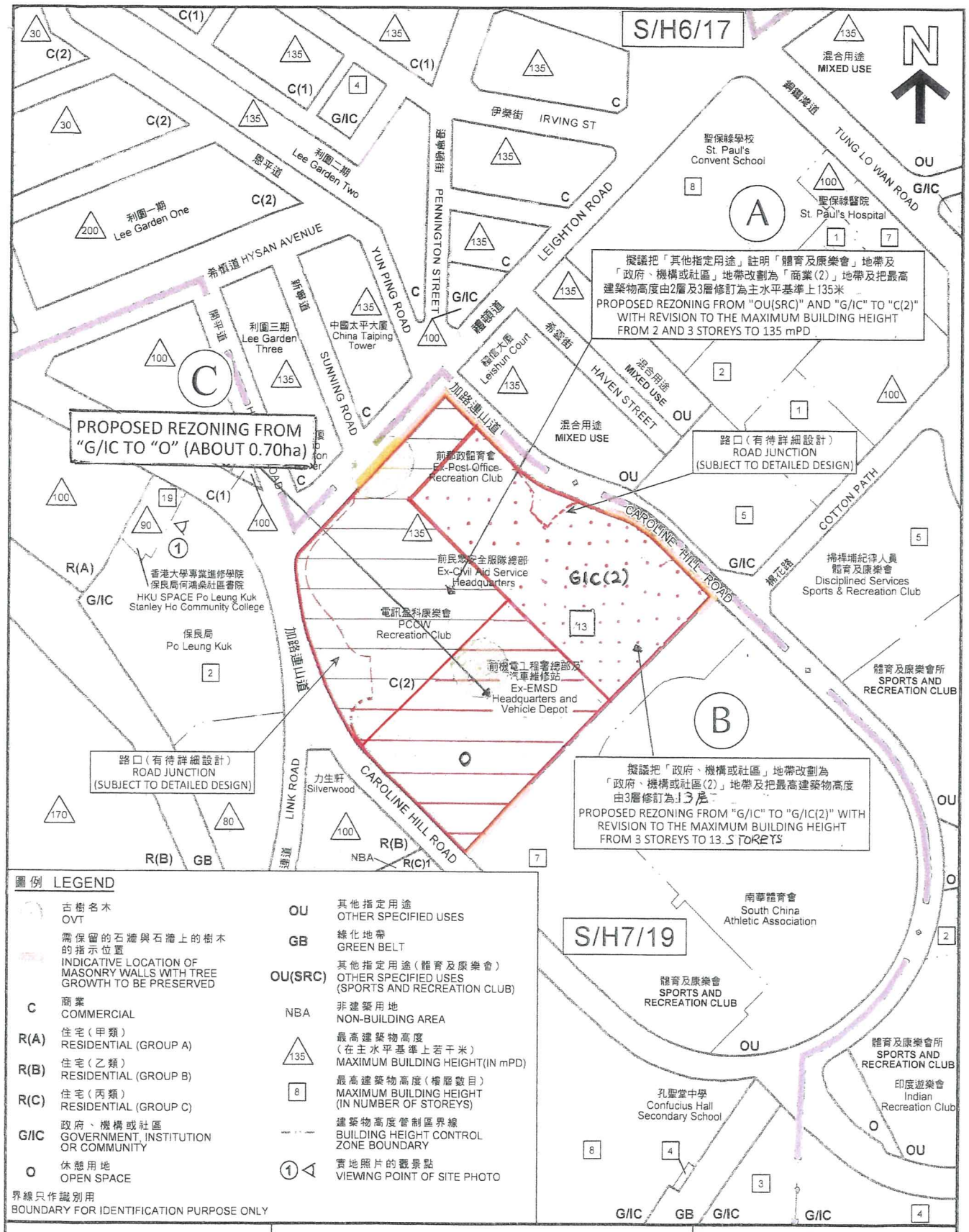
SCALE 1 : 1 200 比例尺

米 METRES 20 0 20 40 60 80 米 METRES

SCHEME C

DRAWING NO.

SchemeC-Plan



圖例 LEGEND

古樹名木 OVT	
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C 商業 COMMERCIAL	
R(A) 住宅(甲類) RESIDENTIAL (GROUP A)	
R(B) 住宅(乙類) RESIDENTIAL (GROUP B)	
R(C) 住宅(丙類) RESIDENTIAL (GROUP C)	
G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY	
O 休憩用地 OPEN SPACE	
OU 其他指定用途 OTHER SPECIFIED USES	
GB 綠化地帶 GREEN BELT	
OU(SRC) 其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)	
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135 最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)	
8 最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	
建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY	
1 實地照片的觀景點 VIEWING POINT OF SITE PHOTO	

界線只作識別用
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本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號 11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME C

DRAWING NO.

SchemeC-OZP

比華利山業主立案法團
THE INCORPORATED OWNERS OF BEVERLY HILL
香港跑馬地樂活道6號比華利山會所 Club House, Beverly Hill 6 Broadwood Road, Happy Valley, Hong Kong
電話Tel：2894 8550 傳真Fax：2890 4378 電郵E-Mail：beverlyhill@hy.com.hk 網址Website：www.beverlyhill.com.hk

Ref No. : HLD/HAPM/HYP-RB0002/IO19L012

TPB/R/S/H7/20-31

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: 9th July, 2019

Dear Sirs:

I write in the capacity of the Chairman of the Incorporated Owners of Beverly Hill.

On behalf of the Management Committee of Beverly Hill, 6 Broadwood Road, Happy Valley, I would like to put on record that we strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. Broadwood Road is also an important link between Tai Hang Road and Jardine Heights and the Causeway Bay area, with only a single lane going in either direction up of down the hill. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will certainly aggravate the traffic congestion problem.

Moreover, as Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area have not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete and questionable data is irresponsible and unacceptable, and hasty approval of this redevelopment project completely ignores the interests and safety of residents in the area.

Name: Robert Young
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

109

香港跑馬地樂活道 6 號比華利山 G 座平台
電話 Tel：(852) 2894 8550 傳真 Fax：(852) 2890 4378
Podium Level, Block G, Beverly Hill,6 Broadwood Road, Happy Valley, HK
電郵 E-mail：beverlyhill@hy.com.hk

大坑關注社 TPB/R/S/H7/20-32

TAI HANG CONCERN ASSOCIATION

城市規劃委員會
香港北角渣華道333號
北角政府合署15樓

傳真：28770245/ 25228426

反對加路連山道前機電工程署總部用地改劃方案

本人就黃泥涌分區計劃大綱核准圖編號 S/H/19A 及 S/H7/20 的修訂項目提出反對:

1. 銅鑼灣內，加路連山道、樂活道、摩頓臺及連道一帶的交通現已非常堵塞，預計是次項目不論在興建中或完成後，都會為樂活、天后、大坑、渣甸山、跑馬地、司徒拔道帶來沉重的負擔，嚴重影響附近的交通。規劃署早前提交的報告，未能完全反映真實的情況。再者，計劃中新增的停車場會吸引不少外來的車流，這顯然無助解決銅鑼灣現在交通堵塞的問題。
2. 是次改劃計劃，包括了把現有土地改劃作商業用途，但環顧銅鑼灣四周早已有大量商業用地。而規劃署早前又批准了數個大型的改劃項目，包括: 怡東酒店改劃、皇冠假日酒店改劃和已落成的利園三期等，另外還有五個中型的改劃項目。由此可見，銅鑼灣的商業用地數目一直有增無減，本人實不明白為何現在又要增加兩幢甲級商廈。
3. 現行的改劃建議中，興建的兩幢商業大廈高度為主水平基準的 135 米，總樓面面積為 107.6 萬平方呎，仿如兩支擎天柱安插在銅鑼灣。嚴重影響附近居民的採光和通風。由此而言，政府的建議是完全漠視計劃對附近居民的影響。

總結而言，以現時銅鑼灣的交通情況，此發展項目不但未能改善銅鑼灣的交通，反而會把整個銅鑼灣及週邊地方的交通推向無可挽救的地步。我們深信此改劃計劃定必對此區交通造成嚴重負荷，居民屆時無法出入，引致交通大癱瘓，

另外，整個銅鑼灣現已滿佈大量的商業用地，所帶來的人流及車流早已不勝負荷。為此，我堅決反對黃泥涌分區計劃大綱核准圖編號 S/H/19A 及 S/H7/20 的修訂項目。

此致
城市規劃委員會

RECEIVED
24 JUL 2019
Town Planning Board

大坑開注社 召集人
廖添誠 博士

2019 年 7 月 23 日

香港大坑摩頓台 11-33 號灣景樓地下 11 號舖 電話: 68563128 電子郵 [redacted]rn.org

512

大坑關注社

反對加路連山道前機電工程署大樓用地的規劃方案

你的一個簽名，為行動帶來支持！

葉子希	徐朗添	趙文章
周畫書	陳重明	姚貞潔
李麗白	張文星	向乘風
王兆星	林樂怡	陳心茹
林晃芬	周自延	朱朗天
陳鳳儀	邱錦明	金子傑
劉嘉聲	伍孝琪	張少偉
屈子琪	關心如	蕭其峰
羅美芬	葉振雄	宋振邦
詢巧莉	殷家偉	宋緯傑

大坑關注社

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梁金兒	郭永東	陳希兒
吳棟樑	曹錦興	麥嘉華
張可欣	吳美詩	魏洛水
姚明新	葉子康	劉明惠
畢家宜	張偉豪	謝志華
蘇嘉樂	趙卓然	劉佩佩
魏初馨	陳麗平	吳俊鵬
楊向弟	張玉蓮	許紹弟
麥娟兒	梁嘉宜	陳嘉希
陳淑蘭	陳享理	周巧兒

大坑關注社

反對加路連山道前機電工程署大樓用地的規劃方案

你的一個簽名，為行動帶來支持！

何意行	龍一山	吳清霖
林清河	劉士佳	呂麗芳
李子希	鄧子風	兆家麟
何爾純	張伯朗	馮鈞雄
陳添財	楚中天	馬伯漢
張家樂	利君雅	周偉樂
梁偉俊	龍偉文	范國俊
呂雄傑	倪俊傑	洪錦添
廖淑敏	仇偉強	賈超然
周東海	麥祥橋	楊靈詩

大坑關注社

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羅世單	陳霆鋒	周祖澤
張美宜	魏宜婷	何樂怡
邱秀娟	訓 Chui	文子豪
Tuy Ho	冼國林	容慧文
張文敏	曹慶祥	何進良
施萍麗	張金仔	李國寶
柯盛東	谷向榮	龍心明
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邱樂倫	Max Lee	麥浩俊
晨萬里	朱佩琼	呂慧怡
莫永新	張碧晨	李能浩
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陸洪發	呂子禧	洪偉光
[illegible]	周中潤	生世宇
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利振強	范克偉	黃緯泉
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何家志	Jessica Damy	周偉錚
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邱錦明	楚中天	龍山
伍孝琪	馬伯星	吳清風
關家佛	周潤呈	何有帶
莫利雅	陳君馨	張展鵬
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唐健輝	徐晃誠	羅添誠
陳志路	郭向天	姚詳詳
關月嫦	張文滿	李子星
何有進	陳光明	陸家珮
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凌雅爾	張滿晴	何家偉

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張利兒	何心詠	張錢豪
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麥理衛	羅有天	錢家麗
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陳豪	曠家琪	周約潮
李凡朝	吳偉詩	連雅君
張振基	何雪詩	周中興

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范國興	李思龍	陳振聰
呂家偉	曾錦明	黃延華
張開明	馬列爾	莫莉群
張衛詩	何望東	姚子敏
陸哲夫	洪斌晟	施月望
張嘉兒	麥理浩	徐英偉
何國民	黃肇民	黃樂興
陳不帆	黃俊謙	張樂晴

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朱向東	陳日暉	馬有健
張笑鳳	何勝國	朱明宗
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Benny K.Y.	郭月尼	林棟樑
何朝月	李望能	王梓生
張明月	龍樂盛	湯一山
湯家傑	楊為醒	陳天龍

Form No. S6 表格第S6號

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	Date Received 收到日期	

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

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

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

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

Full Name 姓名 / 名稱 (~~Mr./Ms.~~/Company/~~Organization*~~ 先生/女士/公司/機構*)

Best Epoch Holdings Limited

(Note: for submission by person, full name shown on Hong Kong Identity card/Passport must be provided)
(注意：若個人提交，須填上與香港身份證／護照所載的全名)

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

Full Name 姓名 / 名稱 (~~Mr./Ms.~~/Company/~~Organization*~~ 先生/女士/公司/機構*)

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(Note: for submission by person, full name shown on Hong Kong Identity card/Passport must be provided)
(注意：若個人提交，須填上與香港身份證／護照所載的全名)

3. Details of the Representation 申述詳情

Draft plan to which the representation relates (please specify the name and number of the draft plan) 與申述相關的草圖 (請註明草圖名稱及編號)	DRAFT WONG NAI CHUNG OZP NO. S/H7/20

* Delete as appropriate 請刪去不適用者
Please fill in "NA" for not applicable item 請在不適用的項目填寫「 不適用 」

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

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

Subject matters 有關事項@	Are you supporting or opposing the subject matter? 你支持還是反對有關事項?	Reasons 理由
Amendment Item A	☐ support 支持 ☑ oppose 反對	Please refer to Representation Letter
Amendment Item B	☐ support 支持 ☑ oppose 反對	Please refer to Representation Letter
Amendments to the Notes of the OZP	☐ support 支持 ☑ oppose 反對	Please refer to Representation Letter

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

Please refer to Representation Letter

\# If supporting documents (e.g. colour and/or large size plans, planning studies and technical assessments) is included in the representations, 90 copies (or 40 hard copies and 50 soft copies) of such information shall be provided.
若申述附有支持其論點的補充資料(例如彩色及／或大尺寸的圖則、規劃研究及技術評估)，則須提供 90 份複本(或 40 印文本和 50 份電子複本)。

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

Please fill "NA" for not applicable item 請在不適用的項目填寫「 不適用 」

☑ at the appropriate box 請在適當的方格內加上 ☑ 號

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Our Reference: CHRWHK/3/VIN/01
Date: 24 July 2019

The Secretary, Town Planning Board

c/o Planning Department
15/F North Point Government Offices
333 Java Road, North Point, HONG KONG

Dear Sir / Madam

SECTION 6(1) REPRESENTATION
TOWN PLANNING ORDINANCE (CHAPTER 131)

REPRESENTATION IN RESPECT OF THE
DRAFT WONG NAI CHUNG OUTLINE ZONING PLAN NO. S/H7/20

We are hereby instructed by Best Epoch Holdings Limited (the "**Representer**") to submit this Representation to Amendment Items A and B of the Draft Wong Nai Chung Outline Zoning Plan ("**OZP**") No. S/H7/20 ("**Draft OZP**") and associated Amendments to the Statutory Notes of the OZP under Section 6(1) of the Town Planning Ordinance (the "**Ordinance**").

The Representer wishes to lodge their **STRONG OBJECTION** to the Amendments on several grounds, which we outline in this letter. We respectfully urge the Town Planning Board ("**TPB**") to fully consider their reasons for objecting and to give due consideration to their proposed Remedy.

1. OVERVIEW

1.1 On 03 May 2019, the Metro Planning Committee ("**MPC**") of the TPB decided to agree to the Proposed Amendments to the Approved Wong Nai Chung OZP No. S/H7/19 ("**Approved OZP**") as well as to the associated revisions to the Statutory Notes and the Explanatory Statement ("**ES**") of the Approved OZP. The Proposed Amendments are to facilitate the District Court and Commercial Development at the Site at the junction of Caroline Hill Road and Leighton Road (the "**Subject Site**" / the "**CHR Site**"). This is the Second MPC Meeting in which MPC Member's agreement to the Proposed Amendments were sought. The First MPC Meeting was held on 08 March 2019, where after deliberations MPC Members decided to defer a decision and requested the Planning Department ("**PlanD**") to provide more information for the MPC's consideration.

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E-mail address : tcltd@townland.com Website : www.townland.com

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Our Reference: CHRWHK/3/VIN/01
Date: 24 July 2019

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1.2 The Draft OZP showing the Amendments has been exhibited under Section 5 of the Ordinance for Public inspection for a period of two months from 24 May 2019 to 24 July 2019.

1.3 This Representation is made with regard to:

I. Amendments to Matters shown on the Plan

*Item A – Rezoning of the northern and eastern part of the Caroline Hill Road (CHR) Site fronting Leighton Road from "Other Specified Uses" annotated "Sports and Recreation Club" ("**OU (SRC)**") and "Government, Institution or Community" ("**G/IC**") to "Commercial (2)" ("**C(2)**") with revision to the maximum building height from 2 storeys and 3 storeys to 135mPD.*

*Item B – Rezoning of the southern part of the CHR Site from "G/IC" to "**G/IC(2)**" with revision to the maximum building height from 3 storeys to 135mPD.*

II. Amendments to the Notes of the Plan

(a) Revision to the Remarks of the Notes for the "C" zone to stipulate the restriction on gross floor area and the requirements regarding the provision of Government, institution or community facilities and a Public Open Space for the "C(2)" sub-zone.

(b) Revision to the Remarks of the Notes for the "G/IC" zone to stipulate the restriction on gross floor area for the "G/IC(2)" sub-zone.

Planning History

1.4 The Subject Site (approx. 2.66 hectares) was formerly occupied by the Electrical and Mechanical Services Department ("**EMSD**") Headquarters, the Civil Aid Service ("**CAS**") Headquarters, the Post Office Recreation Club and the PCCW Recreation Club. The uses have since been vacated.

1.5 The ex-EMSD Headquarters and ex-CAS Headquarters were formerly zoned "G/IC" on the Approved OZP, subject to a Building Height Restriction ("**BHR**") of three storeys. The Planning Intention in respect of the "G/IC" zone is "*primarily for the provision of Government, institution or community facilities serving the needs of the Local Residents and/or a wider District, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.*"

1.6 The ex-Post Office Recreation Club and the PCCW Recreation Club were formerly zoned "OU(SRC)" on the Approved OZP, where two portions of this Zone were subject to a BHR of 2 storeys. The Planning Intention in respect of the "OU(SRC)" zone is "*primarily to provide/reserve land for sports and recreation club uses.*"

1.7 The majority of the Developments within the Subject Site are low-rise in nature, while the ex-EMSD Headquarters and ex-CAS Headquarters are approx. 11 storeys.

1.8 Over the years, the surrounding neighbourhoods have developed organically around the long-standing "G/IC" site which acts as a "Green Lung" accorded by former uses on the Subject Site.

1.9 In 2006, PlanD had proposed to rezone the Subject Site to "Comprehensive Development Area" ("**CDA**") to facilitate a Commercial and Residential Development with a maximum total GFA of 90,000m^2, a Public Transport Terminus ("**PTT**") of 11,380m^2, and Public Open Space of 11,500m^2 ("**2006 Scheme**"). The MPC considered PlanD's Proposal on 17 February 2006, but the Proposal was subsequently withheld by the Government. Nonetheless, it should be noted that a Planning Brief was prepared to provide guidance for the future Development of the Site.

Statutory Planning Context

1.10 On 8 March 2019, PlanD sought MPC's agreement to the Proposed Amendments to facilitate the District Court and Commercial Development ("**Planned Development**") at the Subject Site. At the MPC Meeting, Members decided to defer a decision on the Proposed Amendments to the OZP and requested PlanD to provide more information on (i) justifications for the locations of the District Court and Commercial Development; (ii) block disposition in connection with the locations of the Public Open Space; (iii) pedestrian connectivity within and outside the CHR Site and (iv) Government's priority of providing various social welfare facilities at the commercial site. On 03 May 2019, the MPC further considered the Proposed Amendments and Further Information in Response to MPC Members' Concerns, and decided to agree to the Proposed Amendments.

Consultation with Wan Chai District Council

1.11 Wan Chai District Council ("**WCDC**") was consulted three times on the Planned Development on the Subject Site; on 08 May 2018 and 08 January 2019 prior to MPC's Agreement being sought on the Proposed Amendments to the Approved OZP; and on 04 July 2019 during the Public Inspection period of the Draft OZP. **STRONG OBJECTIONS** were raised each time by WCDC Members.

Nature of Objection

1.12 The nature and reasons for the Objection are detailed in this Letter and summarised below.

Planning, Urban Design, Environmental Aspects And Societal Needs.

- **It is not necessary to develop the Site for Commercial Development**. This would irrevocably change the existing character of a relatively quiet neighbourhood mainly comprised of Residential and G/IC Uses, which is vastly different from the commercial business area of Causeway Bay. Why is there a need to extend the commercial business area in this manner? There is a **lack of justification for additional Commercial Use** in this location.

- Commercial Development is **not in keeping with the land use character of the locality**, resulting in a Commercial Development at odds both physically and in terms of land use with the Residential and G/IC cluster in which the Site is located.

- The Planned Open Space as part of the Commercial Development is **not sufficient to address a demonstrable deficit in Local Open Space** in the District and will result in a secluded and not-easily accessible location, undermining the objective of providing quality Open Space to enhance the liveability of the neighbourhood.

- The **Development intensity and building height under the Amendments are highly unsuitable, inconsistent and incompatible** with the surrounding land use character.

- The High-Density Development will result in **negative implications for both urban design and land use character**.

- There is **insufficient justification for the rezoning of the former "G/IC" zone for Commercial Use**. There is a need to fully demonstrate that the main planning criteria under TPB PG-NO. 16 have been met.

- The Planned Development is **unable to address pressing community needs for G/IC facilities** and has **failed to recognise the future need for G/IC facilities.**

- The Planned Development will result in **significant adverse visual and air ventilation impacts, and adverse impact on the local road network and on pedestrian connectivity.**

- There have been **considerable Public Objections to the Planned Development**, which have not yet been addressed.

Representer's Own Interest Also Prejudiced

1.13 The Representer's Site is located southwest of the Subject Site opposite Caroline Hill Road. The Representer's Site is located within a "Residential (Group B)" ("**R(B)**") zone on the Draft OZP, subject to a BHR of 100mPD. Similar to other Residential Developments abutting Caroline Hill Road, the Representer's permitted residential development is subject to the same potential visual, air ventilation, environmental and traffic considerations as is any development under the Amendments.

1.14 This Letter will clearly demonstrate that the Amendments in respect of the Subject Site will result in Development that will adversely impact on the Representer's own Site immediately opposite which can now be crowded and dwarfed and severely impacted on by the development of the Subject Site, and importantly it will clearly demonstrate that the Amendments will give rise to Development that is highly inappropriate to the local neighbourhood.

TOWNLAND

Our Reference: CHRWHK/3/VIN/01
Date: 24 July 2019

Town Planning Board

PLANNING, URBAN DESIGN, ENVIRONMENTAL ASPECTS AND SOCIETAL NEEDS

2. Lack Of Justification For Commercial Use

2.1 According to MPC Paper No. 1/19, the Amendments are in response to *The 2017-18 Budget*, which indicates that to maintain Hong Kong's status as an International Financial Centre, it is necessary to ensure a continual supply of office space, especially Grade A office space. In this regard, a Commercial Development including Office, Hotel, and Retail uses of approx. 100,000m^2 is planned under Amendment Item A.

2.2 While it can be agreed that Hong Kong faces a land shortage problem in addressing the range of land uses, including sufficient economic land in order to drive sustainable Development and improve the competitiveness of Hong Kong, the Subject Site is not an appropriate solution space in terms of land use compatibility, urban design, environmental considerations and/or infrastructural capacity. Premature rezoning of this Site as represented by the Amendments to meet a blanket policy will only lead to unsustainable planning, a permanent undesirable interface and Societal Loss.

2.3 The overall core commercial and business area of Causeway Bay is well developed. However, many buildings are also aged. Rather than focussing Development efforts outside the known limits of the Core Business Area, Government should encourage urban renewal and redevelopment efforts to increase commercial floor space supply within the Core Business Area, e.g. through policy or financial incentives. There are many large clusters of old buildings in Causeway bay (i.e. areas bounded by Percival Street and Yun Ping Street) that could be comprehensively planned to support further economic Development in Causeway Bay. This is also in line with Government's objectives for urban renewal and regeneration.

2.4 At the same time, Hong Kong (and Causeway Bay in particular) is consistently home to some of the highest office space rentals in the World. With increasing rental rates in the Traditional Central Business Districts ("**CBD**"), less affordable users are being forced to move to Non-CBD Grade A Offices, resulting in decrease in office demand in traditional CBDs and office decentralisation. Therefore, it should also be recognised that the provision of Grade A offices should not be restricted to traditional CBDs (i.e. Sheung Wan, Central, Wan Chai, Causeway Bay and Tsim Sha Tsui), but should also take into account emerging but well sought after Business Areas, including East Kowloon CBD2 (i.e. Kai Tak Development and Kowloon Bay and Kwun Tong Business Areas); Secondary Business Nodes in North Point/Quarry Bay/Tai Koo; the emerging office and business node in Wong Chuk Hang; Government's Lantau Tomorrow Vision to establish a new CBD3 at the East Lantau Metropolis (ELM), a new and smart platform for office and business development; as well as other strategic nodes near cross boundary links.

2.5 According to the "*Review of Land Requirement for Grade A Offices, Business and Industrial Uses*" commissioned by PlanD in April 2014 to support the review of the Territorial Development Strategy for Hong Kong (i.e. Hong Kong 2030+), in terms of the provision of Grade A offices, the distinction between CBD and Non-CBD Grade A Offices floor space is to a certain extent inter-changeable, depending largely on rental values under market conditions.

2.6 Thus, rather than increasing land for Grade A Office Space in Causeway Bay through a confused expansion of the known commercial limits into a traditionally residential/ G/IC area, emphasis should be placed in (i) redevelopment of aged building stock within the existing commercial area; or (ii) development in new strategic growth areas that provide sufficient amount of land for comprehensive development (i.e. the formation of a new CBD and development of clusters for business activities to foster synergy and agglomeration effect.)

3. Subject Site Not Suitable For Commercial Development

3.1 As indicated in MPC Paper No. 1/19, PlanD opines that the Subject Site is located at the fringe of the Core Business Area of Causeway Bay and that the Subject Site abutting, as it does, Leighton Road, is compatible with other Commercial Developments across Leighton Road.

3.2 It is argued that the commercial fringe of the Causeway Bay CBD lies to the northwest of Leighton Road and that Leighton Road (a 4-lane road) acts as a traditional physical boundary between the "Causeway Bay" CBD and the "Leighton Hill and Caroline Hill" Residential Areas. Not only is this evident in the vast differences in character (as further substantiated in ***Section 4*** below), this is also reflective of the Causeway Bay Focus Area as defined under the "*Study on Planning for Pedestrians*" completed by PlanD in 2006, which defined the Pedestrian Plan Area by Gloucester Road to the north and east, by Canal Road east to the west, and by Leighton Road to the south.

3.3 The Leighton Hill and Caroline Hill Areas are relatively quiet neighbourhoods mainly comprised of Residential and G/IC Uses. This is vastly different from the Causeway Bay CBD on the opposite side of Leighton Road, which consists of high-density Commercial Uses and high business traffic.

3.4 Accordingly, during the MPC Meeting on 17 February 2006, one Member asked whether the whole Site could be developed for pure residential use in order to capture the tranquil atmosphere of the neighbourhood primarily comprising school, residential, and Government, Institution and Community Uses.

3.5 Rather than unnecessarily extending the commercial fringe into the Caroline Hill Neighbourhood, the Subject Site should be developed for Public Community Facilities to complement the Local Community and to act as a buffer to screen off traffic nuisance from Leighton Road. Where large pieces of community spaces are at such a premium in the existing urban areas, the unnecessary development of high-rise Commercial Uses that are better accommodated elsewhere cannot be justified.

4. Not In Keeping With The Land Use Character Of The Locality

4.1 The Subject Site is located in a predominantly Residential Area mainly surrounded by G/IC Uses. Caroline Hill is home to one of the major G/IC and Recreational clusters in the Wan Chai District, providing community and recreational facilities to Local Residents and the wider District, with the following located in close proximity to the Subject Site:

G/IC Facilities

- St. Paul's Convent
- St. Paul's Convent School and Kindergarten
- St. Paul's Hospital
- Po Leung Kuk, Po Leung Kuk Kwok Law Kwai Chun Children Services Building and Vickwood K.T. Chong Building, and Po Leung Kuk Silver Exchange Society Pershing Tsang School
- HKU Space Po Leung Kuk Stanley Ho Community College
- Christ the King Chapel
- Olympic House
- St John Ambulance Brigade Hong Kong Island Command Headquarters
- St Mary's Church (Episcopal)
- Hotung Secondary School
- Hennessy Road Government Primary School (Causeway Bay)
- Shing Kwong Church
- Sheng Kung Hui Kindergarten
- Sir Ellis Kadoorie (S) Primary School
- Buddhist Wong Fung Ling College & Buddhist Wong Cheuk Um Primary School
- The Hong Kong Buddhist Association Children & Youth Centre
- Tung Wah Eastern Hospital
- Confucius Hall Secondary School

Recreational Facilities

- South China Athletic Association Stadium
- Disciplined Services Sports and Recreation Club and Sports Ground
- So Kon Po Recreation Ground
- Indian Recreation Club
- Hong Kong Stadium

4.2 The Subject Site has traditionally been part of the breathing space abutting the highly urbanised District of Causeway Bay and is highly valued by the community. In fact, the provision of low-rise G/IC Use entirely on the Subject Site is highly compatible with the existing urban fabric. G/IC Use will be more suitable with the other G/IC and Recreational Uses provided in close proximity and will strengthen and enhance the overall provision of Community Services to Local Residents and the wider District. Indeed, the fact that a strong clustering and synergic effect demonstrates that the uses are compatible and complementary to each other.

4.3 Should the Subject Site be used partly for Commercial Development, the result would be a Commercial Development at odds physically and in terms of land use with the surrounding Residential and G/IC cluster.

4.4 It should also be noted that more developable land is needed not only to support a still growing population, but also to ensure a quality living environment. Government must ensure that other wider considerations and balancing of needs are taken into consideration when planning for such a rare and valuable Site in this District.

4.5 In "*Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030*" ("**HK2030+**"), a long-term planning framework that will guide Hong Kong's city planning, land and infrastructure development, and shape Hong Kong's built environment beyond 2030, emphasis is placed on the importance of enhancing liveability in promoting the health, well-being and the quality living environment of Hong Kong People. There is a stronger focus on quality of life and tackling the challenge of enhancing liveability in the high-density urban context of Hong Kong.

4.6 One of the Government's objectives or "Building Blocks" in the 2030+ is to achieve Planning for a Liveable High-density City, through reinventing Public Space and enhancing Public Facilities. It recognises that there is also a need to improve certain G/IC Facility provisions, and to cater for changing demographics (e.g. neighbourhood elderly care facilities), all helping uplift the liveability of the City. As a further step forward, Government's objective is to expand Public Spaces when opportunities arise in the course of revitalisation/redevelopment in the densely populated urban core, and to set aside more areas for Public Space in New Development Areas. (***Public Engagement Booklet of HK2030+*** refers).

5. Overall Lack Of Open Space To Meet Local Needs

5.1 According to MPC Paper No. 1/19, while there may be an overall surplus of Open Space provision in the Wan Chai District, there will be a deficit of about 2.7ha[1] of Local Open Space. This is notwithstanding recommendations in HK2030+ to further increase the provision of Open Space per person. As part of the Planned Commercial Development, a Public Open Space of not less than 6,000m^2 has been incorporated within the "C(2)" Site at the southeast corner of the Subject Site to serve as a Local Open Space for the Core Business Area and the adjacent Residential Developments. With a remaining deficit of 2.1ha of Local Open Space, it is evident that this planned provision is not sufficient to address the deficit in Local Open Space.

5.2 Furthermore, the planned 6,000m^2 of Local Open Space is to be provided in a secluded and not-easily accessible location due to the District Court's design requirement. This is an unacceptable justification and undermines Local Residents' rights on the provision of quality Open Space, a key measure in enhancing liveability in the high-density urban context of Hong Kong. Moreover, the Planned Local Open Space has limited opportunities to facilitate pedestrian movement. During the MPC Meeting held on 08 March 2019, a MPC Member reiterated that "consideration should be given to enhance the connection to the Open Space network within the District to facilitate pedestrian circulation and accessibility." This has yet to be addressed in respect of the current intentions under the Amendments.

5.3 While there is a surplus in District Open Space (facilities for the core activities and for passive recreation to meet the needs of a District population (as defined under HKPSG)) in Wan Chai District (mainly due to provision provided by Victoria Park), it is inappropriate to compensate for Local Open Space (more passive in nature and providing sitting-out areas and children's playgrounds to serve the neighbourhood population (as defined under HKPSG)).

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[1] *It is noted that there is a discrepancy from MPC Paper No. 1/19, which states there is a deficit of about 2.7 ha of Local Open Space; while Appendix IX of MPC Paper No. 1/19, indicates a deficit of 2.60 ha in Local Open Space.*

5.4 While it is recognised that the former zoning on the Subject Site was not for the provision of outdoor open-air Public Space. It did, however, in part provide recreational facilities for specified uses, whilst the low-rise Developments also acted as a "breathing space/ buffer" or "Green Lung" and spatial and visual relief from the urban environment of Causeway Bay CBD. This concept should be maintained for any future Development on the Subject Site.

6. Unsuitable Development Intensity And Scale For The Subject Site

6.1 The Subject Site is proposed to be developed for Commercial Development and District Court Development subject a maximum GFA of 100,000m^2 and 70,000m^2 respectively. This equates to a Plot Ratio of about 11.17 and about 6.6 respectively. PlanD has indicated that the proposed development intensity of the Subject Site is proposed with due regard to the carrying capacity of the local road network.

6.2 The current proposed development intensity of 11.17 and 6.6 is severely excessive when compared to the low to medium-density residential and community facilities in the Caroline Hill Area. The existing uses on the Subject Site were low-density Developments that acted as a major breathing space or "Green Lung" for the wider District. While it is recognised the need to increase Development intensity where planning and design considerations permit, the key consideration should emphasise quality of life and tackling the challenge of enhancing liveability in the high-density urban context of Hong Kong. In this regard, suitable Development intensity, comparable to the surrounding site context, should be considered. The Planned Development is out of character and lacks the proportionate relationship with human scale. In addition, the Planned Commercial Development will result in severe adverse traffic impacts on the surrounding road network.

6.3 It is noted that the 2006 Scheme (Commercial and Residential Development with a maximum total GFA of 90,000m^2) was proposed taking into account the "*Hong Kong 2030: Planning Vision and Strategy*" Study which was in favour of less intensive development with the existing densely developed area. The 2006 Scheme adopted an overall Plot Ratio of 3.8 (including PTT). During the MPC Meeting on 17 February 2006, a Member commented that the proposed plot ratio of 3.4 or 3.8 (including the proposed PTT) was an appropriate Development intensity within the existing densely developed area.

7. Inconsistent With The Building Height Profile Of The Area

7.1 While the BHR of 135mPD under the Amendments maybe in line with the newly imposed BHR on Causeway Bay CBD (vis the Approved Causeway Bay OZP), it is in fact highly incompatible and inconsistent with the building height profile of Caroline Hill. It should be noted that the existing zoning imposes a BHR of 2 and 3 storeys on the Subject Site. While it is agreed that the existing BHR may not allow for the Subject Site to be fully utilized, the proposed BHR is grossly mismatched and inappropriate for the Area.

7.2 As indicated in ***Section 4***, the neighbourhood is characterised as a relatively quiet neighbourhoods mainly comprised of Residential and G/IC Uses. This is also reflective in the predominantly medium-density medium-rise Residential Development and low to medium-rise Community Facilities. This is clearly reflected in the adjacent SCAA

Development, partly subject to a BHR of 7 storeys, and other G/IC Uses that are mainly subject to BHR ranging from 1 to 10 storeys. A high-density Development, regardless of use, will be out of character in this location and could lead to an overall increase in building height over time, eroding the quiet neighbourhood context over time.

7.3 With reference to Chapter 11 - Urban Design Guidelines ("**UDG**") of the *Hong Kong Planning Standards and Guidelines* ("**HKPSG**"), it is noted that Development height should enhance the District character of specific localities, retain characteristic mountain backdrop and respect the character of neighbourhood. Relief and diversity in height and massing of Developments should be provided in different localities. Low-rise and low-density areas should be preserved to enhance diversity in the urban core (***Para 6.2.8 of the Ch. 11 of the HKPSG*** refers). None of these Guidelines support the proposed BHRs on the Subject Site.

8. High-Density Commercial Development Will Have Negative Implications For Both Urban Design And Land Use Character

8.1 With reference to the "*Hong Kong Planning Standards and Guidelines*" ("**HKPSG**"), "General Urban Design Considerations" set out in Chapter 11 - Urban Design Guidelines ("**UDG**") of the HKPSG are used in assessing the urban design implications of planning and development proposals. Considerations are made at the Macro-, Intermediate-, and Micro- level, covering, *inter alia*, location suitability, relationship with the visual corridors, impact on penetration of light and air, compatibility with street pattern, compatibility with overall height profile and massing, impact on the surroundings, contextual and functional appropriateness at street level, contribution to pedestrian-friendly environment, human scale and quality enhancement, and creation of spatial feeling. The Representer raises serious doubt as to whether these considerations were properly taken into account in arriving at the Parameters of the Planned Development under the Amendments. Certainly the Photomontages included in MPC Papers No. 1/19 and 5/19 show an overbearing design that is completely incompatible with its neighbours, and without human scale or spatial relationship to its surroundings.

8.2 The Planned Development under the Amendments on the Subject Site will only result in negative impacts in the urban design context, including:

- The Amendments create a major "C" zone protruding into the G/IC Cluster, undermining the integrity of the Residential and G/IC Neighbourhood. An extension of the Causeway CBD has not been demonstrated to be needed or to be appropriate in this location.
- Portions of the Site will likely be closed off to the Public, resulting in reduced space in the Public Realm and reduced connectivity.
- It is likely that Developers of the Commercial Site will maximise the Development potential allowable in order to optimise profitability. Such Development intensity would result in significant adverse change to the Caroline Hill neighbourhood character.
- The Developers of the Commercial Development may also limit the opportunities to create visual and air corridors through the Subject Site. Basic legal requirements (i.e. provision of a 25m building gap) do not necessarily reflect a satisfactory layout.

- The building blocks of the "C" zone, built at high development intensity, will cause obstructions and affect the visual openness of the Subject Site, which will adversely affect the visual amenity of the Neighbourhood.
- The Commercial Development is not compatible with G/IC developments in the immediate surroundings and will erode the existing low- to medium-rise character.
- Commercial Development will attract and generate more traffic to the area. The additional traffic will exacerbate the already high traffic volumes in the Area. Traffic fumes and noise generated by the traffic will also result in degradation to the pedestrian environment of the area.
- Provision of Open Space in a Private Commercial Development will seriously limit any contribution to the Public.
- Any potential enhancement to the Public Realm will be subject to the Developer's intent and is likely to be diminished.

8.3 Based on the above, it is clearly evident that (i) Commercial Use and (ii) the planned development intensity are **inappropriate** and **unsuitable** for the Subject Site.

9. Insufficient Justifications On The Rezoning Of "G/IC" Zone For Commercial Use

9.1 It should be noted that Amendment Item A results in a loss of approx. 0.84 ha of "G/IC" on the Subject Site.

9.2 According to the "*Town Planning Board Guidelines for Application for Development/ Redevelopment within "Government, Institution or Community" Zone for Uses Other than Government, Institution or Community Uses under Section 16 of the Town Planning Ordinance*" ("**TPB PG-No. 16**"), "the Board might consider rezoning the site to an appropriate zoning if the proponent could demonstrate that all the planning criteria have been met. Through zoning amendment to the relevant statutory plan, members of the Public would be informed of the change in planning intention, and an opportunity could be provided for the Public to comment on the zoning amendments and lodge objections for the consideration of the Board under the provisions of the Ordinance" (***Para. 1.6 of the TPB PG-No. 16*** refers).

9.3 In this regard, the main planning criteria to be met are also applicable in this instance, but Government has not to date demonstrated that the planning criteria of the TPB Guidelines have been met. The relevant planning criteria are as follows:

2.1(a)ii there is adequate provision of other G/IC facilities in the District, or the application site is not suitable for other G/IC facilities;

2.1 (b) in the case of an undesignated "G/IC" site, the application site is no longer required to be reserved for any G/IC uses;

2.1 (c) the Proposed Development/ redevelopment would not adversely affect the provision of G/IC facilities in the District on a long-term basis.

2.3 The Proposed Development should be compatible in land-use terms with the G/IC uses on the site, if any, and with the surrounding areas.

2.4 *The scale and intensity of the Proposed Development should be in keeping with that of the adjacent area.*

2.5 *The scale and design of the Proposed Development should have regard to the character and massing of the building in the surrounding areas and should not cause significant adverse visual impact on the townscape of the area.*

2.8 *The Proposed Development should not cause, directly or indirectly, the surrounding areas to be susceptible to adverse environmental impacts and should not be susceptible to adverse environmental impacts from pollution sources nearby.*

2.9 *The Proposed Development should not cause, directly or indirectly, the surrounding areas to be susceptible to adverse environmental impacts and should not be susceptible to adverse environmental impacts from pollution sources nearby including heavily trafficked road; otherwise adequate environmental mitigation, monitoring and audit measures must be provided.*

2.10 *For "G/IC" sites covered by mature trees and vegetation or located in areas of high landscape or amenity value, the design and layout of the Proposed Development should be compatible and should blend in well with the surrounding areas. The Proposed Development should not involve extensive clearance of existing natural vegetation, adversely affect the existing natural landscape, or cause adverse visual impact on the natural environment in the surrounding areas. A master landscape plan (including a detailed survey of the existing trees, Proposals on preservation of the trees, tree transplanting, compensatory planting and, where appropriate, an indication of the proposed hard finishes of all landscape areas, slopes and retaining structures) should be submitted to the Board for consideration.*

9.4 In this regard, the following planning issues should have been fully demonstrated by PlanD before determining whether or not the former G/IC Site should be rezoned to other uses:

- Whether there truly is <u>no long-term need</u> for G/IC Uses on this former G/IC reserve;
- Whether rezoning the former G/IC Site will <u>adversely affect future provision of G/IC Facilities</u> in the District;
- Whether the rezoning for the Site is <u>incompatible with its surrounding area</u> in terms of land use, character, scale and development intensity; and
- Whether the rezoning will cause <u>adverse environmental impact</u> to the surrounding area and whether it will be susceptible to adverse environmental impacts from pollution sources nearby.

9.5 Considering the comments raised by WCDC Members, we doubt the above issues have been adequately or properly addressed. (***Section 16*** below also refers).

10. Inability To Address Community Needs For G/IC Facilities

10.1 According to MPC Paper No. 5/19, based on a planned population of about 185,000 persons in Wan Chai District, PlanD indicated that there is no shortage of major G/IC

Facilities in the Area. However, according to *Provision of Major Community Facilities in Wan Chai District* (***Attachment IX of MPC Paper No. 1/19*** refers), there is a clear deficit of "Day Care Centres/Day Care Units (Centre –base)" (deficit of 296 places); "Residential Care Homes for the Elderly ("**RCHE**") (deficit of 686 beds), and also the provision of Local Open Space (deficit of 2.6ha[1]).

10.2 In response, PlanD indicated that as advised by the Social Welfare Department ("**SWD**"), if both subvented and self-financing RCHE are included, the total number of RCHE within the District is greater that the Planned Provision. Multi-pronged approaches would be adopted to increase the residential care places for the elderly. This does not fully address community needs in regards to elderly services, as further discussed in ***Section 11 below,*** or non-population based facilities.

10.3 During consultations with WCDC on 08 May 2018 and 08 January 2019, Members had strongly indicated the District's need in the provision of G/IC Facilities. Many Members raised that Local Residents had strong demand for Open Space, performance venues, home for the elderly and a civic centre. Members opined that the Subject Site was an ideal site for meeting local needs. Nonetheless, PlanD indicated that according to Leisure and Cultural Services Department ("**LCSD**"), civic centres are planned on a District-wide basis, and the current provision of which on Hong Kong Island is considered sufficient.

10.4 In this regard, the only community facilities to be provided, located within the "C" zone, are Child Care Centre ("**CCC**") and District Health Centre ("**DHC**"). The Proposed GFA (subject to detailed design) is 1,074m^2 and 2,200m^2, respectively. This is only a mere 3.27% of the proposed GFA of the "C" zone (maximum GFA of 100,000m^2). The DHC is proposed in response to the Chief Executive's Policy Address 2017, in which one DHC would be set up in each District. In regards to the CCC, there is no population-based standard in the HKPSG. However, a WCDC Member had questioned and criticized the Government's intentions as there is no strong justification for giving priority to the provision of CCC and DHC.

10.5 As mentioned by the Chief Executive in *The Chief Executive's 2018 Policy Address*, Government has made it a policy objective to better meet the growing community demand for G/IC Facilities. However, the Amendments have clearly failed to achieve this Objective.

10.6 Recognising that land in urban areas is very scarce, land zoned for G/IC Uses is very precious to ensure that the future needs of Society are adequately provided for. "Liveability", one of underlying aims of the HK2030+, is about providing not only reasonable living space, but also supporting infrastructure and community facilities. Many community and welfare facilities are essential; with our ageing population, the demands for elderly and health care facilities are especially strong. Government cannot allow the land shortage crisis from preventing the provision of high quality and suitable community facilities.

11. Failure To Recognise Future Need For G/IC Facilities

11.1 The Government's initial assessment of future G/IC need appears to only take account of consultations with Government Departments or in response to policy directive. There is a complete absence of wider consultation with Stakeholders and the

Community (including the District Councils) and the platform provided by the current Representation process provides only limited opportunity for 2-way dialogue. This is considered 'out of step' with the CE's pledge to engage with the Public and to address the provision of Community Facilities based on Local needs. Real Public and Stakeholder engagement starts at the beginning of the process. The Government's lack of early consultation means that medium and long term G/IC Facilities that are in demand have not been identified. District Councils are effectively paralysed from engaging in the process as confusion surrounds which G/IC sites the Government is actively considering. This could have long term implications on the livability and provision of community facilities in Hong Kong in the long run.

11.2 According to MPC Papers No. 1/19 and 5/19, Government's only consideration for G/IC Facilities were *"based on the planned population for the Wan Chai District"*. And even though there were identified deficits in the provision of Day Care Centres and RCHE, they were considered not necessary by SWD.

11.3 Insufficient information has been provided by Government on the timescale and population trends being considered when an assessment of "planned growth" is undertaken. The growing elderly population will have major implications for the provision of Health, Welfare and Community Services. As indicated in the Elderly Services Programme Plan (2017) prepared by the Elderly Commission, Hong Kong will face a rapidly ageing population. According to the Hong Kong Population Projections 2015-2064, it is expected that the size of the elderly population (i.e. those aged 65 and above) will increase from 1.12 million (or 15.3% of total population) in 2015 to 2.514 million (or 30.6% of total population) in 2043, and further to 2.58 million (or 35.9% of total population) in 2064. Compared to other economies, the ageing trend in Hong Kong is expected to be amongst the fastest.

11.4 The largest age group in Hong Kong (50-59) will shift from "soon-to-be-olds" (those in their 50s) to "young-olds" (i.e. those aged above 65 and below 85) and finally to "old-olds". Assuming other factors being equal (e.g. health and socio-economic factors), the overall demand for long term care ("**LTC**") Services will rise even faster than the growth rate of the elderly population given that "old-olds" are much more likely to require care and support services. Recognising this change in demographic trends, the demand for elderly-related goods and services will keep increasing and there is a pressing need to increase Elderly Care Services in the future. In the context of Wan Chai District, the 2016 By-Census identified a median age of 44.9 for the District. As such, Wan Chai District will soon be faced with an ageing demographic in the near future.

11.5 Yet the Government opines that there is no need to provide Elderly Care Facilities where a clear deficit is already identified on the basis that, in regards to RCHE, both subvented and self-financing RCHE will put the total number above the planned provision, and that actual provision for Day Care Centres is subject to SWD consideration. There is a need to ensure that adequate land is available throughout Hong Kong to provide the necessary Services for population change in the long term. It is critically important to ensure that core Services such as Health, Welfare and Community Services are available at a neighbourhood level. G/IC Reserves are essential to meet this need.

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12. Use Of The Site For The Judiciary

12.1 It is recognised that in order to meet the long-term needs of District Court-level judicial facilities, the Subject Site is suitable for the provision of District Court, Family Court and Lands Tribunal facilities. It is also agreed that the District Courts are in line with the planning intention in respect of the former "G/IC" zone and not incompatible with the surrounding land uses.

12.2 However, Government has yet to justify the size requirements of the District Courts, apart from indicating that a total GFA of 70,000m^2 would be required by the Judiciary, and that they would not accept a District Court of reduced area which does not fully meet its functional and operational requirements. While it can be agreed that District Courts as a land use are suitable for the Subject Site, planning for a comprehensive and inclusive community should not be carried out based solely on the operational needs for a facility, but rather on the needs of the community and the carrying capacity of the Area.

13. Significant Adverse Impact On The Local Road Network And On Pedestrian Connectivity

13.1 A Traffic Review was conducted to assess the traffic impact arising from the Planned Development at the Subject Site on the surrounding road network, to review the provision of Public transport facilities and to assess the adequacy of the pedestrian facilities. According to the Traffic Review, the Planned Development will not generate unacceptable traffic impact after implementation of certain road junction improvement works.

13.2 However, the basis of this conclusion is highly questionable. Firstly, it is understood based on Government's response to WCDC Members' Queries on 04 July 2019 that traffic surveys were conducted on 9/3/2017(Thursday) and 10/3/2017 (Friday) during 08:00 – 10:00 and 17:00– 19:00. However, as indicated by the WCDC, this is not representative of the existing traffic conditions. WCDC Members have indicated that there is more traffic volume in this Area during Weekends. Moreover, Local Residents are already suffering from road blockages during major events such as horse-racing and HK Sevens World Rugby events. As the roads cannot be widened, this situation will only worsen under the Amendments with the Planned Development. These events are also not properly addressed in the Traffic Review. Not only is the Traffic Review not sufficient to gauge the true traffic conditions of the Area, the survey was conducted over <u>two years</u> prior to the gazettal of the Amendments. This is against norms where traffic survey data are valid for only <u>six months</u> for Planning Applications.

13.3 Secondly, the Traffic Review Report has assumed a Commercial Development (total GFA of 100,000m^2) to comprise of (1) Office (GFA: 42,726m^2); (2) Hotel (GFA: 44,000m^2 (approximately 630 rooms); and (3) Retail (GFA: 10,000m^2). <u>No justifications</u> were provided for the basis of this assumption except that it was supposed to represent the worst-case scenario in terms of traffic generation and was adopted as a conservative approach. This development mix results in an additional 662 parking spaces and L/UL facilities, which will generate significant traffic impact on the road network. Yet no sensitivity tests were undertaken to show that the adopted basis was indeed the worst-case scenario for all peak times.

13.4 With only GFA and BH Restrictions covered in the Amendments, the future Developer will have total flexibility on the mix of uses within the Commercial Development.

13.5 With reference to *Chapter 8: Internal Transport Provisions* of the HKPSG, It should be noted the parking provisions for Office, Hotel, and Retail are vastly different, as follows:

Use	Parking Recommendations	Loading/Unloading (L/UL) Recommendations
Retail	**1 Car Space per 200 - 300m² GFA** *(Zone 1 areas)*	**1 L/UL Bay for Goods Vehicles for every 800 to 1 200m²**, or part thereof, GFA.
Office	*For the first 15 000m² GFA:* **1 Car Space per 150 - 200m² GFA.** *Above 15 000m² GFA:* **1 Car Space per 200 - 300m² GFA.**	**1 L/UL Bay for Goods Vehicles for every 2 000 to 3 000m² or part thereof, GFA.** *For sites of at least 5 000m² net site area,* **1 picking up/ setting down Lay-by for Taxis and Private Cars for every 20 000m², or part thereof, GFA.**
Hotel	**1 Car Space per 100 Rooms**	*L/UL Bays for goods vehicles:* **0.5-1 Goods Vehicle Bay per 100 Rooms.** *Lay-by for Taxi and Private Cars:* **Min 4 (>600 rooms)** Lay-by for Single-deck Tour Buses: **Min 2-3 (300-899 Rooms)**

**Please refer to full table: Table 11: Parking Standards of Chapter 8: Internal Transport Provisions of the HKPSG for details*

13.6 In addition, Transport Department's ("**TD**") recommendation on the provision of 100 Public Parking Spaces for Private Cars and 25 Public Parking Spaces for Commercial Vehicles within the Subject Site to ease the serious illegal parking problems in Causeway Bay would result in additional traffic problems in the area exacerbated by the Planned Development under the Amendments. This is in addition to the traffic caused by 537 parking spaces and L/UL facilities ancillary to the Planned Development (TOTAL: 662 parking spaces and L/UL facilities).

13.7 According to MPC Paper No. 1/19 and 5/19, PlanD indicates that as an improvement measure to facilitate pedestrian movement, the future Developer of the Commercial Development will be required to reserve an underground opening for a possible pedestrian connection to the MTR Station, which is subject to further feasibility study. This requirement is to be incorporated in the land sale conditions. The Representer has serious doubts as to the technical feasibility and implementation of this proposal. Causeway Bay MTR Stations Exits A (Time Square) and F (Hysan Place/ Jardine's Crescent) are located approx. 320 m away from the Subject Site. It is highly questionable whether connection to Causeway Bay MTR of that magnitude is possible and highly questionable if the end result would be convenient to the Public. It is unrealistic to suggest that this "possible" connection is an improvement measure to help elevate pedestrian traffic from Causeway Bay CBD to the Subject Site.

14. Adverse Visual And Air Ventilation Impacts

Adverse Visual Impacts

14.1 As demonstrated, the development intensity and building height under the Amendments is highly inconsistent and incompatible with the surrounding character. It is contradictory to the overall height profile and massing and contextual and functional appropriateness at street level, resulting in adverse visual and spatial impacts to the surrounding environment.

14.2 PlanD opined that the Planned Development with a max BHR of 135mPD is compatible with the character of the area and would not result in significant adverse visual effects to the identified Key Public Viewing Points. However, it is evident that the Planned Development would result in substantial and perceivable adverse visual impact when considering the visual composition, obstruction, effect on Public Viewers and visual resources.

14.3 As demonstrated in the Photomontages prepared by PlanD, the Planned Development would result in major visual change due to incompatible massing, scale, height and proportion against the overall visual backdrop and character. The Planned Development would also cause significant and negative changes and blockage to the views and visual openness, resulting in substantial degradation to the condition, quality and character of the area and, impacting views of Public Viewers and the overall sky view, streetscape, townscape and Public Realm of the surrounding neighbourhood.

Adverse Air Ventilation Impacts

14.4 According to MPC Paper No. 1/19, the Air Ventilation Assessment ("**AVA**") identified that the annual prevailing wind in the local area is east, east-northeast and northeast and the summer prevailing wind is southwest, south-southwest and south. Nonetheless, the only design features for wind enhancement include the access road along the northeast-southwest axis, the building gaps of 25m and 20m along the northwest-southeast axis and the Open Spaces. No consideration of the air ventilation conditions along Caroline Hill Road was made. Caroline Hill Road acts as a major pedestrian connection to numerous community facilities, including Hong Kong Stadium. Further improvements to the pedestrian level along Caroline Hill Road should be considered including substantial setbacks to facilitate visual, air ventilation and pedestrian permeability.

15. Adverse Impacts To Existing Trees

15.1 As previously stated, the Subject Site has a long-established function acting as a breathing space or "Green Lung" for the District. This is also reflected in the significant amount of Trees on the Subject Site (125 trees within and at the periphery of the Site), including two Old and Valuable Trees ("**OVT**"s) (OVT No. EMSD WCH/1 and OVT No. HKP-WCH/1), one Important Tree (T82), and one stonewall tree (T1) on a retaining wall of the SCAA. The OVTs are 2 out of 37 OVTs in the Wan Chai District.

15.2 It is noted that PlanD has indicated that the OVT's will be preserved in-situ in accordance with Environment, Transport and Works Bureau Technical Circular (Works) No. 29/2004 'Registration of Old and Valuable Trees, and Guidelines for their Preservation', which requires the project proponent to preserve and avoid any damage to registered tree(s) within and adjacent to the site, e.g. through establishing a tree protection zone; and that the building gaps of not less than 20 and 25m are proposed generally aligning with the OVT No. EMSD WCH/1 and OVT No. HKP-WCH/1, respectively, to facilitate air ventilation.

15.3 The Representer has serious concerns on the potential damage and future conditions of the OVTs. According to the Register of Old and Valuable Trees, OVT No. HKP-WCH/1, located abutting Leighton Road and in the "C(2)" zone, has a Crown Spread of 50m, while OVT No. EMSD WCH/1, located within the Subject Site and in the "G/IC(2)" zone, has a Crown Spread of 34m. The planned Building Gaps are vastly insufficient in providing adequate and ample room for future growth, let alone maintaining the current healthy condition of the tree(s). Furthermore, the Planned Development of such high-intensity will surely restrict any sunlight from penetrating to the OVTs, likely resulting in their deaths.

15.4 The Important Tree (T82) would most likely by affected by the planned access road and may be felled, along with approx. 59 trees which will likely be felled due to demolition works or due to being in conflict with the Planned Development and junction improvement works.

16. Considerable Public Objections To The Planned Development

16.1 WCDC was consulted three times regarding the Planned Development on the Subject Site; on 08 May 2018 and 08 January 2019 prior to MPC's Agreement being sought on the Proposed Amendments to the Approved OZP; and on 04 July 2019 during the Public Inspection period of the Draft OZP, in which a majority of the Members opposed the Amendments. On 9 April 2019, the Development, Planning and Transport Committee ("**DPTC**") of WCDC passed a motion demanding abandonment of the subject proposed Amendment item until further consultation with WCDC (together with all technical assessment reports) and the Public was conducted. On 04 July 2019, the WCDC passed a motion voicing WCDC's strong objection to the Government's current Plans for Commercial Use at the Subject Site and associated Traffic Improvement measures. They opined that there is strong contention against the traffic measures, environment and visual impacts, and the parameters of the Planned Development, which would result in serious impacts on the lives of Local Residents. WCDC strongly requested Government to include elements of community facilities, civic centre and Public Open Spaces, and to develop a new and more suitable Planned Development for WCDC's consideration and approval prior to submission to PlanD and TPB.

16.2 At the WCDC Meeting on 04 July 2019, a majority of the WCDC Members were disappointed and aggravated that PlanD had not taken their comments and objections seriously during the previous two consultation meetings. WCDC Members gravely objected to the Amendments on numerous grounds, including opposing Commercial Development at the Subject Site, adverse traffic impacts on the surroundings, neglecting Public views, and on the provision of the suggested Commercial facilities. Some Members considered that Commercial Development should not be provided on the Subject Site and some Members considered that more G/IC facilities, e.g. civic centre and "Residential Care Home for the Elderly ("**RCHE**") should be provided.

16.3 The TPB is urged to give due weight to the concerns of locally affected Stakeholders including the Representer, and to the views of WCDC Members.

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REPRESENTER'S OWN INTEREST ALSO PREJUDICED

17. The Representer's Site is located southwest to the Subject Site on the opposite side of Caroline Hill Road. The Representer's Site is located within a "Residential (Group B)" ("**R(B)**") zone on the Draft OZP, subject to a BHR of 100mPD. Similar to other Residential Developments abutting Caroline Hill Road, the Representer's Permitted Residential Development is subject to the same potential visual, air ventilation, environmental and traffic considerations as is any development under the Amendments.

18. The Representer recognises that Hong Kong faces a pressing land shortage problem, affecting not only our economic prospects and Hong Kong's role as Asia's World City, but also importantly the liveability of the City for its Residents. In this regard, the Representer acknowledges that in order to ensure the sustainable development of Hong Kong, there is a need to make better use of existing land resources. The Subject Site has been underutilized and consideration should be given to an optimum land use mix. While the Representer is not against development on the Subject Site, a development that is appropriate in terms of land use compatibility, urban design, environmental considerations, infrastructural capacity, and public aspirations should be considered. Being a former G/IC zone, the need for Community provisions now or as a G/IC reserve in the future are also a major considerations that should not be overlooked under the Amendments.

19. Like other Local Residents of this Neighbourhood, the Representer has serious concerns on the adverse and detrimental impacts to the Area of development under the Amendments, specifically, overcrowding in the area, visual, air ventilation, environmental and traffic impacts along Caroline Hill Road. The high-intensity of the Planned Development being of much larger scale and building grain than the surroundings, will result in an overpowering and incompatible development. Such large bulk will create a large wall effect along Caroline Hill Road. Together with the natural topography of Caroline Hill, the Representer's Site will be the victim of a major canyon effect. The Representer is extremely concerned on the dwarfing and overshadowing by the Planned Development on the surrounding Neighbourhood. Blockage of sunlight and air ventilation will be to the detriment of Local Residents. Improvements to the pedestrian level along Caroline Hill Road must be considered including substantial setbacks to facilitate visual, air ventilation and pedestrian permeability.

20. With Government paying lip service to Community provisions on this occasion, the Representer is of the view that Government is being opportunistic in a land grab for money making CBD type development in an otherwise peaceful Residential / G/IC Neighbourhood, which deserves more/better consideration.

PROPOSED REMEDY OF THE REPRESENTER BOTH IN SOCIETY'S INTEREST AND TO MITIGATE THE ADVERSE IMPACT ON THE REPRESENTER'S SITE

21. In light of the above, the Proposed Remedy to this Objection is to rezone the Subject Site solely for "G/IC" Use at a lower development intensity that respects the surrounding neighbourhood character. As indicated in Para. 18 above, the Representer recognizes that there is a need to make better use of existing land resources, and as such, the Representer is not against development on the Subject Site. However, any development must be appropriate in terms of land use compatibility,

urban design, environmental considerations, landscape value, infrastructural capacity, and Public aspirations.

22. A Land Use Planning, Design and Technical Feasibility Study, with thorough Public Engagement, should be conducted. The Representer opines that Government should thoroughly and comprehensively assess and propose a zoning amendment that would allow development with societal benefit and more positive impacts in planning, urban design and environmental terms and without massive adverse traffic impact which seems to have been "swept under the carpet". Key considerations should include, but not be limited to:

- Whether the proposed GFA allocation amongst various uses is justified with proper consideration given to Societal Needs.
- How the future development could be suitably integrated within the established Caroline Hill Neighbourhood.
- Development Intensity and Building Height that is more in line with existing surrounding uses.
- Whether the proposed uses are compatible with the existing uses within the Neighbourhood.
- How to ensure that visual corridors and enhanced building gaps and air paths for air ventilation and light penetration are incorporated within the future development.
- Whether the traffic generation of the future development is within the carrying capacity of the surrounding road network.
- Whether the planning controls can indeed preserve the OVTs as per the objective.
- A more comprehensive layout with consideration of and integration with surrounding sites. The GFA allocation and careful design and disposition of building blocks can create better connectivity and more Open Space for the Community.
- How to ensure that the pedestrian environment is enhanced and is convenient to pedestrians.

23. However, should Government / TPB consider that expansion of the Causeway Bay CBD is an absolute NECESSITY (albeit this Representation has outlined the negatives of such a Planning Intention), then "***call a Spade a Spade***". Government's arrogance and mis-portrayal of its true intentions by dressing up the matter as if trying to outsmart the Public by ignoring local concerns is unacceptable. PlanD should conduct a wider, longer and more in depth Consultancy Study on the Feasibility of the Expansion of Causeway Bay CBD into Caroline Hill that can properly determine the feasibility of commercial development at the Subject Site in consideration of other alternatives and demonstrate why the preferred option is desirable in Planning terms. Proper and wider Public Engagement should be part of this process.

24. The Representer opines that there is a need to maintain the Site for Community Facilities serving the Neighbourhood. This Representer does not object to the fact there is a need for Judiciary Facilities in Hong Kong, and accepts that such Facilities are not an incompatible use with the surrounding context. However, it should be further substantiated in terms of the scale of development required for the judiciary against the carrying capacity of the Subject Site in the context of its surrounding neighbourhood.

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25. In arriving at the development intensity, Government / TPB should refer to the existing Building Heights and development intensity on the Site and the long-established function of the Site as a breathing space or "Green Lung" next to the highly developed Causeway Bay CBD area. This is the normal practice of the TPB in considering rezoning any G/IC site, i.e. to consider the "Green Lung" function of a G/IC site.

26. Furthermore, substantial setbacks along both sides of the Subject Site abutting Caroline Hill Road should be provided to facilitate visual, air ventilation and pedestrian permeability. This requirement should be included into the Statutory Notes of the OZP to ensure compliance during the Detailed Design Stage.

27. Should the Proposed Remedy be agreed to by the TPB, this Representation will be withdrawn.

The Representer strongly urges Government to take this opportunity to reflect on the current social climate. The repeated failure of Government in conducting adequate Public Consultation has cause major societal turmoil, as demonstrated in the recent handling of the *Fugitive Offenders and Mutual Legal Assistance in Criminal Matters Legislation (Amendment) Bill* ("Extradition Bill"). This trend and attitude must end to safeguard the livelihood of Hong Kong's Residents. Government must listen to Public views to avoid a microcosm of social unrest in the Wan Chai District and Caroline Hill Residential area. The Representer sincerely trusts that this Representation to the TPB will caution Government to stop ignoring Public concern or it is likely that Government will face a Public backlash from this Neighbourhood. If this Representation is not upheld, the matter will be brought to media attention for further investigation into Government's inappropriate real intentions for this Site.

The Representer thanks you for your attention and trusts that the TPB will fully consider all matters raised with a view to adopting the Proposed Remedy of the Representer in the context of the negative implications for their Site, but also importantly in the **Societal Interest**. Should you have any queries, please do not hesitate to contact the undersigned, Ms. Cindy Tsang, or Mr. Vincent Lau.

Yours faithfully
FOR AND ON BEHALF OF
TOWNLAND CONSULTANTS LIMITED

K. R. Seddon
Chief Executive Officer

KRS/CT/VIN/yv

cc Client
Wan Chai District Council - wcdcadm@wcdc.had.gov.hk

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Edited by:	Cindy Tsang	
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File Ref:	CHRWHK/3	
Date:	24 July 2019	

tpbpd

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主旨: REPRESENTATION IN RESPECT OF THE DRAFT WONG NAI CHUNG OUTLINE ZONING PLAN NO. S/H7/20
附件: 01.pdf

Dear Town Planning Board,

Please find attached a Representation Letter for the Captioned for your information. The hard copy of the Representation Letter together with the Application Form and Authorization Letter will be delivered to the TPB Secretariat.

Feel free to contact us should you have any queries,

Kind Regards,

Keren R Seddon
Chief Executive Officer

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Our Reference: CHRWHK/3/VIN/01
Date: 24 July 2019

The Secretary, Town Planning Board

c/o Planning Department
15/F North Point Government Offices
333 Java Road, North Point, HONG KONG

Dear Sir / Madam

SECTION 6(1) REPRESENTATION
TOWN PLANNING ORDINANCE (CHAPTER 131)

REPRESENTATION IN RESPECT OF THE
DRAFT WONG NAI CHUNG OUTLINE ZONING PLAN NO. S/H7/20

We are hereby instructed by Best Epoch Holdings Limited (the "**Representer**") to submit this Representation to Amendment Items A and B of the Draft Wong Nai Chung Outline Zoning Plan ("**OZP**") No. S/H7/20 ("**Draft OZP**") and associated Amendments to the Statutory Notes of the OZP under Section 6(1) of the Town Planning Ordinance (the "**Ordinance**").

The Representer wishes to lodge their **STRONG OBJECTION** to the Amendments on several grounds, which we outline in this letter. We respectfully urge the Town Planning Board ("**TPB**") to fully consider their reasons for objecting and to give due consideration to their proposed Remedy.

1. OVERVIEW

1.1 On 03 May 2019, the Metro Planning Committee ("**MPC**") of the TPB decided to agree to the Proposed Amendments to the Approved Wong Nai Chung OZP No. S/H7/19 ("**Approved OZP**") as well as to the associated revisions to the Statutory Notes and the Explanatory Statement ("**ES**") of the Approved OZP. The Proposed Amendments are to facilitate the District Court and Commercial Development at the Site at the junction of Caroline Hill Road and Leighton Road (the "**Subject Site**" / the "**CHR Site**"). This is the Second MPC Meeting in which MPC Member's agreement to the Proposed Amendments were sought. The First MPC Meeting was held on 08 March 2019, where after deliberations MPC Members decided to defer a decision and requested the Planning Department ("**PlanD**") to provide more information for the MPC's consideration.

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1.2 The Draft OZP showing the Amendments has been exhibited under Section 5 of the Ordinance for Public inspection for a period of two months from 24 May 2019 to 24 July 2019.

1.3 This Representation is made with regard to:

I. Amendments to Matters shown on the Plan

*Item A – Rezoning of the northern and eastern part of the Caroline Hill Road (CHR) Site fronting Leighton Road from "Other Specified Uses" annotated "Sports and Recreation Club" ("**OU (SRC)**") and "Government, Institution or Community" ("**G/IC**") to "Commercial (2)" ("**C(2)**") with revision to the maximum building height from 2 storeys and 3 storeys to 135mPD.*

*Item B – Rezoning of the southern part of the CHR Site from "G/IC" to "**G/IC(2)**" with revision to the maximum building height from 3 storeys to 135mPD.*

II. Amendments to the Notes of the Plan

(a) Revision to the Remarks of the Notes for the "C" zone to stipulate the restriction on gross floor area and the requirements regarding the provision of Government, institution or community facilities and a Public Open Space for the "C(2)" sub-zone.

(b) Revision to the Remarks of the Notes for the "G/IC" zone to stipulate the restriction on gross floor area for the "G/IC(2)" sub-zone.

Planning History

1.4 The Subject Site (approx. 2.66 hectares) was formerly occupied by the Electrical and Mechanical Services Department ("**EMSD**") Headquarters, the Civil Aid Service ("**CAS**") Headquarters, the Post Office Recreation Club and the PCCW Recreation Club. The uses have since been vacated.

1.5 The ex-EMSD Headquarters and ex-CAS Headquarters were formerly zoned "G/IC" on the Approved OZP, subject to a Building Height Restriction ("**BHR**") of three storeys. The Planning Intention in respect of the "G/IC" zone is "*primarily for the provision of Government, institution or community facilities serving the needs of the Local Residents and/or a wider District, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.*"

1.6 The ex-Post Office Recreation Club and the PCCW Recreation Club were formerly zoned "OU(SRC)" on the Approved OZP, where two portions of this Zone were subject to a BHR of 2 storeys. The Planning Intention in respect of the "OU(SRC)" zone is "*primarily to provide/reserve land for sports and recreation club uses.*"

1.7 The majority of the Developments within the Subject Site are low-rise in nature, while the ex-EMSD Headquarters and ex-CAS Headquarters are approx. 11 storeys.

1.8 Over the years, the surrounding neighbourhoods have developed organically around the long-standing "G/IC" site which acts as a "Green Lung" accorded by former uses on the Subject Site.

1.9 In 2006, PlanD had proposed to rezone the Subject Site to "Comprehensive Development Area" ("**CDA**") to facilitate a Commercial and Residential Development with a maximum total GFA of 90,000m^2, a Public Transport Terminus ("**PTT**") of 11,380m^2, and Public Open Space of 11,500m^2 ("**2006 Scheme**"). The MPC considered PlanD's Proposal on 17 February 2006, but the Proposal was subsequently withheld by the Government. Nonetheless, it should be noted that a Planning Brief was prepared to provide guidance for the future Development of the Site.

Statutory Planning Context

1.10 On 8 March 2019, PlanD sought MPC's agreement to the Proposed Amendments to facilitate the District Court and Commercial Development ("**Planned Development**") at the Subject Site. At the MPC Meeting, Members decided to defer a decision on the Proposed Amendments to the OZP and requested PlanD to provide more information on (i) justifications for the locations of the District Court and Commercial Development; (ii) block disposition in connection with the locations of the Public Open Space; (iii) pedestrian connectivity within and outside the CHR Site and (iv) Government's priority of providing various social welfare facilities at the commercial site. On 03 May 2019, the MPC further considered the Proposed Amendments and Further Information in Response to MPC Members' Concerns, and decided to agree to the Proposed Amendments.

Consultation with Wan Chai District Council

1.11 Wan Chai District Council ("**WCDC**") was consulted three times on the Planned Development on the Subject Site; on 08 May 2018 and 08 January 2019 prior to MPC's Agreement being sought on the Proposed Amendments to the Approved OZP; and on 04 July 2019 during the Public Inspection period of the Draft OZP. **STRONG OBJECTIONS** were raised each time by WCDC Members.

Nature of Objection

1.12 The nature and reasons for the Objection are detailed in this Letter and summarised below.

Planning, Urban Design, Environmental Aspects And Societal Needs.

- **It is not necessary to develop the Site for Commercial Development.** This would irrevocably change the existing character of a relatively quiet neighbourhood mainly comprised of Residential and G/IC Uses, which is vastly different from the commercial business area of Causeway Bay. Why is there a need to extend the commercial business area in this manner? There is a **lack of justification for additional Commercial Use** in this location.

- Commercial Development is **not in keeping with the land use character of the locality**, resulting in a Commercial Development at odds both physically and in terms of land use with the Residential and G/IC cluster in which the Site is located.

- The Planned Open Space as part of the Commercial Development is **not sufficient to address a demonstrable deficit in Local Open Space** in the District and will result in a secluded and not-easily accessible location, undermining the objective of providing quality Open Space to enhance the liveability of the neighbourhood.

- The **Development intensity and building height under the Amendments are highly unsuitable, inconsistent and incompatible** with the surrounding land use character.

- The High-Density Development will result in **negative implications for both urban design and land use character.**

- There is **insufficient justification for the rezoning of the former "G/IC" zone for Commercial Use.** There is a need to fully demonstrate that the main planning criteria under TPB PG-NO. 16 have been met.

- The Planned Development is **unable to address pressing community needs for G/IC facilities** and has **failed to recognise the future need for G/IC facilities.**

- The Planned Development will result in **significant adverse visual and air ventilation impacts, and adverse impact on the local road network and on pedestrian connectivity.**

- There have been **considerable Public Objections to the Planned Development**, which have not yet been addressed.

Representer's Own Interest Also Prejudiced

1.13 The Representer's Site is located southwest of the Subject Site opposite Caroline Hill Road. The Representer's Site is located within a "Residential (Group B)" ("**R(B)**") zone on the Draft OZP, subject to a BHR of 100mPD. Similar to other Residential Developments abutting Caroline Hill Road, the Representer's permitted residential development is subject to the same potential visual, air ventilation, environmental and traffic considerations as is any development under the Amendments.

1.14 This Letter will clearly demonstrate that the Amendments in respect of the Subject Site will result in Development that will adversely impact on the Representer's own Site immediately opposite which can now be crowded and dwarfed and severely impacted on by the development of the Subject Site, and <u>importantly</u> it will clearly demonstrate that the Amendments will give rise to Development that is highly inappropriate to the local neighbourhood.

TOWNLAND

Our Reference: CHRWHK/3/VIN/01
Date: 24 July 2019

Town Planning Board

PLANNING, URBAN DESIGN, ENVIRONMENTAL ASPECTS AND SOCIETAL NEEDS

2. Lack Of Justification For Commercial Use

2.1 According to MPC Paper No. 1/19, the Amendments are in response to *The 2017-18 Budget*, which indicates that to maintain Hong Kong's status as an International Financial Centre, it is necessary to ensure a continual supply of office space, especially Grade A office space. In this regard, a Commercial Development including Office, Hotel, and Retail uses of approx. 100,000m^2 is planned under Amendment Item A.

2.2 While it can be agreed that Hong Kong faces a land shortage problem in addressing the range of land uses, including sufficient economic land in order to drive sustainable Development and improve the competitiveness of Hong Kong, the Subject Site is not an appropriate solution space in terms of land use compatibility, urban design, environmental considerations and/or infrastructural capacity. Premature rezoning of this Site as represented by the Amendments to meet a blanket policy will only lead to unsustainable planning, a permanent undesirable interface and Societal Loss.

2.3 The overall core commercial and business area of Causeway Bay is well developed. However, many buildings are also aged. Rather than focussing Development efforts outside the known limits of the Core Business Area, Government should encourage urban renewal and redevelopment efforts to increase commercial floor space supply within the Core Business Area, e.g. through policy or financial incentives. There are many large clusters of old buildings in Causeway bay (i.e. areas bounded by Percival Street and Yun Ping Street) that could be comprehensively planned to support further economic Development in Causeway Bay. This is also in line with Government's objectives for urban renewal and regeneration.

2.4 At the same time, Hong Kong (and Causeway Bay in particular) is consistently home to some of the highest office space rentals in the World. With increasing rental rates in the Traditional Central Business Districts ("**CBD**"), less affordable users are being forced to move to Non-CBD Grade A Offices, resulting in decrease in office demand in traditional CBDs and office decentralisation. Therefore, it should also be recognised that the provision of Grade A offices should not be restricted to traditional CBDs (i.e. Sheung Wan, Central, Wan Chai, Causeway Bay and Tsim Sha Tsui), but should also take into account emerging but well sought after Business Areas, including East Kowloon CBD2 (i.e. Kai Tak Development and Kowloon Bay and Kwun Tong Business Areas); Secondary Business Nodes in North Point/Quarry Bay/Tai Koo; the emerging office and business node in Wong Chuk Hang; Government's Lantau Tomorrow Vision to establish a new CBD3 at the East Lantau Metropolis (ELM), a new and smart platform for office and business development; as well as other strategic nodes near cross boundary links.

2.5 According to the "*Review of Land Requirement for Grade A Offices, Business and Industrial Uses*" commissioned by PlanD in April 2014 to support the review of the Territorial Development Strategy for Hong Kong (i.e. Hong Kong 2030+), in terms of the provision of Grade A offices, the distinction between CBD and Non-CBD Grade A Offices floor space is to a certain extent inter-changeable, depending largely on rental values under market conditions.

2.6 Thus, rather than increasing land for Grade A Office Space in Causeway Bay through a confused expansion of the known commercial limits into a traditionally residential/ G/IC area, emphasis should be placed in (i) redevelopment of aged building stock within the existing commercial area; or (ii) development in new strategic growth areas that provide sufficient amount of land for comprehensive development (i.e. the formation of a new CBD and development of clusters for business activities to foster synergy and agglomeration effect.)

3. Subject Site Not Suitable For Commercial Development

3.1 As indicated in MPC Paper No. 1/19, PlanD opines that the Subject Site is located at the fringe of the Core Business Area of Causeway Bay and that the Subject Site abutting, as it does, Leighton Road, is compatible with other Commercial Developments across Leighton Road.

3.2 It is argued that the commercial fringe of the Causeway Bay CBD lies to the northwest of Leighton Road and that Leighton Road (a 4-lane road) acts as a traditional physical boundary between the "Causeway Bay" CBD and the "Leighton Hill and Caroline Hill" Residential Areas. Not only is this evident in the vast differences in character (as further substantiated in ***Section 4*** below), this is also reflective of the Causeway Bay Focus Area as defined under the "*Study on Planning for Pedestrians*" completed by PlanD in 2006, which defined the Pedestrian Plan Area by Gloucester Road to the north and east, by Canal Road east to the west, and by Leighton Road to the south.

3.3 The Leighton Hill and Caroline Hill Areas are relatively quiet neighbourhoods mainly comprised of Residential and G/IC Uses. This is vastly different from the Causeway Bay CBD on the opposite side of Leighton Road, which consists of high-density Commercial Uses and high business traffic.

3.4 Accordingly, during the MPC Meeting on 17 February 2006, one Member asked whether the whole Site could be developed for pure residential use in order to capture the tranquil atmosphere of the neighbourhood primarily comprising school, residential, and Government, Institution and Community Uses.

3.5 Rather than unnecessarily extending the commercial fringe into the Caroline Hill Neighbourhood, the Subject Site should be developed for Public Community Facilities to complement the Local Community and to act as a buffer to screen off traffic nuisance from Leighton Road. Where large pieces of community spaces are at such a premium in the existing urban areas, the unnecessary development of high-rise Commercial Uses that are better accommodated elsewhere cannot be justified.

4. Not In Keeping With The Land Use Character Of The Locality

4.1 The Subject Site is located in a predominantly Residential Area mainly surrounded by G/IC Uses. Caroline Hill is home to one of the major G/IC and Recreational clusters in the Wan Chai District, providing community and recreational facilities to Local Residents and the wider District, with the following located in close proximity to the Subject Site:

G/IC Facilities

- St. Paul's Convent
- St. Paul's Convent School and Kindergarten
- St. Paul's Hospital
- Po Leung Kuk, Po Leung Kuk Kwok Law Kwai Chun Children Services Building and Vickwood K.T. Chong Building, and Po Leung Kuk Silver Exchange Society Pershing Tsang School
- HKU Space Po Leung Kuk Stanley Ho Community College
- Christ the King Chapel
- Olympic House
- St John Ambulance Brigade Hong Kong Island Command Headquarters
- St Mary's Church (Episcopal)
- Hotung Secondary School
- Hennessy Road Government Primary School (Causeway Bay)
- Shing Kwong Church
- Sheng Kung Hui Kindergarten
- Sir Ellis Kadoorie (S) Primary School
- Buddhist Wong Fung Ling College & Buddhist Wong Cheuk Um Primary School
- The Hong Kong Buddhist Association Children & Youth Centre
- Tung Wah Eastern Hospital
- Confucius Hall Secondary School

Recreational Facilities

- South China Athletic Association Stadium
- Disciplined Services Sports and Recreation Club and Sports Ground
- So Kon Po Recreation Ground
- Indian Recreation Club
- Hong Kong Stadium

4.2 The Subject Site has traditionally been part of the breathing space abutting the highly urbanised District of Causeway Bay and is highly valued by the community. In fact, the provision of low-rise G/IC Use entirely on the Subject Site is highly compatible with the existing urban fabric. G/IC Use will be more suitable with the other G/IC and Recreational Uses provided in close proximity and will strengthen and enhance the overall provision of Community Services to Local Residents and the wider District. Indeed, the fact that a strong clustering and synergic effect demonstrates that the uses are compatible and complementary to each other.

4.3 Should the Subject Site be used partly for Commercial Development, the result would be a Commercial Development at odds physically and in terms of land use with the surrounding Residential and G/IC cluster.

4.4 It should also be noted that more developable land is needed not only to support a still growing population, but also to ensure a quality living environment. Government must ensure that other wider considerations and balancing of needs are taken into consideration when planning for such a rare and valuable Site in this District.

4.5 In "*Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030*" ("**HK2030+**"), a long-term planning framework that will guide Hong Kong's city planning, land and infrastructure development, and shape Hong Kong's built environment beyond 2030, emphasis is placed on the importance of enhancing liveability in promoting the health, well-being and the quality living environment of Hong Kong People. There is a stronger focus on quality of life and tackling the challenge of enhancing liveability in the high-density urban context of Hong Kong.

4.6 One of the Government's objectives or "Building Blocks" in the 2030+ is to achieve Planning for a Liveable High-density City, through reinventing Public Space and enhancing Public Facilities. It recognises that there is also a need to improve certain G/IC Facility provisions, and to cater for changing demographics (e.g. neighbourhood elderly care facilities), all helping uplift the liveability of the City. As a further step forward, Government's objective is to expand Public Spaces when opportunities arise in the course of revitalisation/redevelopment in the densely populated urban core, and to set aside more areas for Public Space in New Development Areas. (***Public Engagement Booklet of HK2030+*** refers).

5. Overall Lack Of Open Space To Meet Local Needs

5.1 According to MPC Paper No. 1/19, while there may be an overall surplus of Open Space provision in the Wan Chai District, there will be a deficit of about 2.7ha[1] of Local Open Space. This is notwithstanding recommendations in HK2030+ to further increase the provision of Open Space per person. As part of the Planned Commercial Development, a Public Open Space of not less than 6,000m^2 has been incorporated within the "C(2)" Site at the southeast corner of the Subject Site to serve as a Local Open Space for the Core Business Area and the adjacent Residential Developments. With a remaining deficit of 2.1ha of Local Open Space, it is evident that this planned provision is not sufficient to address the deficit in Local Open Space.

5.2 Furthermore, the planned 6,000m^2 of Local Open Space is to be provided in a secluded and not-easily accessible location due to the District Court's design requirement. This is an unacceptable justification and undermines Local Residents' rights on the provision of quality Open Space, a key measure in enhancing liveability in the high-density urban context of Hong Kong. Moreover, the Planned Local Open Space has limited opportunities to facilitate pedestrian movement. During the MPC Meeting held on 08 March 2019, a MPC Member reiterated that "consideration should be given to enhance the connection to the Open Space network within the District to facilitate pedestrian circulation and accessibility." This has yet to be addressed in respect of the current intentions under the Amendments.

5.3 While there is a surplus in District Open Space (facilities for the core activities and for passive recreation to meet the needs of a District population (as defined under HKPSG)) in Wan Chai District (mainly due to provision provided by Victoria Park), it is inappropriate to compensate for Local Open Space (more passive in nature and providing sitting-out areas and children's playgrounds to serve the neighbourhood population (as defined under HKPSG)).

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[1] *It is noted that there is a discrepancy from MPC Paper No. 1/19, which states there is a deficit of about 2.7 ha of Local Open Space; while Appendix IX of MPC Paper No. 1/19, indicates a deficit of 2.60 ha in Local Open Space.*

5.4 While it is recognised that the former zoning on the Subject Site was not for the provision of outdoor open-air Public Space. It did, however, in part provide recreational facilities for specified uses, whilst the low-rise Developments also acted as a "breathing space/ buffer" or "Green Lung" and spatial and visual relief from the urban environment of Causeway Bay CBD. This concept should be maintained for any future Development on the Subject Site.

6. Unsuitable Development Intensity And Scale For The Subject Site

6.1 The Subject Site is proposed to be developed for Commercial Development and District Court Development subject a maximum GFA of 100,000m^2 and 70,000m^2 respectively. This equates to a Plot Ratio of about 11.17 and about 6.6 respectively. PlanD has indicated that the proposed development intensity of the Subject Site is proposed with due regard to the carrying capacity of the local road network.

6.2 The current proposed development intensity of 11.17 and 6.6 is severely excessive when compared to the low to medium-density residential and community facilities in the Caroline Hill Area. The existing uses on the Subject Site were low-density Developments that acted as a major breathing space or "Green Lung" for the wider District. While it is recognised the need to increase Development intensity where planning and design considerations permit, the key consideration should emphasise quality of life and tackling the challenge of enhancing liveability in the high-density urban context of Hong Kong. In this regard, suitable Development intensity, comparable to the surrounding site context, should be considered. The Planned Development is out of character and lacks the proportionate relationship with human scale. In addition, the Planned Commercial Development will result in severe adverse traffic impacts on the surrounding road network.

6.3 It is noted that the 2006 Scheme (Commercial and Residential Development with a maximum total GFA of 90,000m^2) was proposed taking into account the "*Hong Kong 2030: Planning Vision and Strategy*" Study which was in favour of less intensive development with the existing densely developed area. The 2006 Scheme adopted an overall Plot Ratio of 3.8 (including PTT). During the MPC Meeting on 17 February 2006, a Member commented that the proposed plot ratio of 3.4 or 3.8 (including the proposed PTT) was an appropriate Development intensity within the existing densely developed area.

7. Inconsistent With The Building Height Profile Of The Area

7.1 While the BHR of 135mPD under the Amendments maybe in line with the newly imposed BHR on Causeway Bay CBD (vis the Approved Causeway Bay OZP), it is in fact highly incompatible and inconsistent with the building height profile of Caroline Hill. It should be noted that the existing zoning imposes a BHR of 2 and 3 storeys on the Subject Site. While it is agreed that the existing BHR may not allow for the Subject Site to be fully utilized, the proposed BHR is grossly mismatched and inappropriate for the Area.

7.2 As indicated in ***Section 4***, the neighbourhood is characterised as a relatively quiet neighbourhoods mainly comprised of Residential and G/IC Uses. This is also reflective in the predominantly medium-density medium-rise Residential Development and low to medium-rise Community Facilities. This is clearly reflected in the adjacent SCAA

Development, partly subject to a BHR of 7 storeys, and other G/IC Uses that are mainly subject to BHR ranging from 1 to 10 storeys. A high-density Development, regardless of use, will be out of character in this location and could lead to an overall increase in building height over time, eroding the quiet neighbourhood context over time.

7.3 With reference to Chapter 11 - Urban Design Guidelines ("**UDG**") of the *Hong Kong Planning Standards and Guidelines* ("**HKPSG**"), it is noted that Development height should enhance the District character of specific localities, retain characteristic mountain backdrop and respect the character of neighbourhood. Relief and diversity in height and massing of Developments should be provided in different localities. Low-rise and low-density areas should be preserved to enhance diversity in the urban core (***Para 6.2.8 of the Ch. 11 of the HKPSG*** refers). None of these Guidelines support the proposed BHRs on the Subject Site.

8. High-Density Commercial Development Will Have Negative Implications For Both Urban Design And Land Use Character

8.1 With reference to the "*Hong Kong Planning Standards and Guidelines*" ("**HKPSG**"), "General Urban Design Considerations" set out in Chapter 11 - Urban Design Guidelines ("**UDG**") of the HKPSG are used in assessing the urban design implications of planning and development proposals. Considerations are made at the Macro-, Intermediate-, and Micro- level, covering, *inter alia*, location suitability, relationship with the visual corridors, impact on penetration of light and air, compatibility with street pattern, compatibility with overall height profile and massing, impact on the surroundings, contextual and functional appropriateness at street level, contribution to pedestrian-friendly environment, human scale and quality enhancement, and creation of spatial feeling. The Representer raises serious doubt as to whether these considerations were properly taken into account in arriving at the Parameters of the Planned Development under the Amendments. Certainly the Photomontages included in MPC Papers No. 1/19 and 5/19 show an overbearing design that is completely incompatible with its neighbours, and without human scale or spatial relationship to its surroundings.

8.2 The Planned Development under the Amendments on the Subject Site will only result in negative impacts in the urban design context, including:

- The Amendments create a major "C" zone protruding into the G/IC Cluster, undermining the integrity of the Residential and G/IC Neighbourhood. An extension of the Causeway CBD has not been demonstrated to be needed or to be appropriate in this location.
- Portions of the Site will likely be closed off to the Public, resulting in reduced space in the Public Realm and reduced connectivity.
- It is likely that Developers of the Commercial Site will maximise the Development potential allowable in order to optimise profitability. Such Development intensity would result in significant adverse change to the Caroline Hill neighbourhood character.
- The Developers of the Commercial Development may also limit the opportunities to create visual and air corridors through the Subject Site. Basic legal requirements (i.e. provision of a 25m building gap) do not necessarily reflect a satisfactory layout.

- The building blocks of the "C" zone, built at high development intensity, will cause obstructions and affect the visual openness of the Subject Site, which will adversely affect the visual amenity of the Neighbourhood.
- The Commercial Development is not compatible with G/IC developments in the immediate surroundings and will erode the existing low- to medium-rise character.
- Commercial Development will attract and generate more traffic to the area. The additional traffic will exacerbate the already high traffic volumes in the Area. Traffic fumes and noise generated by the traffic will also result in degradation to the pedestrian environment of the area.
- Provision of Open Space in a Private Commercial Development will seriously limit any contribution to the Public.
- Any potential enhancement to the Public Realm will be subject to the Developer's intent and is likely to be diminished.

8.3 Based on the above, it is clearly evident that (i) Commercial Use and (ii) the planned development intensity are **inappropriate** and **unsuitable** for the Subject Site.

9. Insufficient Justifications On The Rezoning Of "G/IC" Zone For Commercial Use

9.1 It should be noted that Amendment Item A results in a loss of approx. 0.84 ha of "G/IC" on the Subject Site.

9.2 According to the "*Town Planning Board Guidelines for Application for Development/ Redevelopment within "Government, Institution or Community" Zone for Uses Other than Government, Institution or Community Uses under Section 16 of the Town Planning Ordinance*" ("**TPB PG-No. 16**"), "the Board might consider rezoning the site to an appropriate zoning if the proponent could demonstrate that all the planning criteria have been met. Through zoning amendment to the relevant statutory plan, members of the Public would be informed of the change in planning intention, and an opportunity could be provided for the Public to comment on the zoning amendments and lodge objections for the consideration of the Board under the provisions of the Ordinance" (***Para. 1.6 of the TPB PG-No. 16*** refers).

9.3 In this regard, the main planning criteria to be met are also applicable in this instance, but Government has not to date demonstrated that the planning criteria of the TPB Guidelines have been met. The relevant planning criteria are as follows:

2.1(a)ii there is adequate provision of other G/IC facilities in the District, or the application site is not suitable for other G/IC facilities;

2.1 (b) in the case of an undesignated "G/IC" site, the application site is no longer required to be reserved for any G/IC uses;

2.1 (c) the Proposed Development/ redevelopment would not adversely affect the provision of G/IC facilities in the District on a long-term basis.

2.3 The Proposed Development should be compatible in land-use terms with the G/IC uses on the site, if any, and with the surrounding areas.

2.4 The scale and intensity of the Proposed Development should be in keeping with that of the adjacent area.

2.5 The scale and design of the Proposed Development should have regard to the character and massing of the building in the surrounding areas and should not cause significant adverse visual impact on the townscape of the area.

2.8 The Proposed Development should not cause, directly or indirectly, the surrounding areas to be susceptible to adverse environmental impacts and should not be susceptible to adverse environmental impacts from pollution sources nearby.

2.9 The Proposed Development should not cause, directly or indirectly, the surrounding areas to be susceptible to adverse environmental impacts and should not be susceptible to adverse environmental impacts from pollution sources nearby including heavily trafficked road; otherwise adequate environmental mitigation, monitoring and audit measures must be provided.

2.10 For "G/IC" sites covered by mature trees and vegetation or located in areas of high landscape or amenity value, the design and layout of the Proposed Development should be compatible and should blend in well with the surrounding areas. The Proposed Development should not involve extensive clearance of existing natural vegetation, adversely affect the existing natural landscape, or cause adverse visual impact on the natural environment in the surrounding areas. A master landscape plan (including a detailed survey of the existing trees, Proposals on preservation of the trees, tree transplanting, compensatory planting and, where appropriate, an indication of the proposed hard finishes of all landscape areas, slopes and retaining structures) should be submitted to the Board for consideration.

9.4 In this regard, the following planning issues should have been fully demonstrated by PlanD before determining whether or not the former G/IC Site should be rezoned to other uses:

- Whether there truly is <u>no long-term need</u> for G/IC Uses on this former G/IC reserve;
- Whether rezoning the former G/IC Site will <u>adversely affect future provision of G/IC Facilities</u> in the District;
- Whether the rezoning for the Site is <u>incompatible with its surrounding area</u> in terms of land use, character, scale and development intensity; and
- Whether the rezoning will cause <u>adverse environmental impact</u> to the surrounding area and whether it will be susceptible to adverse environmental impacts from pollution sources nearby.

9.5 Considering the comments raised by WCDC Members, we doubt the above issues have been adequately or properly addressed. (***Section 16*** below also refers).

10. Inability To Address Community Needs For G/IC Facilities

10.1 According to MPC Paper No. 5/19, based on a planned population of about 185,000 persons in Wan Chai District, PlanD indicated that there is no shortage of major G/IC

Facilities in the Area. However, according to *Provision of Major Community Facilities in Wan Chai District* (***Attachment IX of MPC Paper No. 1/19*** refers), there is a clear deficit of "Day Care Centres/Day Care Units (Centre –base)" (deficit of 296 places); "Residential Care Homes for the Elderly ("**RCHE**") (deficit of 686 beds), and also the provision of Local Open Space (deficit of 2.6ha[1]).

10.2 In response, PlanD indicated that as advised by the Social Welfare Department ("**SWD**"), if both subvented and self-financing RCHE are included, the total number of RCHE within the District is greater that the Planned Provision. Multi-pronged approaches would be adopted to increase the residential care places for the elderly. This does not fully address community needs in regards to elderly services, as further discussed in ***Section 11 below,*** or non-population based facilities.

10.3 During consultations with WCDC on 08 May 2018 and 08 January 2019, Members had strongly indicated the District's need in the provision of G/IC Facilities. Many Members raised that Local Residents had strong demand for Open Space, performance venues, home for the elderly and a civic centre. Members opined that the Subject Site was an ideal site for meeting local needs. Nonetheless, PlanD indicated that according to Leisure and Cultural Services Department ("**LCSD**"), civic centres are planned on a District-wide basis, and the current provision of which on Hong Kong Island is considered sufficient.

10.4 In this regard, the only community facilities to be provided, located within the "C" zone, are Child Care Centre ("**CCC**") and District Health Centre ("**DHC**"). The Proposed GFA (subject to detailed design) is 1,074m^2 and 2,200m^2, respectively. This is only a mere 3.27% of the proposed GFA of the "C" zone (maximum GFA of 100,000m^2). The DHC is proposed in response to the Chief Executive's Policy Address 2017, in which one DHC would be set up in each District. In regards to the CCC, there is no population-based standard in the HKPSG. However, a WCDC Member had questioned and criticized the Government's intentions as there is no strong justification for giving priority to the provision of CCC and DHC.

10.5 As mentioned by the Chief Executive in *The Chief Executive's 2018 Policy Address*, Government has made it a policy objective to better meet the growing community demand for G/IC Facilities. However, the Amendments have clearly failed to achieve this Objective.

10.6 Recognising that land in urban areas is very scarce, land zoned for G/IC Uses is very precious to ensure that the future needs of Society are adequately provided for. "Liveability", one of underlying aims of the HK2030+, is about providing not only reasonable living space, but also supporting infrastructure and community facilities. Many community and welfare facilities are essential; with our ageing population, the demands for elderly and health care facilities are especially strong. Government cannot allow the land shortage crisis from preventing the provision of high quality and suitable community facilities.

11. Failure To Recognise Future Need For G/IC Facilities

11.1 The Government's initial assessment of future G/IC need appears to only take account of consultations with Government Departments or in response to policy directive. There is a complete absence of wider consultation with Stakeholders and the

Community (including the District Councils) and the platform provided by the current Representation process provides only limited opportunity for 2-way dialogue. This is considered 'out of step' with the CE's pledge to engage with the Public and to address the provision of Community Facilities based on Local needs. Real Public and Stakeholder engagement starts at the beginning of the process. The Government's lack of early consultation means that medium and long term G/IC Facilities that are in demand have not been identified. District Councils are effectively paralysed from engaging in the process as confusion surrounds which G/IC sites the Government is actively considering. This could have long term implications on the livability and provision of community facilities in Hong Kong in the long run.

11.2 According to MPC Papers No. 1/19 and 5/19, Government's only consideration for G/IC Facilities were *"based on the planned population for the Wan Chai District"*. And even though there were identified deficits in the provision of Day Care Centres and RCHE, they were considered not necessary by SWD.

11.3 Insufficient information has been provided by Government on the timescale and population trends being considered when an assessment of "planned growth" is undertaken. The growing elderly population will have major implications for the provision of Health, Welfare and Community Services. As indicated in the Elderly Services Programme Plan (2017) prepared by the Elderly Commission, Hong Kong will face a rapidly ageing population. According to the Hong Kong Population Projections 2015-2064, it is expected that the size of the elderly population (i.e. those aged 65 and above) will increase from 1.12 million (or 15.3% of total population) in 2015 to 2.514 million (or 30.6% of total population) in 2043, and further to 2.58 million (or 35.9% of total population) in 2064. Compared to other economies, the ageing trend in Hong Kong is expected to be amongst the fastest.

11.4 The largest age group in Hong Kong (50-59) will shift from "soon-to-be-olds" (those in their 50s) to "young-olds" (i.e. those aged above 65 and below 85) and finally to "old-olds". Assuming other factors being equal (e.g. health and socio-economic factors), the overall demand for long term care ("**LTC**") Services will rise even faster than the growth rate of the elderly population given that "old-olds" are much more likely to require care and support services. Recognising this change in demographic trends, the demand for elderly-related goods and services will keep increasing and there is a pressing need to increase Elderly Care Services in the future. In the context of Wan Chai District, the 2016 By-Census identified a median age of 44.9 for the District. As such, Wan Chai District will soon be faced with an ageing demographic in the near future.

11.5 Yet the Government opines that there is no need to provide Elderly Care Facilities where a clear deficit is already identified on the basis that, in regards to RCHE, both subvented and self-financing RCHE will put the total number above the planned provision, and that actual provision for Day Care Centres is subject to SWD consideration. There is a need to ensure that adequate land is available throughout Hong Kong to provide the necessary Services for population change in the long term. It is critically important to ensure that core Services such as Health, Welfare and Community Services are available at a neighbourhood level. G/IC Reserves are essential to meet this need.

TOWNLAND

Our Reference: CHRWHK/3/VIN/01
Date: 24 July 2019

Town Planning Board

12. Use Of The Site For The Judiciary

12.1 It is recognised that in order to meet the long-term needs of District Court-level judicial facilities, the Subject Site is suitable for the provision of District Court, Family Court and Lands Tribunal facilities. It is also agreed that the District Courts are in line with the planning intention in respect of the former "G/IC" zone and not incompatible with the surrounding land uses.

12.2 However, Government has yet to justify the size requirements of the District Courts, apart from indicating that a total GFA of 70,000m^2 would be required by the Judiciary, and that they would not accept a District Court of reduced area which does not fully meet its functional and operational requirements. While it can be agreed that District Courts as a land use are suitable for the Subject Site, planning for a comprehensive and inclusive community should not be carried out based solely on the operational needs for a facility, but rather on the needs of the community and the carrying capacity of the Area.

13. Significant Adverse Impact On The Local Road Network And On Pedestrian Connectivity

13.1 A Traffic Review was conducted to assess the traffic impact arising from the Planned Development at the Subject Site on the surrounding road network, to review the provision of Public transport facilities and to assess the adequacy of the pedestrian facilities. According to the Traffic Review, the Planned Development will not generate unacceptable traffic impact after implementation of certain road junction improvement works.

13.2 However, the basis of this conclusion is highly questionable. Firstly, it is understood based on Government's response to WCDC Members' Queries on 04 July 2019 that traffic surveys were conducted on 9/3/2017(Thursday) and 10/3/2017 (Friday) during 08:00 – 10:00 and 17:00– 19:00. However, as indicated by the WCDC, this is not representative of the existing traffic conditions. WCDC Members have indicated that there is more traffic volume in this Area during Weekends. Moreover, Local Residents are already suffering from road blockages during major events such as horse-racing and HK Sevens World Rugby events. As the roads cannot be widened, this situation will only worsen under the Amendments with the Planned Development. These events are also not properly addressed in the Traffic Review. Not only is the Traffic Review not sufficient to gauge the true traffic conditions of the Area, the survey was conducted over <u>two years</u> prior to the gazettal of the Amendments. This is against norms where traffic survey data are valid for only <u>six months</u> for Planning Applications.

13.3 Secondly, the Traffic Review Report has assumed a Commercial Development (total GFA of 100,000m^2) to comprise of (1) Office (GFA: 42,726m^2); (2) Hotel (GFA: 44,000m^2 (approximately 630 rooms); and (3) Retail (GFA: 10,000m^2). <u>No justifications</u> were provided for the basis of this assumption except that it was supposed to represent the worst-case scenario in terms of traffic generation and was adopted as a conservative approach. This development mix results in an additional 662 parking spaces and L/UL facilities, which will generate significant traffic impact on the road network. Yet no sensitivity tests were undertaken to show that the adopted basis was indeed the worst-case scenario for all peak times.

13.4 With only GFA and BH Restrictions covered in the Amendments, the future Developer will have total flexibility on the mix of uses within the Commercial Development.

13.5 With reference to *Chapter 8: Internal Transport Provisions* of the HKPSG, It should be noted the parking provisions for Office, Hotel, and Retail are vastly different, as follows:

Use	Parking Recommendations	Loading/Unloading (L/UL) Recommendations
Retail	**1 Car Space per 200 - 300m² GFA** *(Zone 1 areas)*	**1 L/UL Bay for Goods Vehicles for every 800 to 1 200m²**, or part thereof, GFA.
Office	*For the first 15 000m² GFA:* **1 Car Space per 150 - 200m² GFA.** *Above 15 000m² GFA:* **1 Car Space per 200 - 300m² GFA.**	**1 L/UL Bay for Goods Vehicles for every 2 000 to 3 000m² or part thereof, GFA.** *For sites of at least 5 000m² net site area,* **1 picking up/ setting down Lay-by for Taxis and Private Cars for every 20 000m², or part thereof, GFA.**
Hotel	**1 Car Space per 100 Rooms**	*L/UL Bays for goods vehicles:* **0.5-1 Goods Vehicle Bay per 100 Rooms.** *Lay-by for Taxi and Private Cars:* **Min 4 (>600 rooms)** Lay-by for Single-deck Tour Buses: **Min 2-3 (300-899 Rooms)**

**Please refer to full table: Table 11: Parking Standards of Chapter 8: Internal Transport Provisions of the HKPSG for details*

13.6 In addition, Transport Department's ("**TD**") recommendation on the provision of 100 Public Parking Spaces for Private Cars and 25 Public Parking Spaces for Commercial Vehicles within the Subject Site to ease the serious illegal parking problems in Causeway Bay would result in additional traffic problems in the area exacerbated by the Planned Development under the Amendments. This is in addition to the traffic caused by 537 parking spaces and L/UL facilities ancillary to the Planned Development (TOTAL: 662 parking spaces and L/UL facilities).

13.7 According to MPC Paper No. 1/19 and 5/19, PlanD indicates that as an improvement measure to facilitate pedestrian movement, the future Developer of the Commercial Development will be required to reserve an underground opening for a possible pedestrian connection to the MTR Station, which is subject to further feasibility study. This requirement is to be incorporated in the land sale conditions. The Representer has serious doubts as to the technical feasibility and implementation of this proposal. Causeway Bay MTR Stations Exits A (Time Square) and F (Hysan Place/ Jardine's Crescent) are located approx. 320 m away from the Subject Site. It is highly questionable whether connection to Causeway Bay MTR of that magnitude is possible and highly questionable if the end result would be convenient to the Public. It is unrealistic to suggest that this "possible" connection is an improvement measure to help elevate pedestrian traffic from Causeway Bay CBD to the Subject Site.

14. Adverse Visual And Air Ventilation Impacts

Adverse Visual Impacts

14.1 As demonstrated, the development intensity and building height under the Amendments is highly inconsistent and incompatible with the surrounding character. It is contradictory to the overall height profile and massing and contextual and functional appropriateness at street level, resulting in adverse visual and spatial impacts to the surrounding environment.

14.2 PlanD opined that the Planned Development with a max BHR of 135mPD is compatible with the character of the area and would not result in significant adverse visual effects to the identified Key Public Viewing Points. However, it is evident that the Planned Development would result in substantial and perceivable adverse visual impact when considering the visual composition, obstruction, effect on Public Viewers and visual resources.

14.3 As demonstrated in the Photomontages prepared by PlanD, the Planned Development would result in major visual change due to incompatible massing, scale, height and proportion against the overall visual backdrop and character. The Planned Development would also cause significant and negative changes and blockage to the views and visual openness, resulting in substantial degradation to the condition, quality and character of the area and, impacting views of Public Viewers and the overall sky view, streetscape, townscape and Public Realm of the surrounding neighbourhood.

Adverse Air Ventilation Impacts

14.4 According to MPC Paper No. 1/19, the Air Ventilation Assessment ("**AVA**") identified that the annual prevailing wind in the local area is east, east-northeast and northeast and the summer prevailing wind is southwest, south-southwest and south. Nonetheless, the only design features for wind enhancement include the access road along the northeast-southwest axis, the building gaps of 25m and 20m along the northwest-southeast axis and the Open Spaces. No consideration of the air ventilation conditions along Caroline Hill Road was made. Caroline Hill Road acts as a major pedestrian connection to numerous community facilities, including Hong Kong Stadium. Further improvements to the pedestrian level along Caroline Hill Road should be considered including substantial setbacks to facilitate visual, air ventilation and pedestrian permeability.

15. Adverse Impacts To Existing Trees

15.1 As previously stated, the Subject Site has a long-established function acting as a breathing space or "Green Lung" for the District. This is also reflected in the significant amount of Trees on the Subject Site (125 trees within and at the periphery of the Site), including two Old and Valuable Trees ("**OVT**"s) (OVT No. EMSD WCH/1 and OVT No. HKP-WCH/1), one Important Tree (T82), and one stonewall tree (T1) on a retaining wall of the SCAA. The OVTs are 2 out of 37 OVTs in the Wan Chai District.

15.2 It is noted that PlanD has indicated that the OVT's will be preserved in-situ in accordance with Environment, Transport and Works Bureau Technical Circular (Works) No. 29/2004 'Registration of Old and Valuable Trees, and Guidelines for their Preservation', which requires the project proponent to preserve and avoid any damage to registered tree(s) within and adjacent to the site, e.g. through establishing a tree protection zone; and that the building gaps of not less than 20 and 25m are proposed generally aligning with the OVT No. EMSD WCH/1 and OVT No. HKP-WCH/1, respectively, to facilitate air ventilation.

15.3 The Representer has serious concerns on the potential damage and future conditions of the OVTs. According to the Register of Old and Valuable Trees, OVT No. HKP-WCH/1, located abutting Leighton Road and in the "C(2)" zone, has a Crown Spread of 50m, while OVT No. EMSD WCH/1, located within the Subject Site and in the "G/IC(2)" zone, has a Crown Spread of 34m. The planned Building Gaps are vastly insufficient in providing adequate and ample room for future growth, let alone maintaining the current healthy condition of the tree(s). Furthermore, the Planned Development of such high-intensity will surely restrict any sunlight from penetrating to the OVTs, likely resulting in their deaths.

15.4 The Important Tree (T82) would most likely by affected by the planned access road and may be felled, along with approx. 59 trees which will likely be felled due to demolition works or due to being in conflict with the Planned Development and junction improvement works.

16. Considerable Public Objections To The Planned Development

16.1 WCDC was consulted three times regarding the Planned Development on the Subject Site; on 08 May 2018 and 08 January 2019 prior to MPC's Agreement being sought on the Proposed Amendments to the Approved OZP; and on 04 July 2019 during the Public Inspection period of the Draft OZP, in which a majority of the Members opposed the Amendments. On 9 April 2019, the Development, Planning and Transport Committee ("**DPTC**") of WCDC passed a motion demanding abandonment of the subject proposed Amendment item until further consultation with WCDC (together with all technical assessment reports) and the Public was conducted. On 04 July 2019, the WCDC passed a motion voicing WCDC's strong objection to the Government's current Plans for Commercial Use at the Subject Site and associated Traffic Improvement measures. They opined that there is strong contention against the traffic measures, environment and visual impacts, and the parameters of the Planned Development, which would result in serious impacts on the lives of Local Residents. WCDC strongly requested Government to include elements of community facilities, civic centre and Public Open Spaces, and to develop a new and more suitable Planned Development for WCDC's consideration and approval prior to submission to PlanD and TPB.

16.2 At the WCDC Meeting on 04 July 2019, a majority of the WCDC Members were disappointed and aggravated that PlanD had not taken their comments and objections seriously during the previous two consultation meetings. WCDC Members gravely objected to the Amendments on numerous grounds, including opposing Commercial Development at the Subject Site, adverse traffic impacts on the surroundings, neglecting Public views, and on the provision of the suggested Commercial facilities. Some Members considered that Commercial Development should not be provided on the Subject Site and some Members considered that more G/IC facilities, e.g. civic centre and "Residential Care Home for the Elderly ("**RCHE**") should be provided.

16.3 The TPB is urged to give due weight to the concerns of locally affected Stakeholders including the Representer, and to the views of WCDC Members.

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REPRESENTER'S OWN INTEREST ALSO PREJUDICED

17. The Representer's Site is located southwest to the Subject Site on the opposite side of Caroline Hill Road. The Representer's Site is located within a "Residential (Group B)" ("**R(B)**") zone on the Draft OZP, subject to a BHR of 100mPD. Similar to other Residential Developments abutting Caroline Hill Road, the Representer's Permitted Residential Development is subject to the same potential visual, air ventilation, environmental and traffic considerations as is any development under the Amendments.

18. The Representer recognises that Hong Kong faces a pressing land shortage problem, affecting not only our economic prospects and Hong Kong's role as Asia's World City, but also importantly the liveability of the City for its Residents. In this regard, the Representer acknowledges that in order to ensure the sustainable development of Hong Kong, there is a need to make better use of existing land resources. The Subject Site has been underutilized and consideration should be given to an optimum land use mix. While the Representer is not against development on the Subject Site, a development that is appropriate in terms of land use compatibility, urban design, environmental considerations, infrastructural capacity, and public aspirations should be considered. Being a former G/IC zone, the need for Community provisions now or as a G/IC reserve in the future are also a major considerations that should not be overlooked under the Amendments.

19. Like other Local Residents of this Neighbourhood, the Representer has <u>serious concerns</u> on the adverse and detrimental impacts to the Area of development under the Amendments, specifically, overcrowding in the area, visual, air ventilation, environmental and traffic impacts along Caroline Hill Road. The high-intensity of the Planned Development being of much larger scale and building grain than the surroundings, will result in an overpowering and incompatible development. Such large bulk will create a large wall effect along Caroline Hill Road. Together with the natural topography of Caroline Hill, the Representer's Site will be the victim of a major <u>canyon effect</u>. The Representer is <u>extremely concerned</u> on the dwarfing and overshadowing by the Planned Development on the surrounding Neighbourhood. Blockage of sunlight and air ventilation will be to the detriment of Local Residents. Improvements to the pedestrian level along Caroline Hill Road must be considered including <u>substantial</u> setbacks to facilitate visual, air ventilation and pedestrian permeability.

20. With Government paying lip service to Community provisions on this occasion, the Representer is of the view that Government is being opportunistic in a land grab for money making CBD type development in an otherwise peaceful Residential / G/IC Neighbourhood, which deserves more/better consideration.

PROPOSED REMEDY OF THE REPRESENTER BOTH IN SOCIETY'S INTEREST AND TO MITIGATE THE ADVERSE IMPACT ON THE REPRESENTER'S SITE

21. In light of the above, the Proposed Remedy to this Objection is to rezone the Subject Site solely for "G/IC" Use at a lower development intensity that respects the surrounding neighbourhood character. As indicated in Para. 18 above, the Representer recognizes that there is a need to make better use of existing land resources, and as such, the Representer is not against development on the Subject Site. However, any development must be appropriate in terms of land use compatibility,

urban design, environmental considerations, landscape value, infrastructural capacity, and Public aspirations.

22. A Land Use Planning, Design and Technical Feasibility Study, with thorough Public Engagement, should be conducted. The Representer opines that Government should thoroughly and comprehensively assess and propose a zoning amendment that would allow development with societal benefit and more positive impacts in planning, urban design and environmental terms and without massive adverse traffic impact which seems to have been "swept under the carpet". Key considerations should include, but not be limited to:

- Whether the proposed GFA allocation amongst various uses is justified with proper consideration given to Societal Needs.
- How the future development could be suitably integrated within the established Caroline Hill Neighbourhood.
- Development Intensity and Building Height that is more in line with existing surrounding uses.
- Whether the proposed uses are compatible with the existing uses within the Neighbourhood.
- How to ensure that visual corridors and enhanced building gaps and air paths for air ventilation and light penetration are incorporated within the future development.
- Whether the traffic generation of the future development is within the carrying capacity of the surrounding road network.
- Whether the planning controls can indeed preserve the OVTs as per the objective.
- A more comprehensive layout with consideration of and integration with surrounding sites. The GFA allocation and careful design and disposition of building blocks can create better connectivity and more Open Space for the Community.
- How to ensure that the pedestrian environment is enhanced and is convenient to pedestrians.

23. However, should Government / TPB consider that expansion of the Causeway Bay CBD is an absolute NECESSITY (albeit this Representation has outlined the negatives of such a Planning Intention), then "***call a Spade a Spade***". Government's arrogance and mis-portrayal of its true intentions by dressing up the matter as if trying to outsmart the Public by ignoring local concerns is unacceptable. PlanD should conduct a wider, longer and more in depth Consultancy Study on the Feasibility of the Expansion of Causeway Bay CBD into Caroline Hill that can properly determine the feasibility of commercial development at the Subject Site in consideration of other alternatives and demonstrate why the preferred option is desirable in Planning terms. Proper and wider Public Engagement should be part of this process.

24. The Representer opines that there is a need to maintain the Site for Community Facilities serving the Neighbourhood. This Representer does not object to the fact there is a need for Judiciary Facilities in Hong Kong, and accepts that such Facilities are not an incompatible use with the surrounding context. However, it should be further substantiated in terms of the scale of development required for the judiciary against the carrying capacity of the Subject Site in the context of its surrounding neighbourhood.

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25. In arriving at the development intensity, Government / TPB should refer to the existing Building Heights and development intensity on the Site and the long-established function of the Site as a breathing space or "Green Lung" next to the highly developed Causeway Bay CBD area. This is the normal practice of the TPB in considering rezoning any G/IC site, i.e. to consider the "Green Lung" function of a G/IC site.

26. Furthermore, substantial setbacks along both sides of the Subject Site abutting Caroline Hill Road should be provided to facilitate visual, air ventilation and pedestrian permeability. This requirement should be included into the Statutory Notes of the OZP to ensure compliance during the Detailed Design Stage.

27. Should the Proposed Remedy be agreed to by the TPB, this Representation will be withdrawn.

The Representer strongly urges Government to take this opportunity to reflect on the current social climate. The repeated failure of Government in conducting adequate Public Consultation has cause major societal turmoil, as demonstrated in the recent handling of the *Fugitive Offenders and Mutual Legal Assistance in Criminal Matters Legislation (Amendment) Bill* ("Extradition Bill"). This trend and attitude must end to safeguard the livelihood of Hong Kong's Residents. Government must listen to Public views to avoid a microcosm of social unrest in the Wan Chai District and Caroline Hill Residential area. The Representer sincerely trusts that this Representation to the TPB will caution Government to stop ignoring Public concern or it is likely that Government will face a Public backlash from this Neighbourhood. If this Representation is not upheld, the matter will be brought to media attention for further investigation into Government's inappropriate real intentions for this Site.

The Representer thanks you for your attention and trusts that the TPB will fully consider all matters raised with a view to adopting the Proposed Remedy of the Representer in the context of the negative implications for their Site, but also importantly in the **Societal Interest**. Should you have any queries, please do not hesitate to contact the undersigned, Ms. Cindy Tsang, or Mr. Vincent Lau.

Yours faithfully
FOR AND ON BEHALF OF
TOWNLAND CONSULTANTS LIMITED

K. R. Seddon
Chief Executive Officer

KRS/CT/VIN/yv

cc Client
Wan Chai District Council - wcdcadm@wcdc.had.gov.hk

Approved & Reviewed by:	K. R. Seddon	
Edited by:	Cindy Tsang	
Prepared by:	Vincent Lau	
File Ref:	CHRWHK/3	
Date:	24 July 2019	

tpbpd

寄件者: [redacted] TPB/R/S/H7/20-34

寄件日期: 24日07月2019年星期三 2:48

收件者: tpbpd

主旨: WONG NAI CHUNG OUTLINE ZONING PLAN NO. S/H7/19

AMENDMENTS TO THE APPROVED WONG NAI CHUNG OUTLINE ZONING PLAN NO. S/H7/19

Dear TPB Members,

I strongly object to the following: Amendments to Matters shown on the Plan

Item A – Rezoning of the northern and eastern part of the Caroline Hill Road (CHR) Site fronting Leighton Road from "Other Specified Uses" annotated "Sports and Recreation Club" ("OU (SRC)") and "Government, Institution or Community" ("G/IC") to "Commercial (2)" ("C (2)") with revision to the maximum building height from 2 storeys and 3 storeys to 135mPD.

Item B – Rezoning of the southern part of the CHR Site from "G/IC" to "G/IC (2)" with revision to the maximum building height from 3 storeys to 135Mpd

Item A is the transfer of land designated for community and recreational use to a private developer

Item B represents an unacceptable change to the height of GIC site that will greatly impact the surrounding district and remove a critical low rise breathing space in a very congested district.

Open space

3.5 The future developer is required to provide **6,000m2 public open space** in the commercial site to address the shortfall in local open space and serve the immediate local community. The locations of the open space indicated in the conceptual plan are only one of the possible designs. The future developer is only encouraged to provide open space fronting Leighton Road and Caroline Hill Road, while the locations of open space and recreation areas in the vicinity of the CHR Site are shown on Plan FC-2. If an open space is to be provided in south-eastern part of the commercial site, **its connection with the remaining portion of the site would be through underground link**, at grade crossing or elevated link to ensure its accessibility (Plan FC-3).

CHEATING COMMUNITY AGAIN WITH ANOTHER TIMES SQUARE. IT IS OBVIOUS THAT THE OS SURROUNDING THE COMMERCIAL TOWER WOULD BE NOTHING MORE THAN CIRCULATION AREA. THE IMAGES UNDERLINE THAT IT WILL BE THE USUAL LANDSCAPE OF PAVING WITH SOME SHRUBS AT THE PERIPHERY.

THE OS BESIDE THE COURTS APPEARS TO BE NOTHING MORE THAN A LANDSCAPE ROOF TOP INSTEAD OF A GENUINE PARK AREA.

THERE IS NO CONNECTIVITY BETWEEN THE TWO OS AREAS AS THEY ARE DIVIDED BY A ROAD.

PRIVATE MANAGEMENT OF PUBLIC FACILITIES IS NOT WELCOMED BY THE COMMUNITY AND TIME AND AGAIN HAS CREATED MANY ISSUES. MOREOVER FOR THE OS BESIDE THE PROPOSED COURT BUILDING THERE IS NO JUSTIFICATION THAT IT BE MANAGED BY THE DEVELOPER.

Provision of GIC facilities

4.3.7 Based on a planned population of about 185,000 persons, there is no shortfall of major GIC facilities in Wan Chai area. As indicated in paragraph 2.1(b) above, some public facilities are proposed to be provided in the commercial site. Among the premises-based facilities, the **DHC is a new facility announced in the Chief Executive's Policy Address 2017** which would be set up in each district. For CCC, there is no population-based standard in the Hong Kong Planning Standards and Guidelines (HKPSG) and the provision of which is based on the estimated demand, socio-economic factors, district characteristics and the provision of other child care support services for the area.

REALLY, WHAT ABOUT THE REINTRODUCED ELDERLY CARE AND SOON TO BE INTRODUCED CHILD CARE FACILITIES?

4 3.8 For the Residential Care Home for the Elderly (RCHE) and civic centre as suggested by the Wan Chai District Council (WCDC), **there is a provision of 572 RHCE places in Wan Chai District representing a deficit of 686 places.** However, as advised by the Social Welfare Department, if both subvented and self-financing RCHE are included, the total number of RCHE within the district is 770. Multi-pronged approaches would be adopted to increase the residential care places for the elderly. For the CHR site, given its location and the demand for health and child care services in the Wan Chai District, priority has been given to the DHC and CCC. According to the Leisure and Cultural Services Department, civic centre was planned on a district-wide basis and the current provision of which on Hong Kong Island was considered sufficient. Public facilities will be provided within the commercial development, including District Health Centre (DHC), Child Care Centre (CCC), public open space, public transport facility for minibuses and public car parking spaces.

PLAYING WITH DATA – THERE IS STILL A SHORTFALL OF 500 RCHE AND COMMUNITY FACILITIES WILL BE SHUNTED TO OUT OF THE WAY LOCATIONS AS THE DEVELOPERS WILL NOT WANT THEM. THESE LARGE COMMERCIAL CENTRES ARE NOT APPROPRIATE LOCATIONS FOR FACILITIES SUCH AS CHILD AND ELDERLY CARE. THE OS SURROUNDING THE COMMERCIAL TOWER WOULD PROVIDE NO RECREATIONAL FACILITIES TO SUPPORT THE RECREATIONAL NEEDS OF ELDERLY OR CHILDREN.

LANDS TRIBUNAL SHOULD BE LOCATED IN OR CLOSE TO NEW TERITORIES AS MOST OF THE ISSUES GOING FORWARD WILL BE RELATED TO DEVELOPMENT THERE. IT IS HIGH TIME THAT FACILITIES AND SERVICES BE DISTRIBUTED TERRITORY WIDE TO ENSURE A MORE EQUITABLE SOCIETY AND TO UPGRADE EMPLOYMENT OPPORTUNITIES IN NEW TOWNS.

Traffic

5.3 According to the conceptual scheme, the commercial development will have a total GFA of 100,000m2 which is equivalent to a plot ratio (PR) of about 11 based on a development site area of about 8,953m2 and the proposed BH is 135mPD. The PR is lower than the general development intensity of high-rise commercial buildings under the Building (Planning) Regulations (B(P)R) (i.e. a PR of 15) **in view of the limited traffic capacity of the local area.** As reflected in the Traffic Review, retail uses would generally generate comparatively more traffic than other commercial uses like office and hotel. To minimise the traffic impact of the future commercial development, it is also intended to restrict the maximum retail GFA of the commercial development to 10,000m2 (i.e. about 10% of the total GFA)

IN OTHER WORDS THERE IS NO SPARE CAPACITY AS THE DC HAS POINTED OUT

Environmental Impacts

6.8 The proposed commercial development and DC will provide central air-conditioning systems and **non-openable windows**. The proposed developments will not be subject to adverse environmental impacts. As advised by the Director of Environmental Protection (DEP), the proposed developments **will not have insurmountable environmental impacts.**

IN OTHER WORDS THERE ARE CONSIDERABLE ISSUES. HAVE WE FORGOTTEN SARS AND THE NEED FOR PROPER VENTILATION AND CIRCULATION OF AIR?
HOW CAN ELDERLY AND CHILD CARE FACILITIES BE PROVIDED IN BUILDINGS WITH NON-OPENABLE WINDOWS? IF THERE IS A FIRE HOW CAN THEY BE QUICKLY EVACUATED?

6.20 According to the Architectural Services Department (ArchSD), about 33 trees are proposed to be felled (including 6 dead trees) due to the demolition works. These trees are of low amenity value and are **either wall trees growing on those existing buildings** to be demolished or located in close proximity to the buildings identified to be demolished. In addition, it is estimated that another 32 trees **may be in conflict** with the proposed development and junction improvement works and are recommended to be felled/transplanted if possible

HONG KONG PEOPLE LOVE WALL TREES AND EVERY EFFORT SHOULD BE MADE TO RETAIN THE EVER DECREASING STOCK. MAY BE IN CONFLICT = WILL BE CHOPPED DOWN. SO THE OVERALL TREE AND GREEN COVERAGE OF THE DISTRICT WILL BE SUBSTANTIALLY REDUCED.

Visual Impact and Ventilation

Clearly the developments will have a major negative impact from all angles and completely obstruct existing views of the sky and green background. The darkening impact on local streets like Sharp and Sunning are obvious even from the images.
Of course the AVA always finds that the development is acceptable but the public is not fooled. The significant wall effect will certainly greatly impact ventilation.

THIS IS CONTRARY TO THE GUIDELINES FOR GIC

2.5 The scale and design of the proposed development should have regard to the character and massing of the buildings in the surrounding areas **and should not cause significant adverse visual impact on the townscape of the area**. Where one of the planning intentions of the existing/designated GIC development on the site is to **serve as a "breathing space" or visual break within a high-rise and high-density environment**, the proposed development should be designed in such a way that this planning intention would not be undermined.

2.8 The proposed development **should be sustainable in terms of the overall planned provision of open space and GIC facilities in the area**

2.9 The proposed development **should not cause, directly or indirectly, the surrounding areas to be susceptible to adverse environmental impacts and should not be susceptible to adverse environmental impacts from pollution sources nearby including heavily trafficked road**; otherwise adequate environmental mitigation, monitoring and audit measures must be provided.

2.10 For "G/IC" sites covered by mature trees and vegetation or located in areas of high landscape or amenity value, the design and layout of the proposed development should be compatible and should blend in well with the surrounding areas. **The proposed development should not involve extensive clearance of existing natural vegetation, adversely affect the**

existing natural landscape, or cause adverse visual impact on the natural environment in the surrounding areas.

Members are required to follow these own guidelines.

Millions of people have been demonstrated recently that they can no longer accept the manner in which government policies are being manipulated in order to deprive the community of its right to community and recreational facilities. The administration proposes to spend $20 billion on acquiring sites in private and commercial developments to address the shortfall in essential community services but continues to rezone sites like these that are appropriately zoned.

Not only would community facilities in commercial buildings be of poor quality and restrictive in nature, the selling off of GIC sites for land revenue that goes towards white elephant projects while funds that should be spent on the community are used to buy back units at inflated prices can no longer be tolerated.

Site A rezoning must be rejected and the height of Site B reduced to regular GIC dimensions.

Mary Mulvihill

Some of the refs may not be correct as the file was updated on 23 July and created additional stress on members of the public who had no time to read through 350+ pages again

tpbpd

寄件者: [redacted]

寄件日期: 24日07月2019年星期三 15:47

收件者: tpbpd@pland.gov.hk

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主旨: REPRESENTATIONS IN RESPECT OF THE AMENDMENTS MADE TO THE APPROVED WONG NAI CHUNG OUTLINE ZONING PLAN NO. S/H7/19

附件: REPRESENTATIONS TO APPROVED WONG NAI CHUNG OZP - LETTER - 190724 - DOCTORAL EXCHANGE.pdf; CWB - v11 - FC - 190724 - FINAL - DOCTORAL EXCHANGE.pdf

TPB/R/S/H7/20-35

42 pages

24 July 2019

Your ref:

Our ref: CHR – TPB /1/01 - 190724

Town Planning Board
By Email: tpbpd@pland.gov.hk

15/F, North Point Government Offices

333 Java Road, North Point, Hong Kong

Dear Sirs/Madams,

REPRESENTATIONS IN RESPECT OF THE AMENDMENTS MADE TO THE APPROVED WONG NAI CHUNG OUTLINE ZONING PLAN NO. S/H7/19.

We refer to the announcement of the proposed amendments to the Approved Wong Nai Chung OZP No. S/H7/19 on 24 May 2019.

The amendments mainly involve the rezoning of the northern and eastern part of the Caroline Hill Road (CHR) Site fronting Leighton Road from "Other Specified Uses" annotated "Sports and Recreation Club" and "Government, Institution or Community" (G/IC) to "Commercial (2)" for commercial development; the rezoning of the southern part of the CHR Site from "G/IC" to "G/IC (2)" for the establishment of the District Court, as well as the revision to the building height restrictions for the respective sites. Notes and Explanatory Statement of the OZP have been included to reflect the above amendments.

We write to make representation under section 6(1) of the Town Planning Ordinance (Chapter 131) in objecting to the proposed Amendments, and henceforth submit an alternative scheme for the Board's consideration.

We uphold the following principles in the consideration of the proposed amendments:

1) We, in principle, do not object moving the District Court complex to the subject Site on condition that the planning and disposition of the buildings would not impose adverse impacts to the adjoining areas in terms of traffic, visual impact, air ventilation and environmental considerations;

2) Improvement of the vehicular and pedestrian movements within and in the vicinity of the proposed development;

3) Provisions of an urban green open space and open amphitheatre for the residents in the Wanchai District;

4) Enhancement of community connections by providing a decent civic place and more communal facilities for citizens of a wider age range;

5) Emphasizing on place making and encouraging interactions among the stakeholders;

6) Provisions of road improvement works including but not limited to road widening and junction improvements;

7) Provisions of GMB & Taxi lay-bys;

8) Enhancing the pleasure of walking within and in the vicinity of the subject Site;

9) Encouraging the multi-use of one amalgamated site by implementing innovative land administration mechanism and

10) Delivering a development scheme which is technically feasible and financially viable to prospective developers

We recommend that:

11) The subject Site should be redeveloped under one parcel of land instead of two segregated lots:

12) The total GFA for G/IC communal facilities (non-Court functions) to be increased to 8000 sqm;

13) The total GFA for the Commercial portion (including Retail, Office and hotel) to be reduced by 30 -50% so as to avoid overburdening the adjoining road networks;

14) The total GFA of the District Court complex to remain as 70000 sqm;

15) The total area of the open space to be increased to 12000 sqm; and

16) The subject Lot to be disposed as one entity in that the construction of the District Court would be entrusted to the developer who wins the bid.

Details of reasons for our representation and the alternative proposal are included in attached Submission Document.

Based on the above reasons, we oppose the subject Amendments and counter propose an alternative scheme for the Board's consideration.

Yours faithfully,

Dr. Francis Neoton CHEUNG

Convenor,
DOCTORAL EXCHANGE

[redacted]

-**Important Note :-**

The information in this email is confidential and may be legally privileged. If you are not the intended recipient, you must not read, use or disseminate the information; please advise the sender immediately by reply email and delete this message and any attachments without retaining a copy.

24 July 2019

Your ref:
Our ref: CHR – TPB /1/01 - 190724

Town Planning Board
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

By Email: tpbpd@pland.gov.hk

Dear Sirs/Madams,

REPRESENTATIONS IN RESPECT OF THE AMENDMENTS MADE TO THE APPROVED WONG NAI CHUNG OUTLINE ZONING PLAN NO. S/H7/19.

We refer to the announcement of the proposed amendments to the Approved Wong Nai Chung OZP No. S/H7/19 on 24 May 2019.

The amendments mainly involve the rezoning of the northern and eastern part of the Caroline Hill Road (CHR) Site fronting Leighton Road from "Other Specified Uses" annotated "Sports and Recreation Club" and "Government, Institution or Community" (G/IC) to "Commercial (2)" for commercial development; the rezoning of the southern part of the CHR Site from "G/IC" to "G/IC (2)" for the establishment of the District Court, as well as the revision to the building height restrictions for the respective sites. Notes and Explanatory Statement of the OZP have been included to reflect the above amendments.

We write to make representation under section 6(1) of the Town Planning Ordinance (Chapter 131) in objecting to the proposed Amendments, and henceforth submit an alternative scheme for the Board's consideration.

We uphold the following principles in the consideration of the proposed amendments:

1) We, in principle, do not object moving the District Court complex to the subject Site on condition that the planning and disposition of the buildings would not impose adverse impacts to the adjoining areas in terms of traffic, visual impact, air ventilation and environmental considerations;
2) Improvement of the vehicular and pedestrian movements within and in the vicinity of the proposed development;
3) Provisions of an urban green open space and open amphitheatre for the residents in the Wanchai District;
4) Enhancement of community connections by providing a decent civic place and more communal facilities for citizens of a wider age range;
5) Emphasizing on place making and encouraging interactions among the stakeholders;
6) Provisions of road improvement works including but not limited to road widening and junction improvements;
7) Provisions of GMB & Taxi lay-bys;
8) Enhancing the pleasure of walking within and in the vicinity of the subject Site;
9) Encouraging the multi-use of one amalgamated site by implementing innovative land administration mechanism; and
10) Delivering a development scheme which is technically feasible and financially viable to prospective developers

We recommend that:

11) The subject Site should be redeveloped under one parcel of land instead of two segregated lots:
12) The total GFA for G/IC communal facilities (non-Court functions) to be increased to 8000 sqm;
13) The total GFA for the Commercial portion (including Retail, Office and hotel) to be reduced by 30 -50% so as to avoid overburdening the adjoining road networks;
14) The total GFA of the District Court complex to remain as 70000 sqm;
15) The total area of the open space to be increased to 12000 sqm; and
16) The subject Lot to be disposed as one entity in that the construction of the District Court would be entrusted to the developer who wins the bid.

Details of reasons for our representation and the alternative proposal are included in attached Submission Document.

Based on the above reasons, we oppose the subject Amendments and counter propose an alternative scheme for the Board's consideration.

Yours faithfully,

Dr. Francis Neoton CHEUNG
Convenor,
DOCTORAL EXCHANGE

[redacted]

Doctoral Exchange is a local think tank founded in 2010 committed to conducting research in identifying pragmatic and constructive alternatives and outside-the-box solutions for complex issues of concern to the community, with a special focus in the areas of urban design, planning and development.

Submission of Representations to the Town Planning Board

Proposed Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

CAROLINE HILL ROAD DEVELOPMENT

Alternative Proposal by Doctoral Exchange

24 July 2019

博匯 DOCTORAL EXCHANGE

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Covering Letter

24 July 2019

Your ref:
Our ref: CHR – TPB /1/01 - 190724

Town Planning Board
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

By Fax: 28770245 & By Hand

Dear Sirs/Madams,

REPRESENTATIONS IN RESPECT OF THE AMENDMENTS MADE TO THE APPROVED WONG NAI CHUNG OUTLINE ZONING PLAN NO. S/H7/19.

We refer to the announcement of the proposed amendments to the Approved Wong Nai Chung OZP No. S/H7/19 on 24 May 2019.

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Details of reasons for our representation and the alternative proposal are included in attached Submission Document.

Based on the above reasons, we oppose the subject Amendments and counter propose an alternative scheme for the Board's consideration.

Yours faithfully,

Dr. Francis Neoton CHEUNG
Convenor,
DOCTORAL EXCHANGE

Neodimensions Suite, 28/F, AIA CENTRAL,
No.1 Connaught Road Central, Hong Kong
T: 82062888
M: 68066266
E: 1@neodimensions.net

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Form No. S6

Form No. S6
表格第 S6 號

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

根據《城市規劃條例》(第131章)
第6(1)條就草圖作出申述

Form No. S6

Form No. S6 表格第 S6 號

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

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

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

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

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

Full Name 姓名 / 名稱 (~~Mr./Ms./Company~~/Organisation* ~~先生/女士/公司~~/機構*)

DOCTORAL EXCHANGE 博匯智庫

(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided)
(注意：若個人提交，須填上與香港身份證／護照所載的全名)

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

Full Name 姓名 / 名稱 (Mr./ ~~Ms./Company/Organisation~~* 先生/~~女士/公司/機構~~*)

FRANCIS NEOTON CHEUNG
張量童 博士

(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided)
(注意：若個人提交，須填上與香港身份證／護照所載的全名)

3. Details of the Representation 申述詳情

Draft plan to which the representation relates (please specify the name and number of the draft plan) 與申述相關的草圖 (請註明草圖名稱及編號)	The draft WONG NAI CHUNG OZP NO. S/H7/20

* Delete as appropriate 請刪去不適用者
Please fill in "NA" for not applicable item 請在不適用的項目填寫「 不適用 」

Form No. S6 表格第 S6 號

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

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

Subject matters 有關事項@	Are you supporting or opposing the subject matter? 你支持還是反對有關事項?	Reasons 理由
Rezoning of the subject site to "Commercial (2)" and "G/IC(2)"	☐ support 支持 ☑ oppose 反對	The site should be rezoned to "Other Specified Uses" annotated "G/IC and Commercial" The site should not be broken down to two separate sites.
	☐ support 支持 ☐ oppose 反對	
	☐ support 支持 ☐ oppose 反對	

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

The entire site should be rezoned to "Other Specified Uses" annotated "G/IC and Commercial".

Alternative proposal submitted herewith.

\# If supporting documents (e.g. colour and/or large size plans, planning studies and technical assessments) is included in the representations, 90 copies (or 40 hard copies and 50 soft copies) of such information shall be provided.
若申述附有支持其論點的補充資料(例如彩色及／或大尺寸的圖則、規劃研究及技術評估)，則須提供 90 份複本(或 40 份印文本和 50 份電子複本)。

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

Please fill "NA" for not applicable item 請在不適用的項目填寫「 不適用 」
☑ at the appropriate box 請在適當的方格內加上 ☑ 號

Form No. S6

Form No. S6 表格第 S6 號

(This part will not be made available for public inspection)
(這部份不會公開予公眾查閱)

Particulars of "Representer" and Authorised Agent
「申述人」及獲授權代理人的詳細資料

Important Notice 重要告示

1. 申述人須填上香港身份證／護照所載的全名
2. 申述人亦須提供香港身份證／護照號碼的首四個字母數字字符(例子: C668/CC66)
3. 獲授權代理人(如適用)的代表亦須提供香港身份證／護照所載的全名及號碼的首四個字母數字字符(例子: C668/CC66)
4. 如申述由獲授權代理人提交，代理人須提交申述人簽署的委任文書正本
5. 申述人或其獲授權代理人請提供郵寄地址或電郵地址以便書信通訊
6. 申述人須詳閱關於「根據《城市規劃條例》提交及公布申述、對申述的意見及進一步申述」的城市規劃委員會(下稱「委員會」)規劃指引編號 29B

申述若沒有提供上述第 1 至 3 項的資料，則**該申述會視為不曾作出**。若沒有提供上述第 4 項的資料，則該申述將視為並沒有委任獲授權代理人。沒有提供上述第 5 項資料*(註: 不完整或無法辨識的通訊地址亦視作沒有提供)* 的申述人將視作無意收到往後相關函件及出席聆聽會議。委員會秘書處保留權利要求申述人提供身份證明以作核實。若有需要，申述人可透過委員會網站取得聆聽會議安排、相關文件等資料，並聯絡委員會秘書處，以安排出席聆聽會議。

1. Representer must provide the full name shown on Hong Kong Identity (HKID) Card/Passport
2. Representer must provide the first four alphanumeric characters of HKID Card/Passport number (e.g. C668/CC66)
3. The representative of the authorised agent (if applicable) must also provide his/her full name shown on HKID Card/Passport and the first four alphanumeric characters of his/her HKID Card/Passport number (e.g. C668/CC66)
4. For submission made by authorised agent on the representer's behalf, the original signed authorisation letter should be provided
5. Representer or his/her authorised agent is requested to provide postal address or email address to facilitate communication in writing
6. Representer is advised to read the Town Planning Board (the Board) Guidelines No. 29B on "Submission and Publication of Representations, Comments on Representations and Further Representations under the Town Planning Ordinance" (TPB PG-No. 29B).

If representer fails to provide the information of items 1 to 3 above, the representation submitted **shall be treated as not having been made**. Failure to provide the document of item 4 above shall be taken as that no authorisation agent is appointed for the representation. Failure to provide information of item 5 above (note: incomplete or illegible correspondence may also be treated as not having been provided) will be taken to indicate that the representer is not willing to receive further correspondences and attend the hearing. The Secretariat of the Board reserves the right to require the representer to provide identity proof for verification. If needed, the representer may check the information regarding the hearing arrangement, relevant papers, etc. on the Board's website, and contact the Secretariat of the Board to make arrangement for their attendance at the hearing.

1. Representer 「申述人」

Full Name of Representer's Representative (Only applicable to organisation/~~group~~ as a representer)
申述人代表全名(只適用於申述人為機構組織)

Mr. CHEUNG NEOTON FRANCIS

(Note: full name shown on HKID Card/Passport must be provided)
(注意:須填上香港身份證／護照所載的全名)

Representer's First 4 Alphanumeric Characters of HKID Card/Passport (e.g. C668/CC66)# 申述人的香港身份證／護照首 4 位字母數字字符(例子: C668/CC66)#	E	6	1	5

Postal Address 通訊地址@ NEODIMENSIONS SUITE, 28/F, AIA CENTRAL, NO.1 CONNAUGH ROAD, CENTRAL, HONGKONG.

E-mail Address 電郵地址@ 1@neodimensions.net

Tel. No. 電話號碼 (Optional 可選擇提供) 6866266

\# Necessary information. If representer is an organisation/group, must provide the information of the representative
必須資料。如果申述人為機構組織，須提供其代表的資料

@ Please refer to point no. 5 of Important Notice
請查閱重要告示的第 5 點

Form No. S6 表格第 S6 號

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

Full Name of Representative 代表全名

(Only applicable to organisation/group as the authorised agent 只適用於獲授權代理人為機構組織)

(Mr./ Ms. * 先生/女士*)

(Note: full name shown on HKID Card/Passport must be provided)
(注意:須填上香港身份證／護照所載的全名)

First 4 Alphanumeric Characters of HKID Card/Passport (e.g. C668/CC66)# 香港身份證／護照首 4 位字母數字字符(例子: C668/CC66)#				

Postal Address 通訊地址@

E-mail Address 電郵地址@

Tel. No. 電話號碼 (Optional 可選擇提供)

* Delete as appropriate 請刪去不適用者

\# If the authorised agent is an organisation/group, must provide information of the representative
如果代理人為機構組織，須提供其代表的資料

@ Please refer to point no. 5 of Important Notice
請查閱重要告示的第 5 點

Statement on Personal Data 個人資料的聲明

1. In accordance with the provisions of the Town Planning Ordinance and the relevant Town Planning Board Guidelines, the personal data submitted to the Board in this representation will be used by the Secretary of the Board and Government departments for the following purposes:
   (a) the verification of identity of the "representer" and the authorised agent;
   (b) the processing of this representation which includes making available the name of the "representer" for public inspection when making available this representation for public inspection; and
   (c) facilitating communication between the "representer" and the Secretary of the Board/Government departments

   城市規劃委員會就這宗申述所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：
   (a) 核實「申述人」及獲授權代理人的身份；
   (b) 處理這宗申述，包括在公布這宗申述供公眾查閱時，公布「申述人」的姓名供公眾查閱；以及
   (c) 方便「申述人」與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the "representer" and the authorised agent in this representation may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.
   「申述人」及獲授權代理人就這宗申述提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. The "representer" and the authorised agent have a right of access and correction with respect to their personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
   根據《個人資料（私隱）條例》（第 486 章）的規定，「申述人」及獲授權代理人有權查閱及更正其個人資料。如欲查閱及更正其個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

Background

- In the Chief Executive's first Policy Address 2017, Carrie Lam announced the plan of the construction of a District Court Complex at Caroline Hill Road to house the District Court, the Family Court and the Lands Tribunal ("The District Court Complex").
- Amendments to the Approved Wang Nai Chung Outline Zoning Plan No.S/H7/19 is therefore required to enable the intended development.
- The Planning Department, together with concerned Government departments, had consulted the Wai Chai District Council (WCDC) on 8 May 2018 regarding the proposed developments at the Site. Members were concerned about the site selection of the new law court and traffic impacts to the local district brought by the developments. Individual members suggested the Government to include in the development more community facilities that could benefit the entire Wan Chai district and also requested to consult WCDC again before submitting the rezoning proposal to the Town Planning Board.
- In January 2019, The Planning Department submitted the revised development proposal to the WCDC.
- The Town Planning Board has announced amendments to the approved Wong Nai Chung Outline Zoning Plan on 24 May 2019.
- The amendments mainly involve：
  - Rezoning the northern and eastern parts of the Caroline Hill Road site fronting Leighton Road from "Other Specific Uses" annotated "Sports and Recreation Club" and "Government, Institution or Community" (G/IC) to "Commercial (2)" for commercial development; and
  - Rezoning the southern part of the Caroline Hill Road site from "G/IC" to "G/IC(2)" for the establishment of the District Court and revising the Site's building height restriction.
- According to the Government Scheme, the Caroline Hill Road Site will provide a total gross floor area (GFA) of not more than 170,000 sqm, include 96,726 sqm for commercial and 3,724 sqm for G/IC use and 70,000 sqm for the new District Court Complex. And that, the 26,583-sqm site will be divided into 2 land parcels - the North-western parcel 15,963 sqm and South-eastern parcel 10,620 sqm.

Background

- At the WCDC meeting on 4 July 2019, the Council strongly objected the then development scheme proposed by the government regarding their suggestions on improving the traffic conditions of Causeway Bay (CWB) and the better planning of ex-Electrical and Mechanical Services Department Headquarters Site at Caroline Hill Road. The Council pointed out that while there had been a lot of controversies over the Government Scheme on aspects of traffic, environment, landscaping and the apparently high development densities, having doubt that the proposed development might cause adverse impacts to the adjoining road networks.

- The Council requested the government to include more communal facilities, such as civic centre and elements of urban greening, and to work out a new proposal which would better satisfying the needs and aspirations of the residents in the vicinity of the Site.

- The Council passed a motion, requiring that any new proposal would have to be submitted to the Council for discussion and approval prior to submitting the same to the Town Planning Board for consideration.

Dos and Don’ts

We uphold the following principles in the consideration of the proposed amendments:

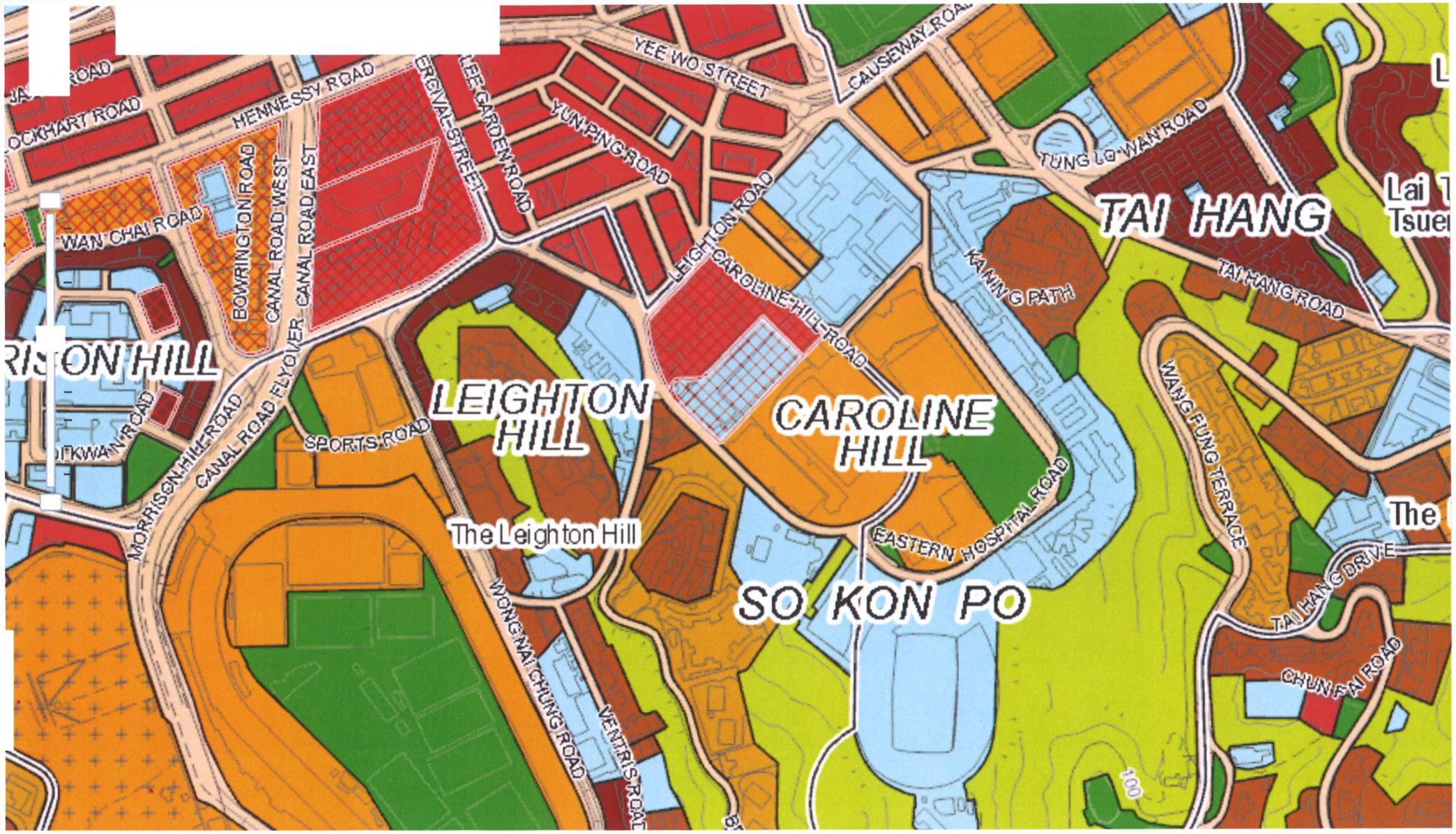
1) We, in principle, do not object moving the District Court complex to the subject Site on condition that the planning and disposition of the buildings would not impose adverse impacts to the adjoining areas in terms of traffic, visual impact, air ventilation and environmental considerations;
2) Improvement of the vehicular and pedestrian movements within and in the vicinity of the proposed development;
3) Provisions of an urban green open space and open amphitheatre for the residents in the Wanchai District;
4) Enhancement of community connections by providing a decent civic place and more communal facilities for citizens of a wider age range;
5) Emphasizing on place making and encouraging interactions among the stakeholders;
6) Provisions of road improvement works including but not limited to road widening and junction improvements;
7) Provisions of GMB & Taxi lay-bys;
8) Enhancing the pleasure of walking within and in the vicinity of the subject Site;
9) Encouraging the multi-use of one amalgamated site by implementing innovative land administration mechanism; and
10) Delivering a development scheme which is technically feasible and financially viable to prospective developers

We recommend that:

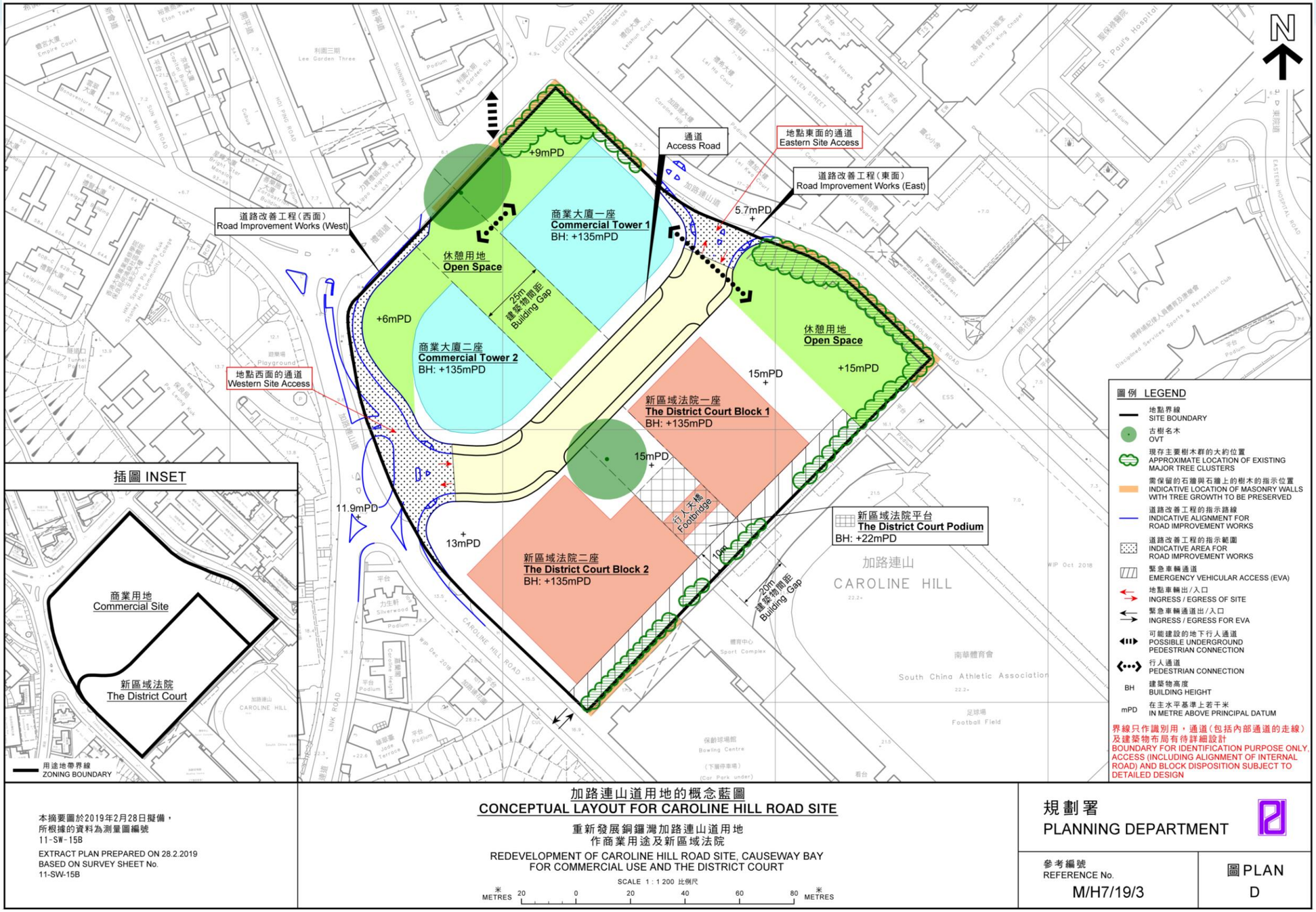
11) The subject Site should be redeveloped under one parcel of land instead of two segregated lots:
12) The total GFA for G/IC communal facilities (non-Court functions) to be increased to 8000 sqm;
13) The total GFA for the Commercial portion (including Retail, Office and hotel) to be reduced by 30 -50% so as to avoid overburdening the adjoining road networks;
14) The total GFA of the District Court complex to remain as 70000 sqm;
15) The total area of the open space to be increased to 12000 sqm; and
16) The subject Lot to be disposed as one entity in that the construction of the District Court would be entrusted to the developer who wins the bid.

The Government Scheme

Government's Proposed Amendment to Approved OZP



Government Scheme - Master Layout Plan



Government Scheme - Development Brief

		Commercial & G/IC	District Court	Total
Zoning Area		15,963 sqm	10,620 sqm	26,583 sqm
Development Site Area		8,953 sqm	10,620 sqm	19,573 sqm
GFA	Commercial	96,726 sqm*1	0 sqm	96,726 sqm
	G/IC	3,274 sqm*1	70,000 sqm	73,274 sqm
	Total	100,000 sqm	70,000 sqm	170,000 sqm
Plot Ratio		About 6.264	About 6.592	About 6.395
Building Height (max)		135mPD	135mPD	N/A
No. of Stories		25-28	To be determined	N/A
Open space (sqm)		6000 sqm	N/A	6,000 sqm
Commercial Parking Spaces	Car /LGV	287*4	N/A	300
	Motorcycle	30	N/A	30
G/IC Parking Space	Car /LGV	13	135	148
	Motorcycle	1	5	6
Loading and Reloading	LGV	28	14*3	51
	HGV/Coach	18		
	Taxi and Car	7		
Public Parking		125*2	Nil	125
Public Transport facilities		GMB Lay-bys: 105 sqm	Nil	N/A

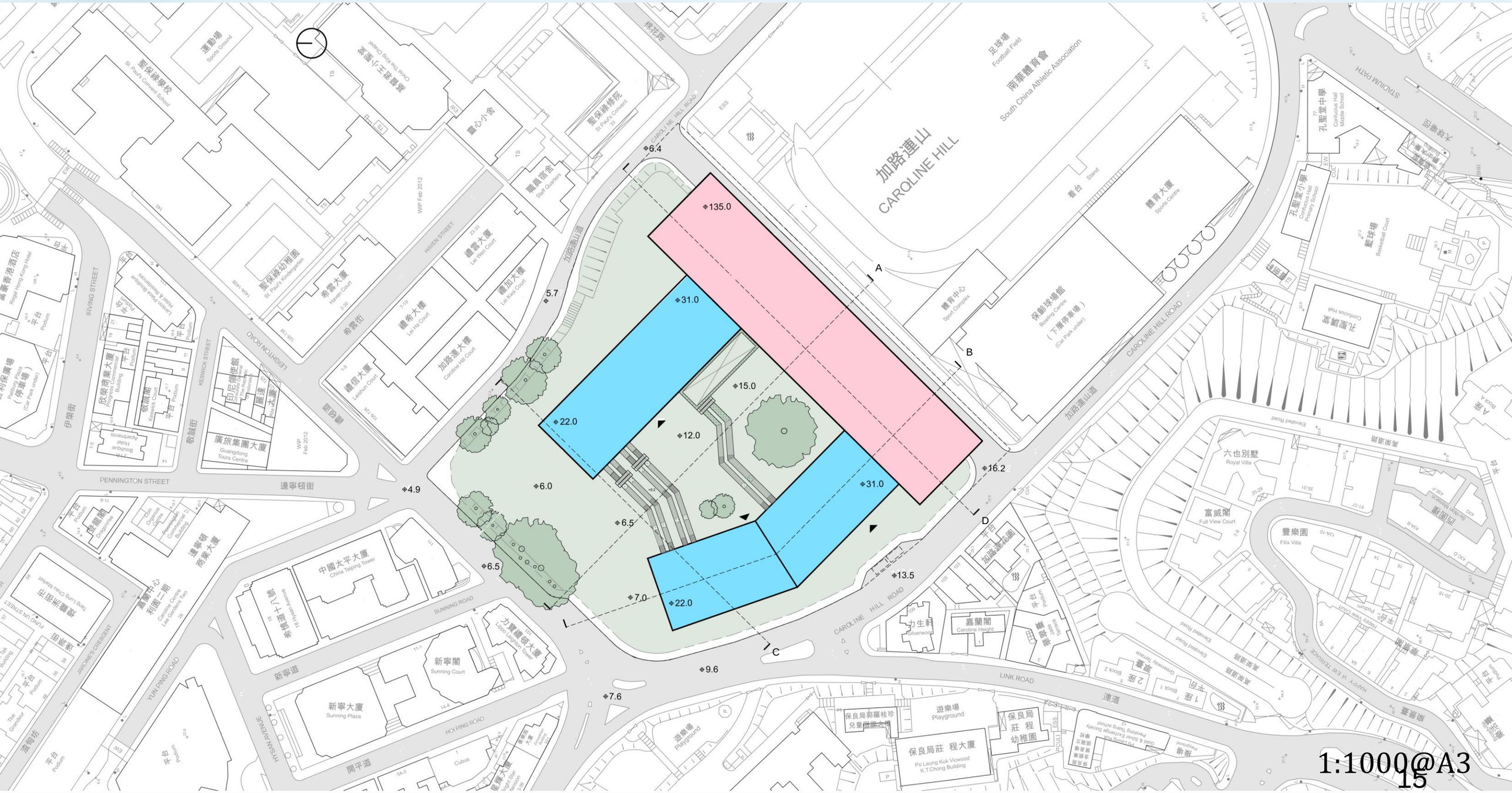
*1 Worst Situation in AECOM's traffic report
*2 125 including 100 for private car and 25 for commercial vehicles. The parking spaces for commercial vehicle shall include 15 for light goods vehicles, 5 for medium/heavy goods vehicle and 5 for coaches. subject to Transport Department's further consideration.
*3 For vehicles of Correctional Services Department and others.

*4 Calculation based on AECOM's traffic report, in which 10000 sqm GFA of retail, 44000 sqm GFA of hotels and 42726 sqm GFA of office.

Our Scheme

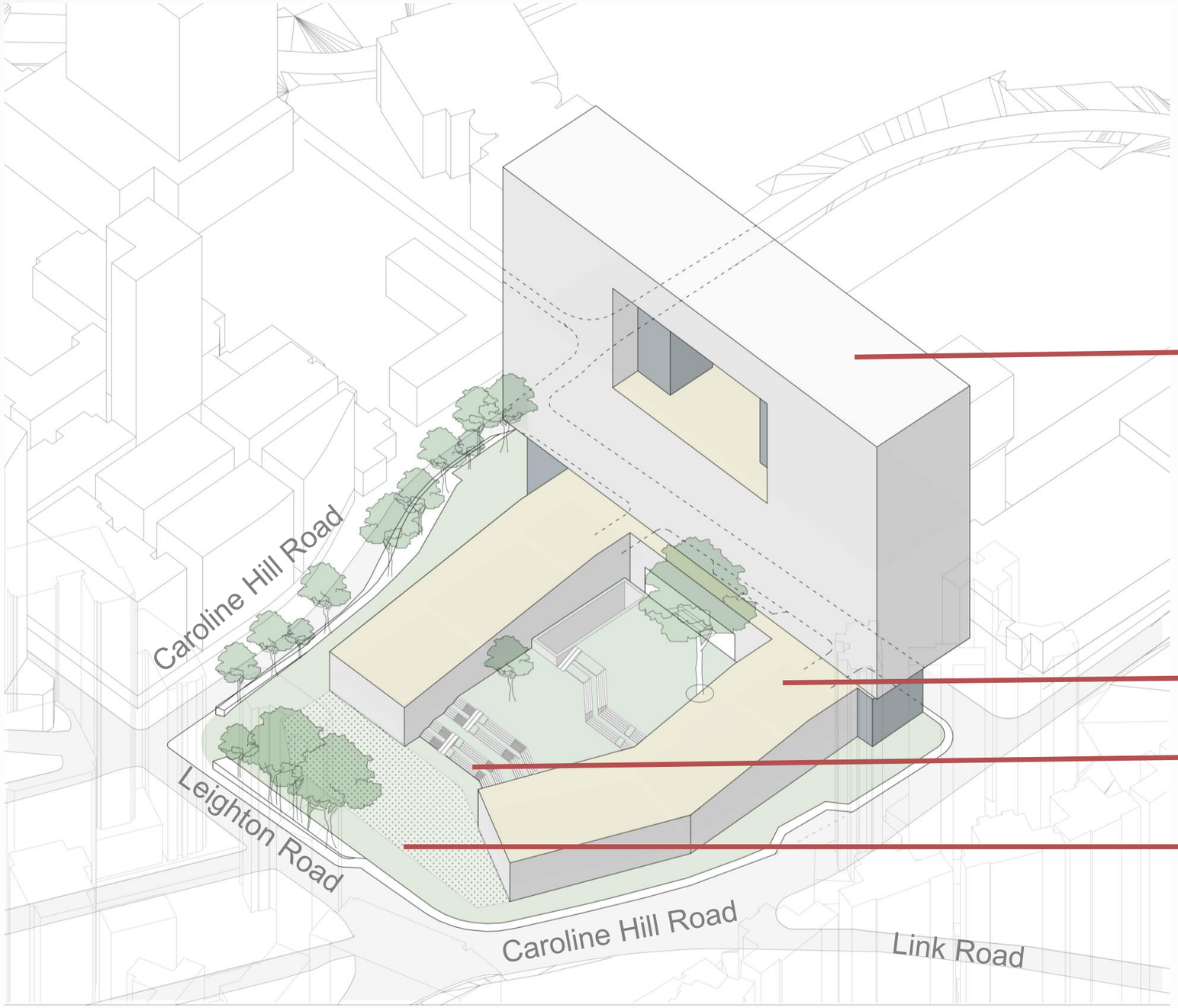
Our Scheme – Artist's Impression

Our Scheme - Master Layout Plan



1:1000@A3

Our Scheme - Urban Form



District Court Complex

Commercial / Communal Wings

Amphitheatre

Entrance Plaza

Our Scheme - Development Considerations

Minimum Accommodation Requirements

- District Court, Family Court & Lands Tribunal	70,000 sqm
- Child Care Centre (CCC)	≥ 1,074 sqm
- District Health Centre (DHC)	≥ 2,200 sqm
- Open Space	≥ 6,000 sqm

Preservation

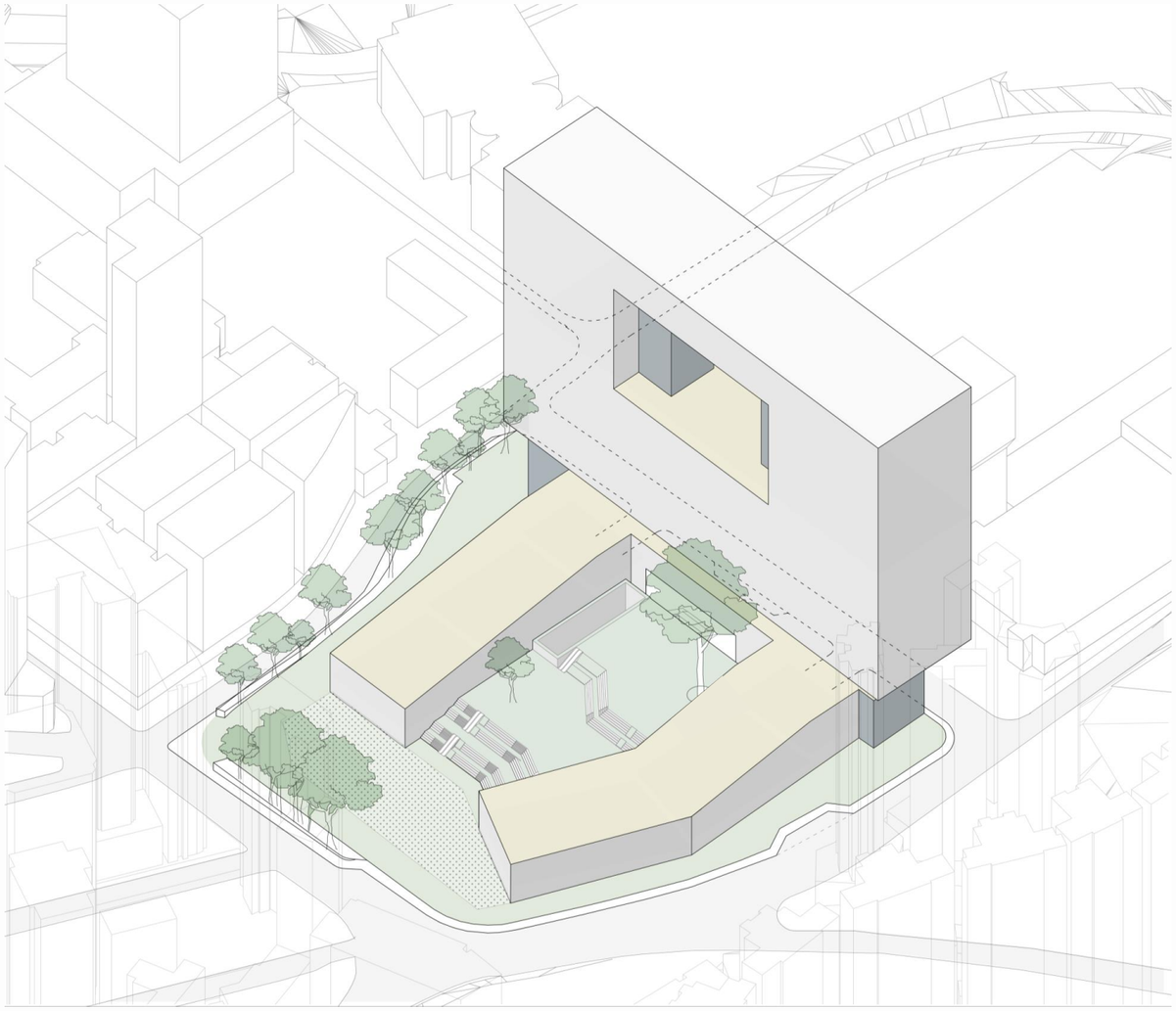
- 2 Old and Valuable Trees
- Stone wall as much as practicable

Additional Communal Facilities

- Youth Activities Centre	≥ 1726 sqm
- Elderly Activities Centre	≥ 1000 sqm
- Civic Centre	≥ 2000 sqm

Urban Design Considerations

- Visual Impact
- Districtwide Air Ventilation
- Urban Park & Landscaping
- Civic Place for Residents nearby
- Pedestrian Access & Enhancing Community Connections
- Road Widening & Improvements of Adjoining Road Network
- Provisioning GMB & Taxi lay-bys
- Pleasant Walkability
- New Mode of Land Administration
- Social Equity & Merits

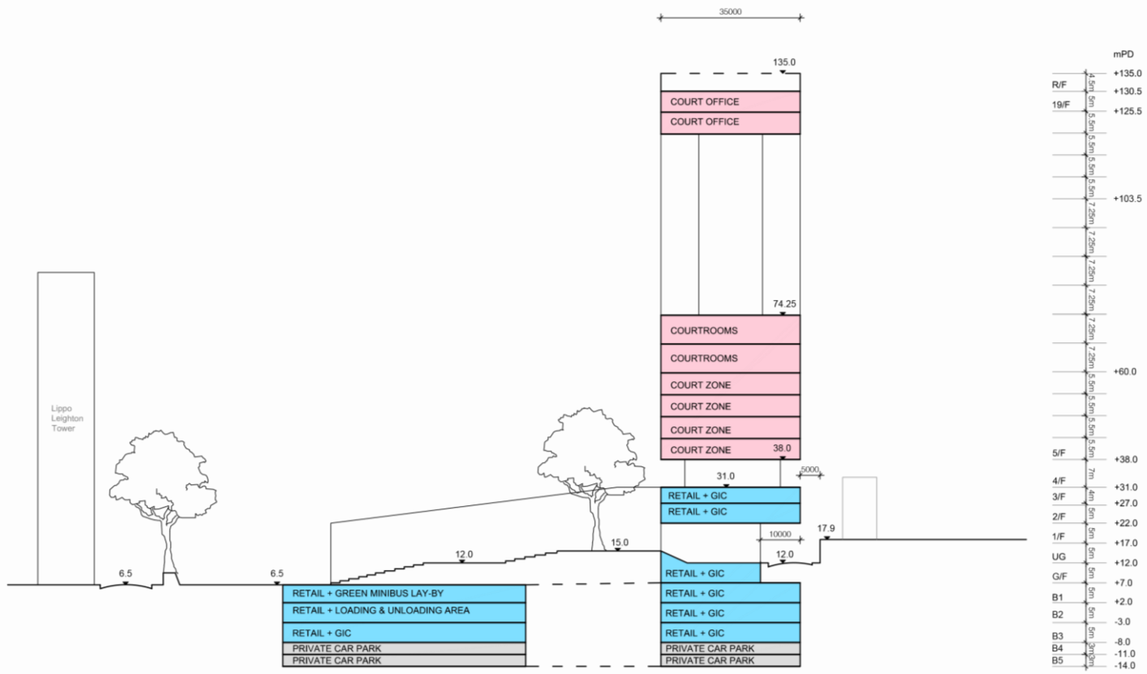


Our Scheme - Development Brief

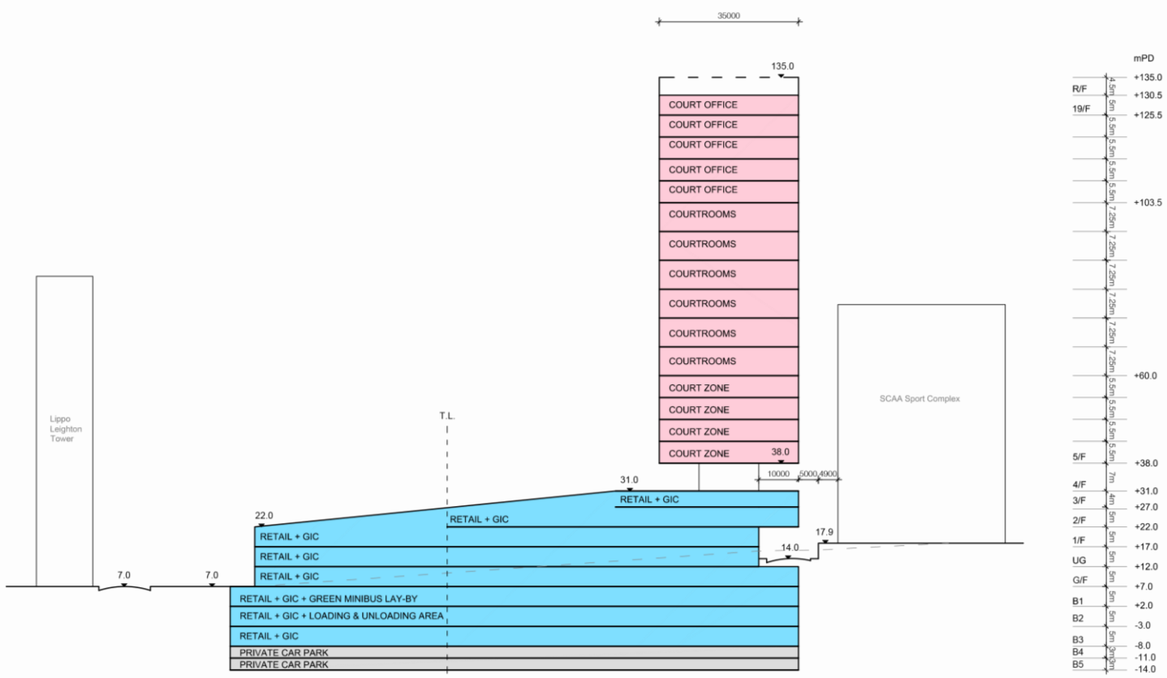
		Commercial & G/IC	District Court	Total
Zoning Area		N/A	N/A	26,583 sqm
Development Site Area		Combined		26,583 sqm
GFA	Commercial	52,000 sqm*3	0 sqm	52,000 sqm
	G/IC	8,000 sqm	70,000 sqm	78,000 sqm
	Total	60,000 sqm	70,000 sqm	130,000 sqm
Plot Ratio		About 2.257	About 2.633	About 6.455
Building Height (max)		100mPD	135mPD	N/A
No. of Stories		4-16	21	N/A
Open space (sqm)		12,000sqm		12,000sqm
Commercial Parking Spaces	Car /LGV	262	N/A	262
	Motorcycle	15	N/A	15
G/IC Parking Space	Car /LGV	30	135	165
	Motorcycle	2	5	7
Loading and Reloading	LGV	18*4	14*2	50
	HGV/Coach	10*4		
	Taxi and Car	8*4		
Public Parking		125*1	Nil	125
Public Transport facilities		GMB Lay-bys: 105 sqm	Nil	N/A

*1 125 including 100 for private car and 25 for commercial vehicles. The parking spaces for commercial vehicle shall include 15 for light goods vehicles, 5 for medium/heavy goods vehicle and 5 for coaches. subject to Transport Department's further consideration.
*2 For vehicles of Correctional Services Department and others.
*3 Included 20000 sqm of retail GFA and 32000 sqm of office GFA.
*4 According to HKPSG

Our Scheme - Sections

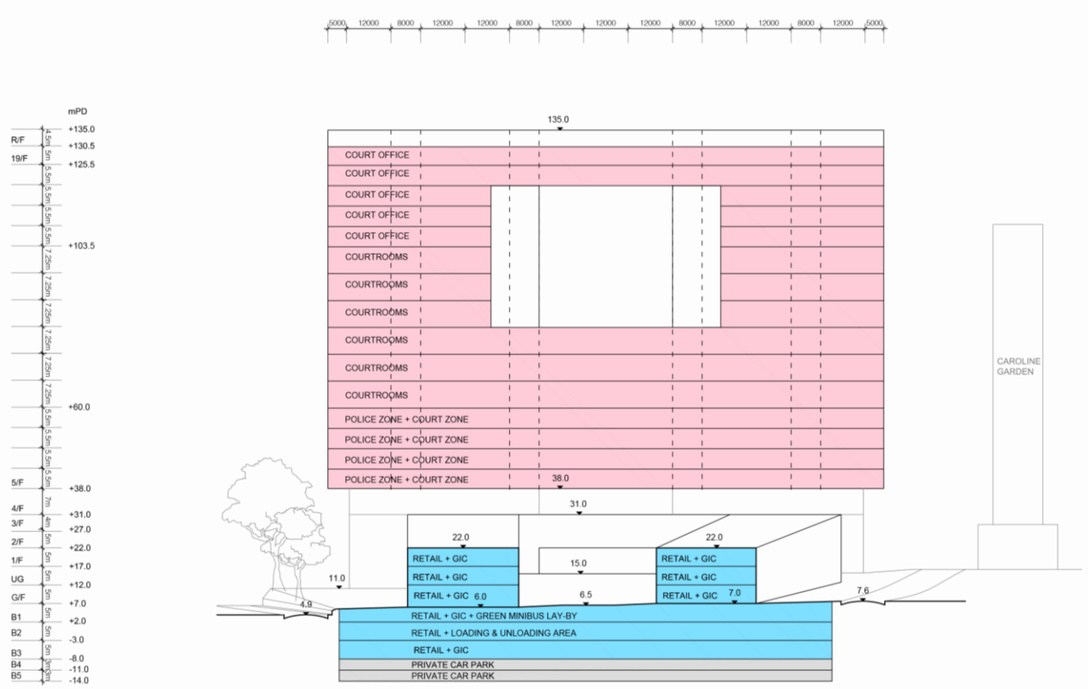


SECTION A-A

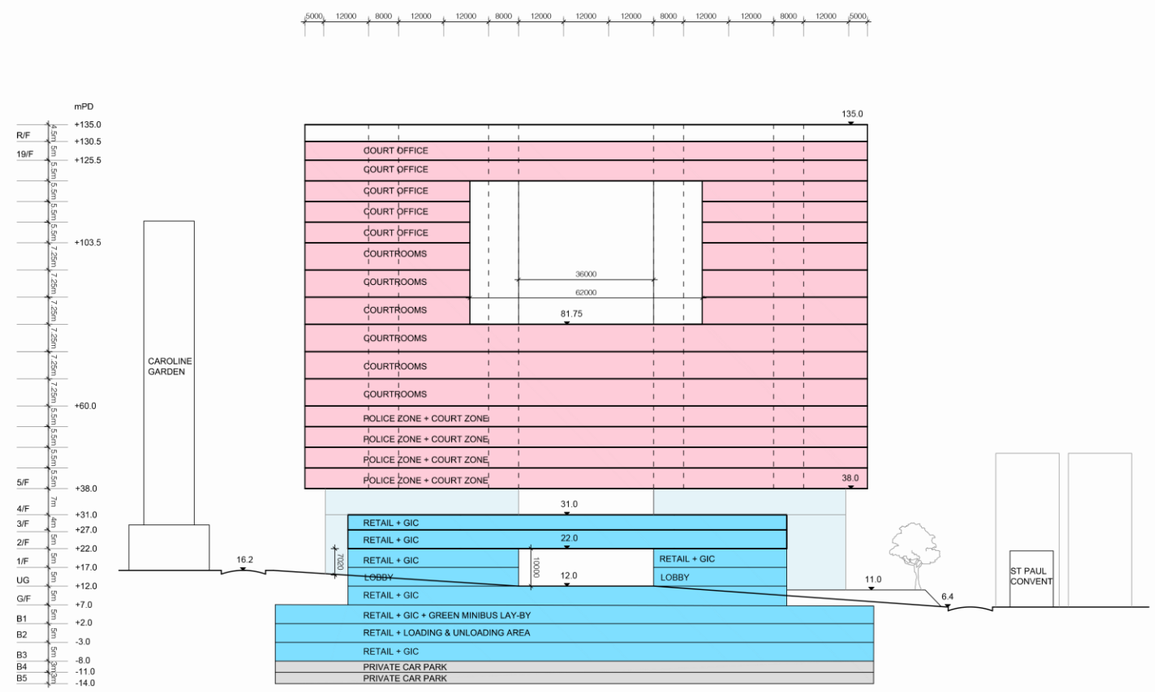


SECTION B-B

Our Scheme - Sections

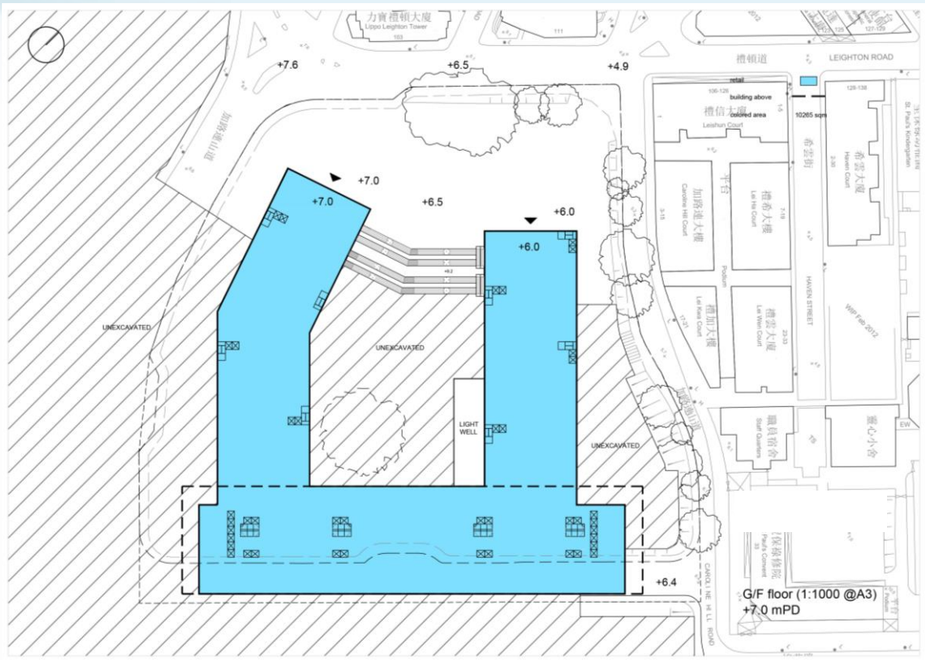


SECTION C-C

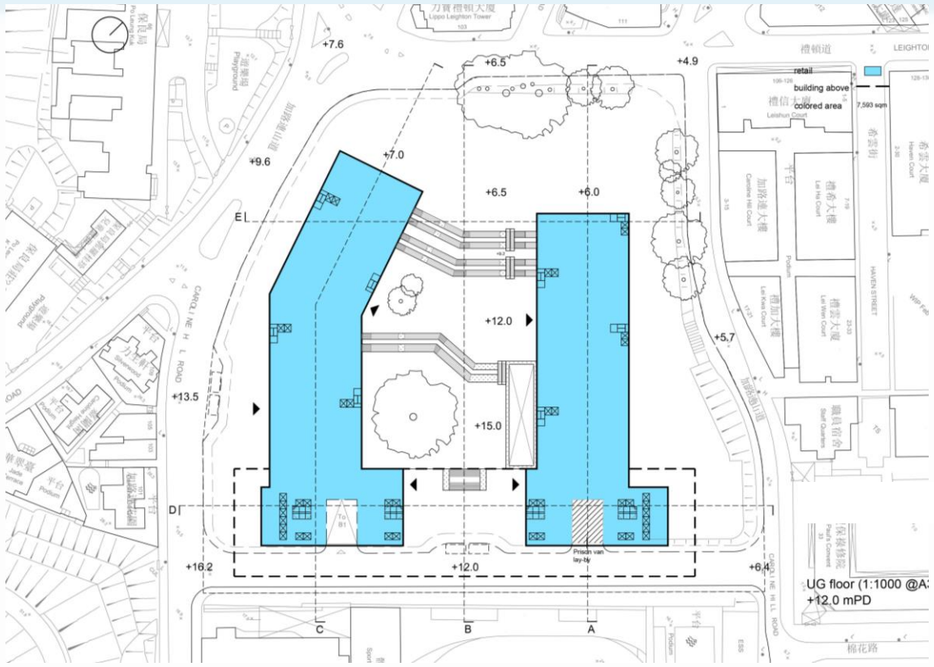


SECTION D-D

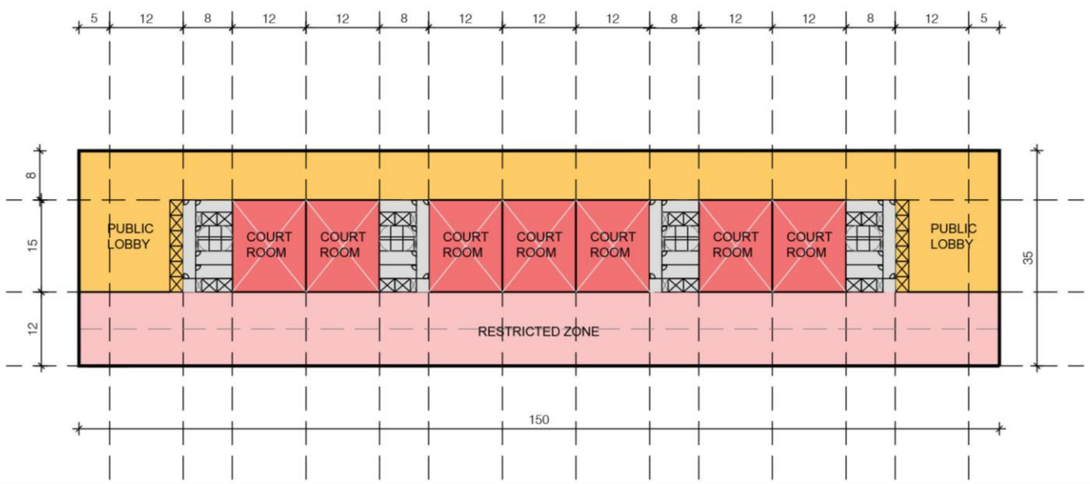
Our Scheme - Plans



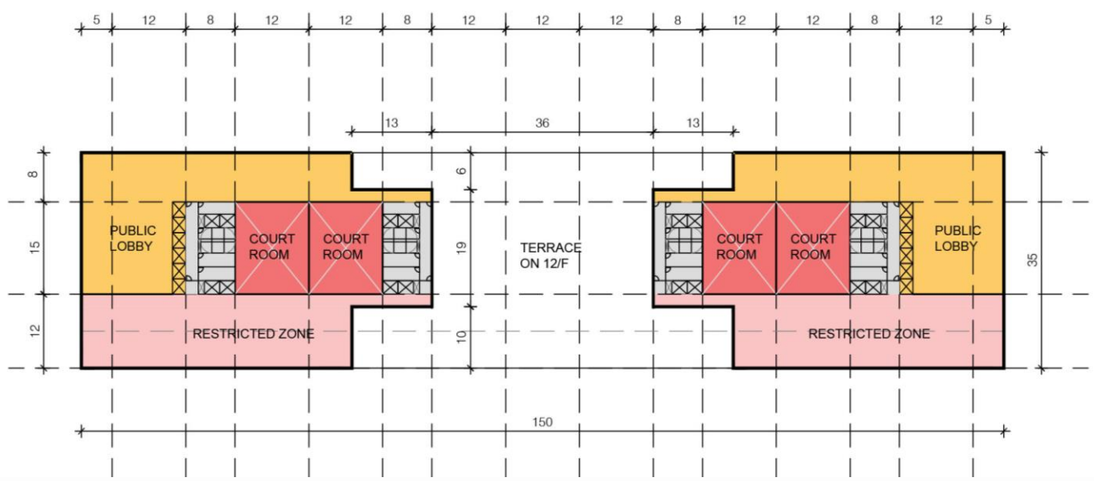
G/F plan (1:2000@A3)



UG/F plan (1:2000 @A3)



9-11/F plan (1:1000 @A3)

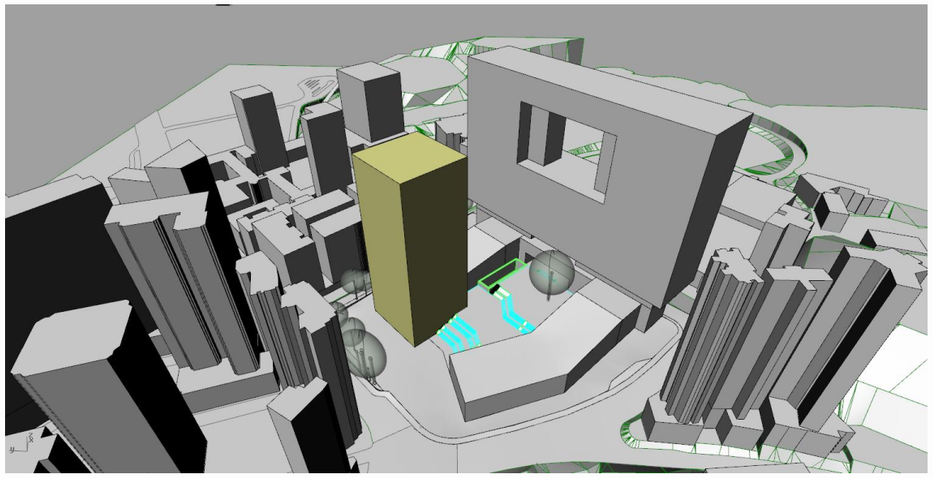


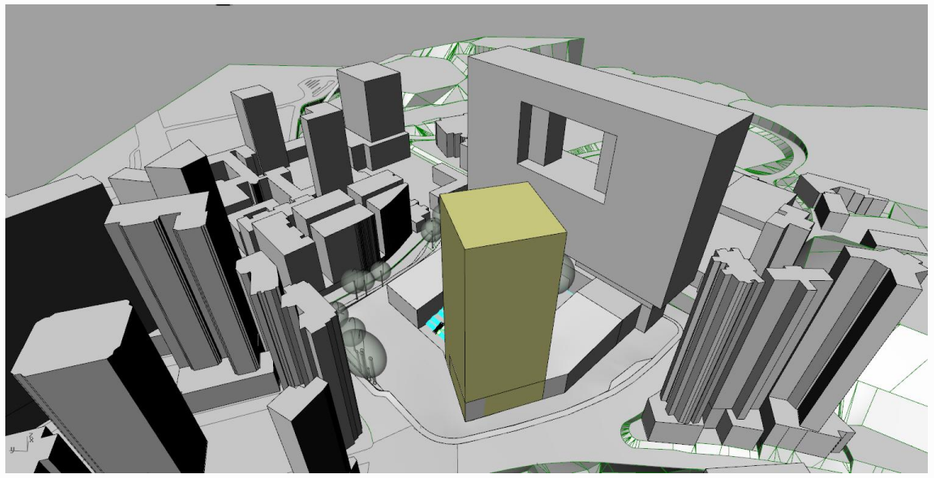
12-17/F plan (1:1000 @A3)

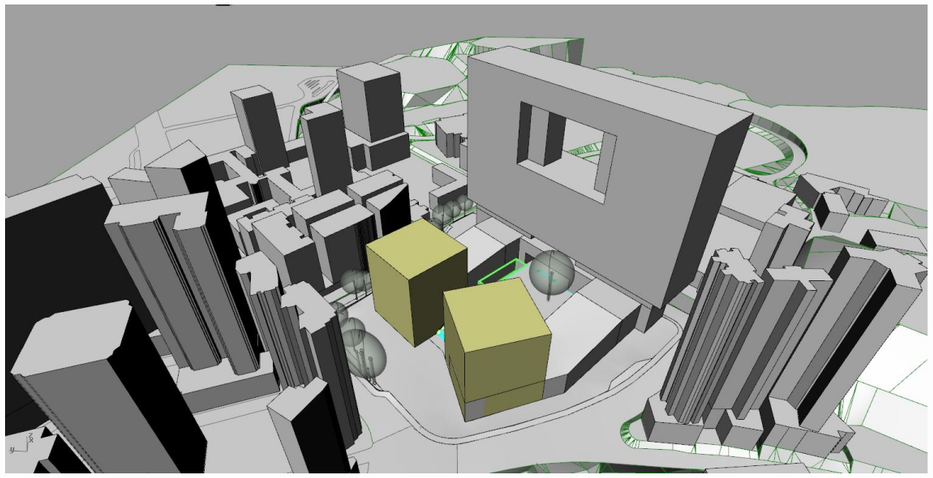
Our Scheme – Alternative Options of Allocating Commercial Areas

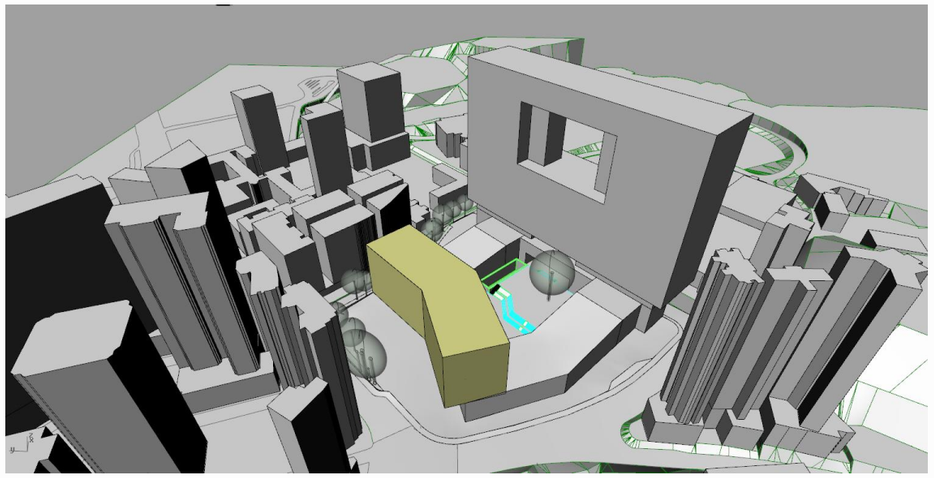
While we recommend to reduce the commercial gross floor area by 50%, we also suggest to have flexibility in allocating the various combinations of the retail, office and hotel elements depending on their respective TIAs, which would result in either the Base Scheme (which has no tower) or other options which may have one or two tower(s) containing the office and hotel accommodations.

Four alternative options are depicted in the diagrams here-in-below.



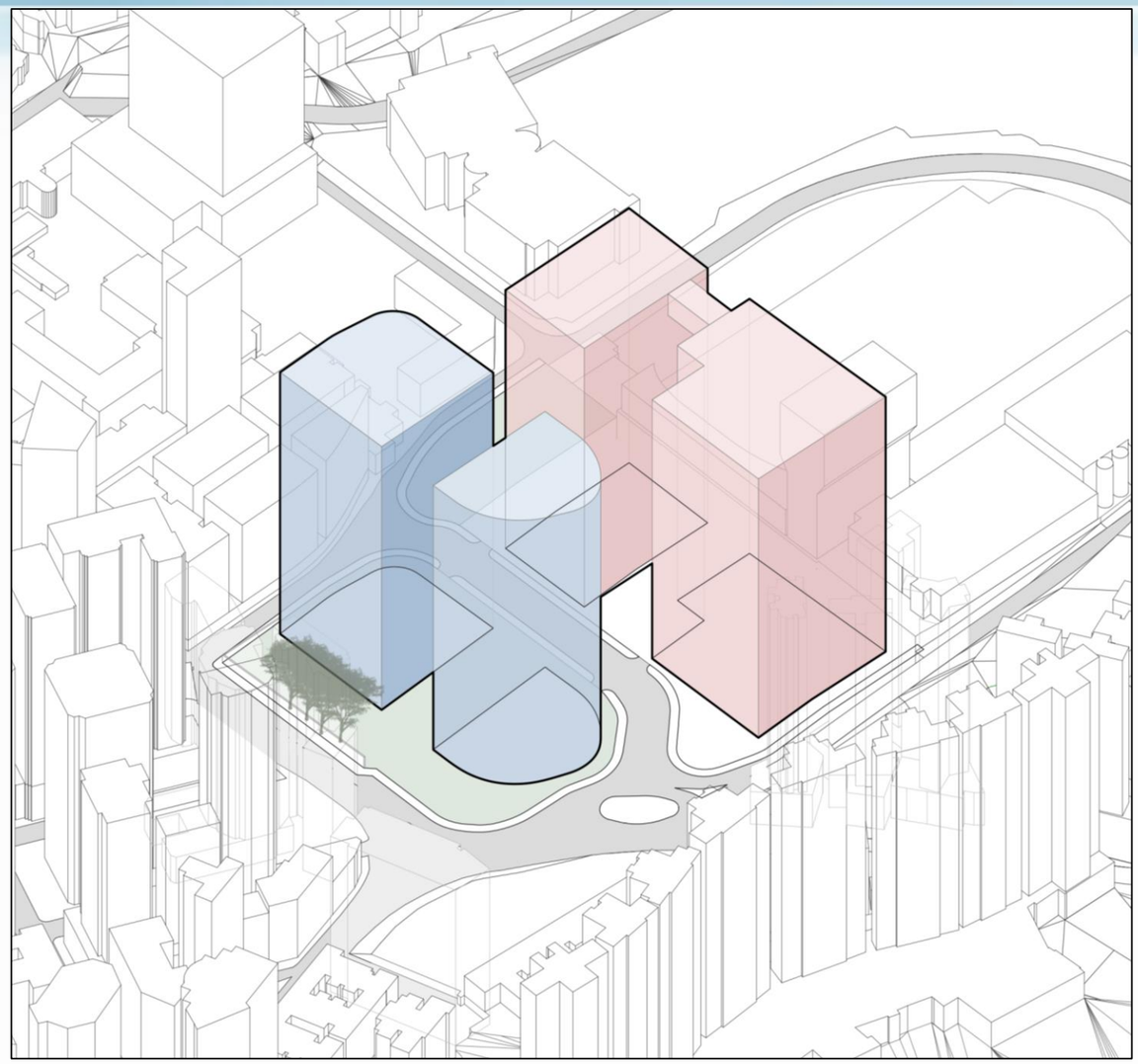






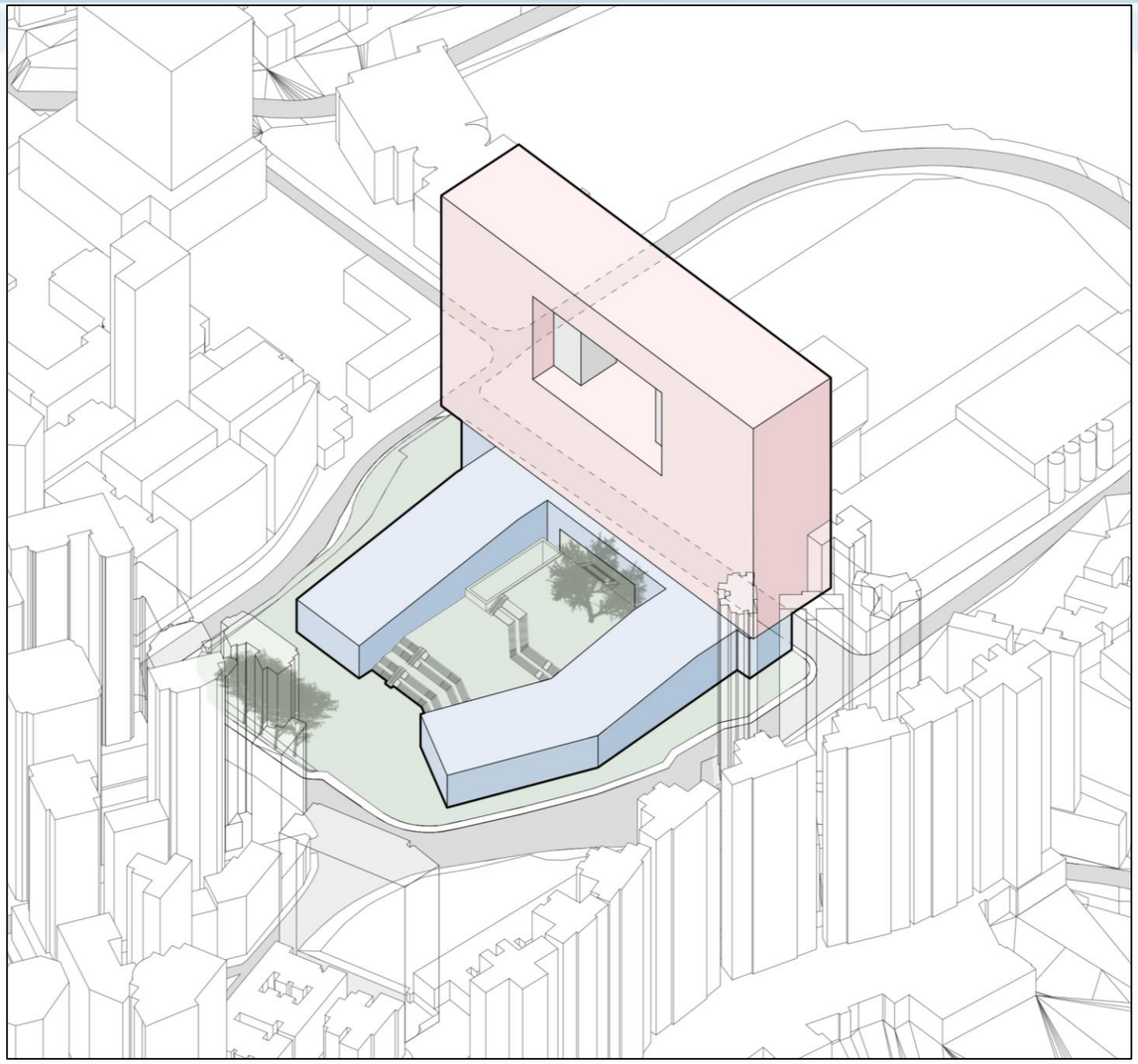
Scheme Comparison

Scheme Comparison – Building Massing



Government Scheme

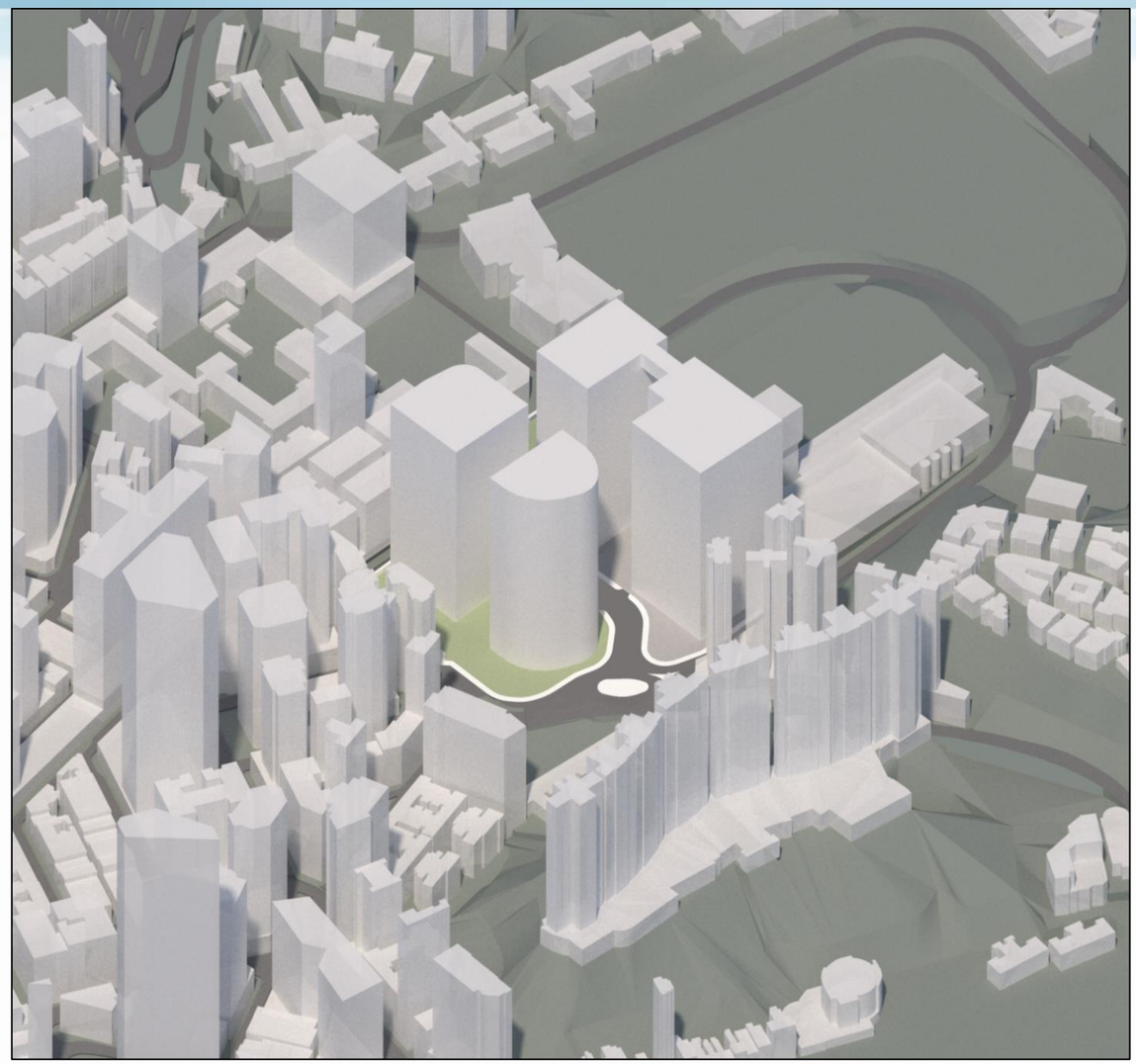
- Limited and scattered public open space
- 4-tower configuration - monotonous, bulky and congested
- 20-25m gaps between the towers too narrow
- Adverse impacts on micro-climate



Our Scheme

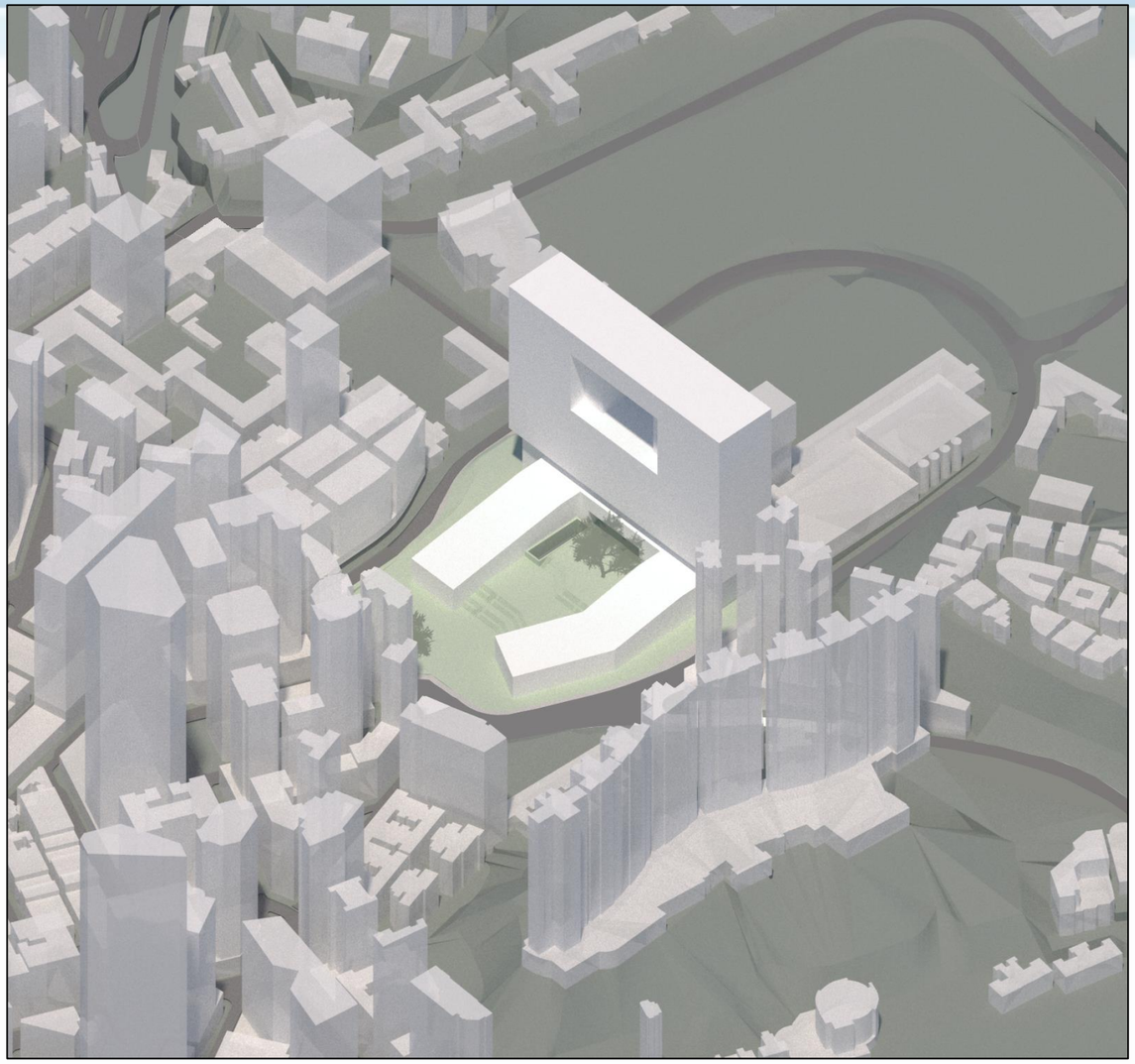
- Larger and connected public open space
- The superblock and urban window design of the District Court Complex give identity to the development
- Spacious public plaza for easier pedestrian access
- Better impacts on micro-climate

Scheme Comparison – Urban Fabric



Government Scheme

- Congested building mass
- Detrimental to air ventilation
- Lack of urban void



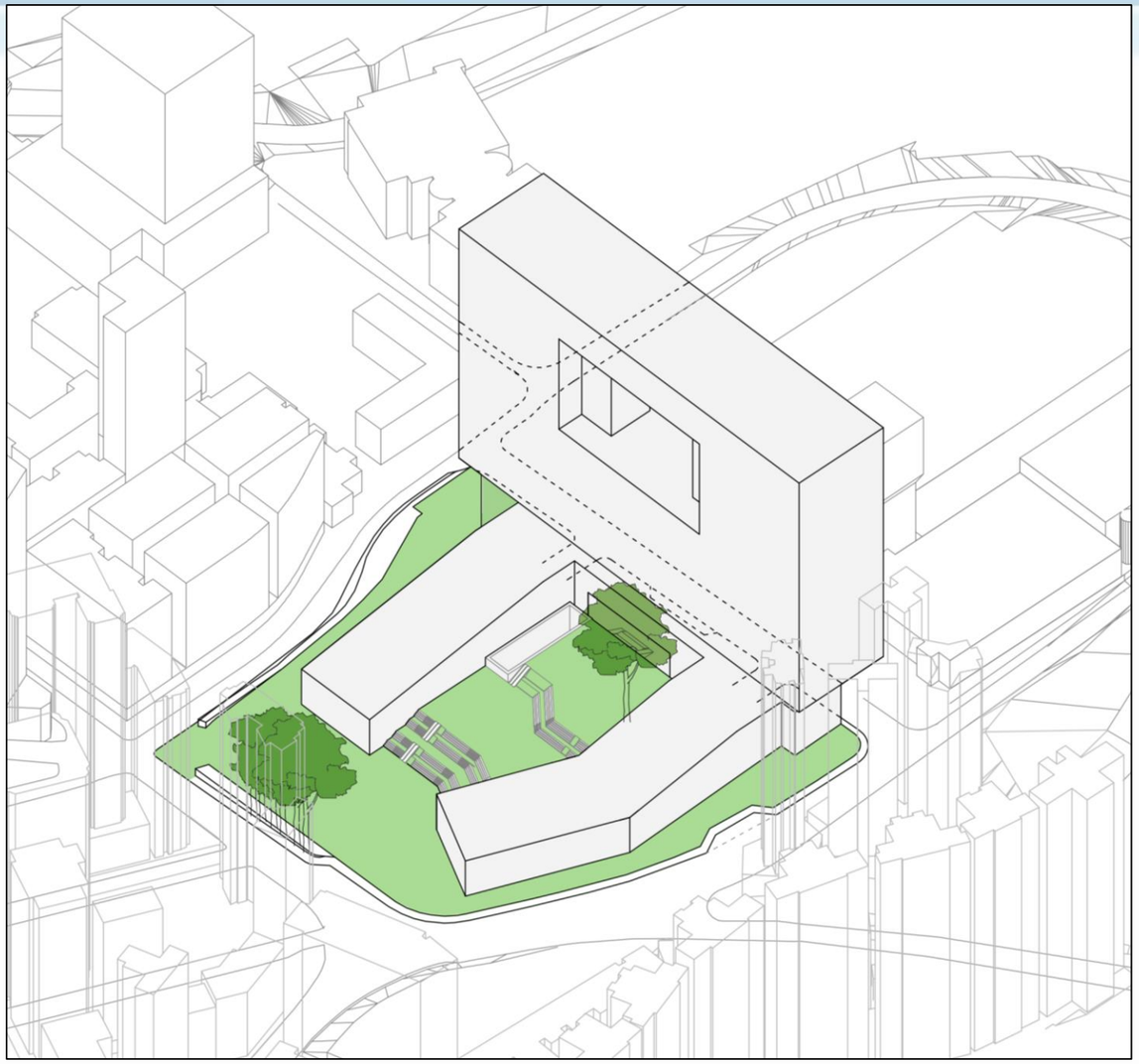
Our Scheme

- More spacious open space
- Better air ventilation
- Creates an applaudable urban void for the district
- Urban plaza well-enclosed by low-rise wings

Scheme Comparison – Green Space & Landscaping

Government Scheme

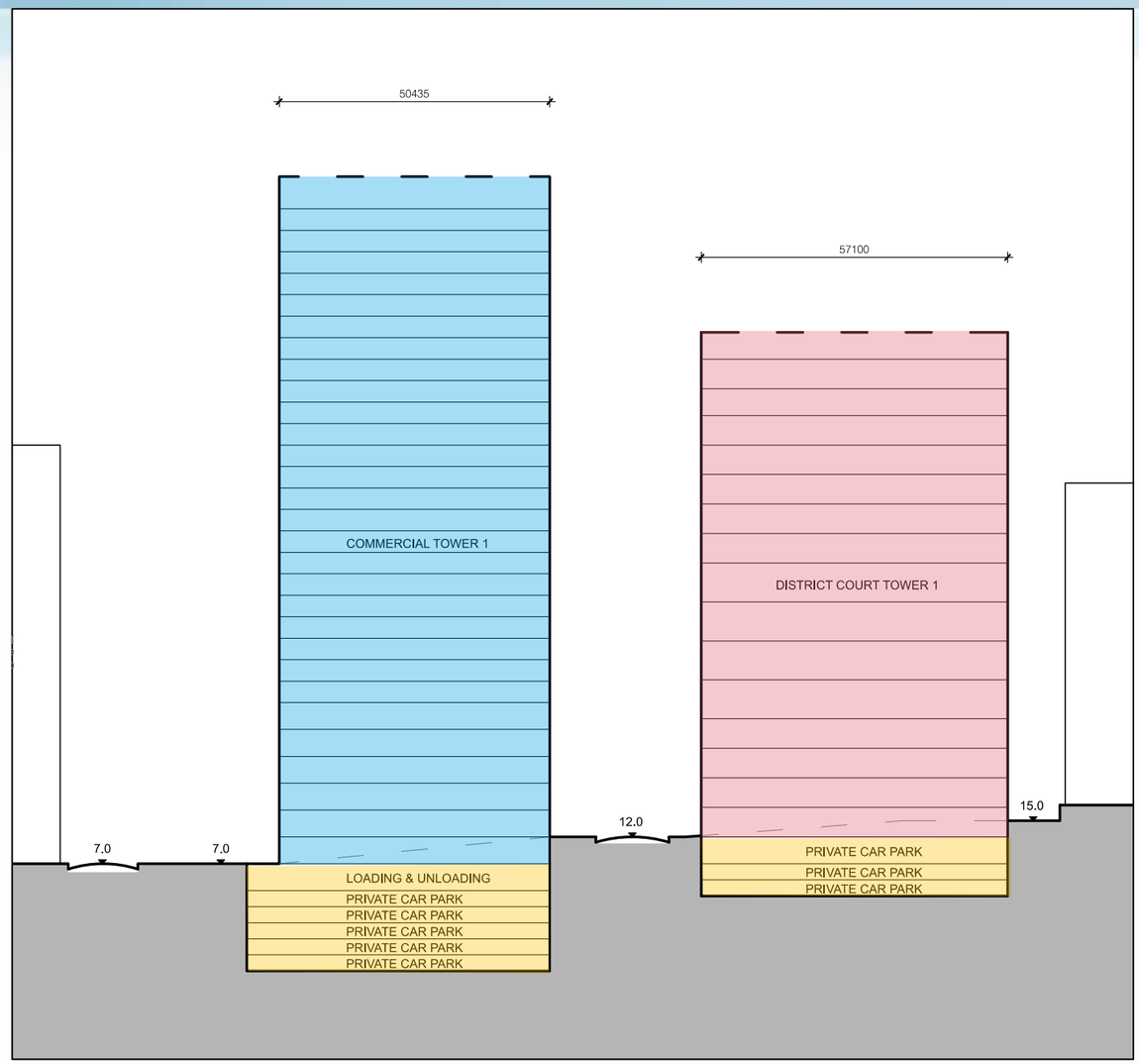
- Segregated sites create smaller land plots divided by roads
- Fragmented and disjointed open spaces
- Difficult for pedestrian movement and way finding
- Narrow pavements not improving the pedestrian movement of surrounding streets



Our Scheme

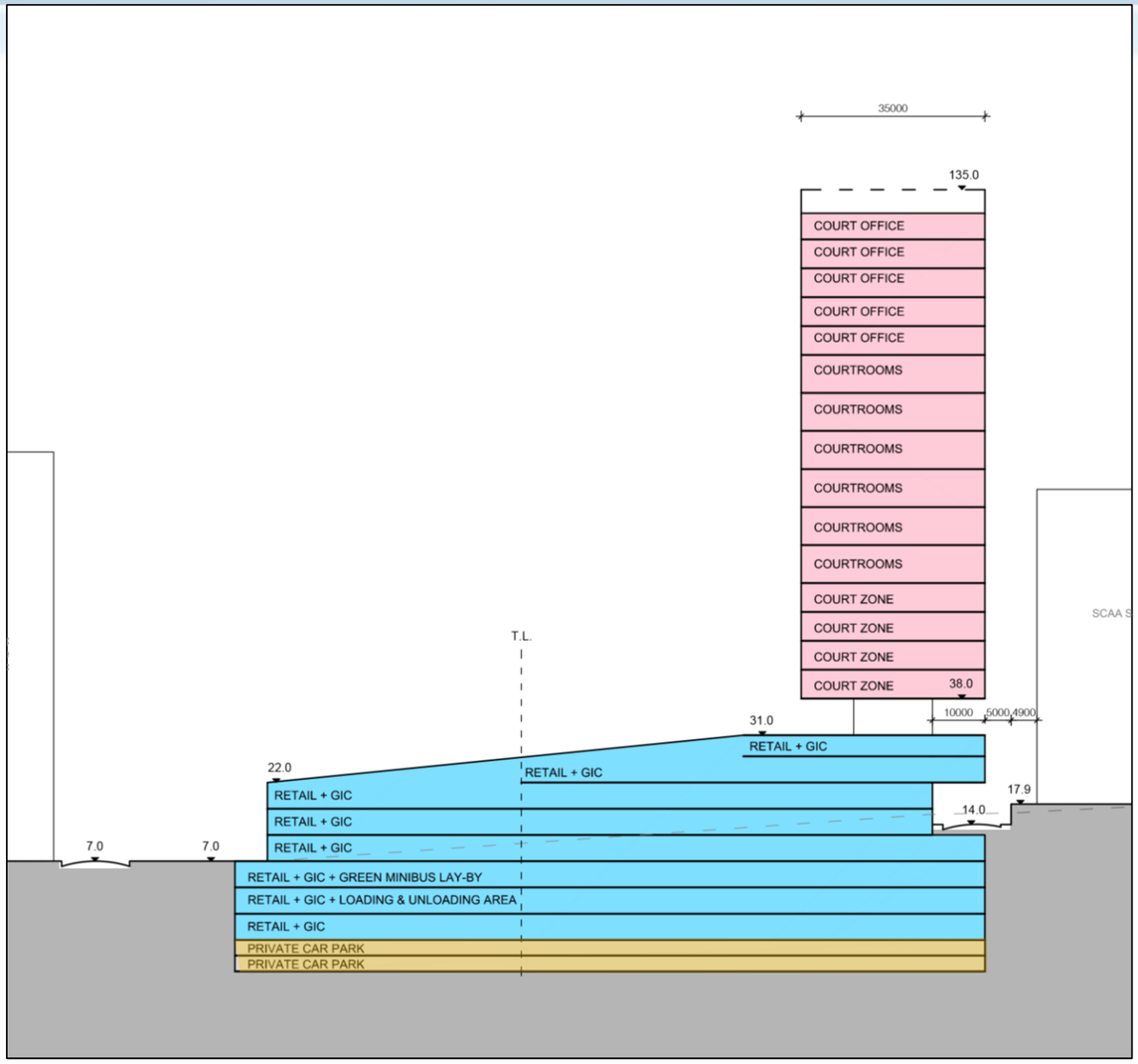
- Amalgamated site offers a larger and connected land plot
- New district urban plaza and green edges improves surrounding streets
- Easy for pedestrian movement and way finding
- Place-making with character – plaza, steps, terraces, landscaping

Scheme Comparison – Economizing Multi-use on One Amalgamated Site



Government Scheme

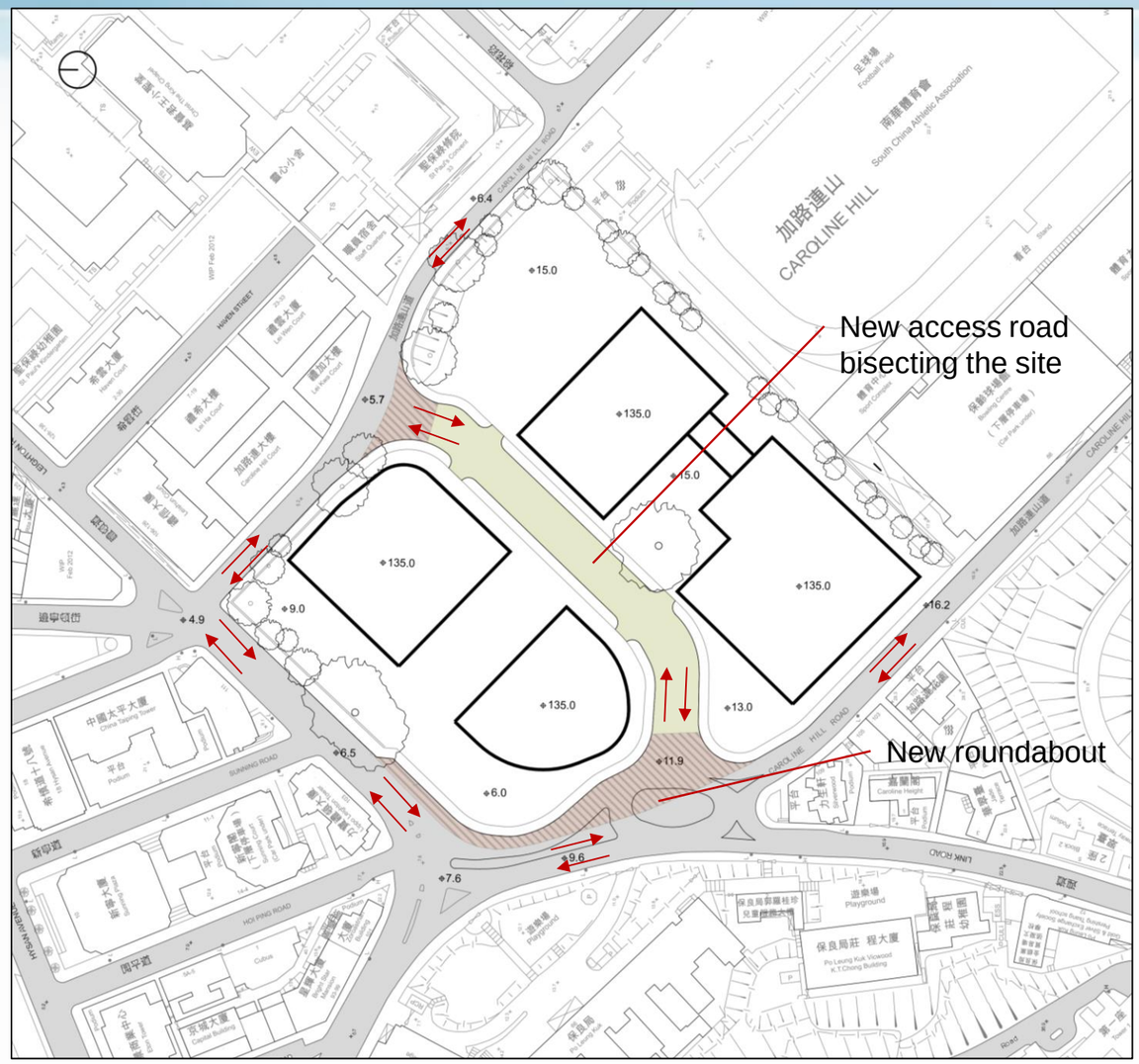
- 300 private car park spaces required
- 6 basements at Commercial site
- Separated basements inefficient and costly



Our Scheme

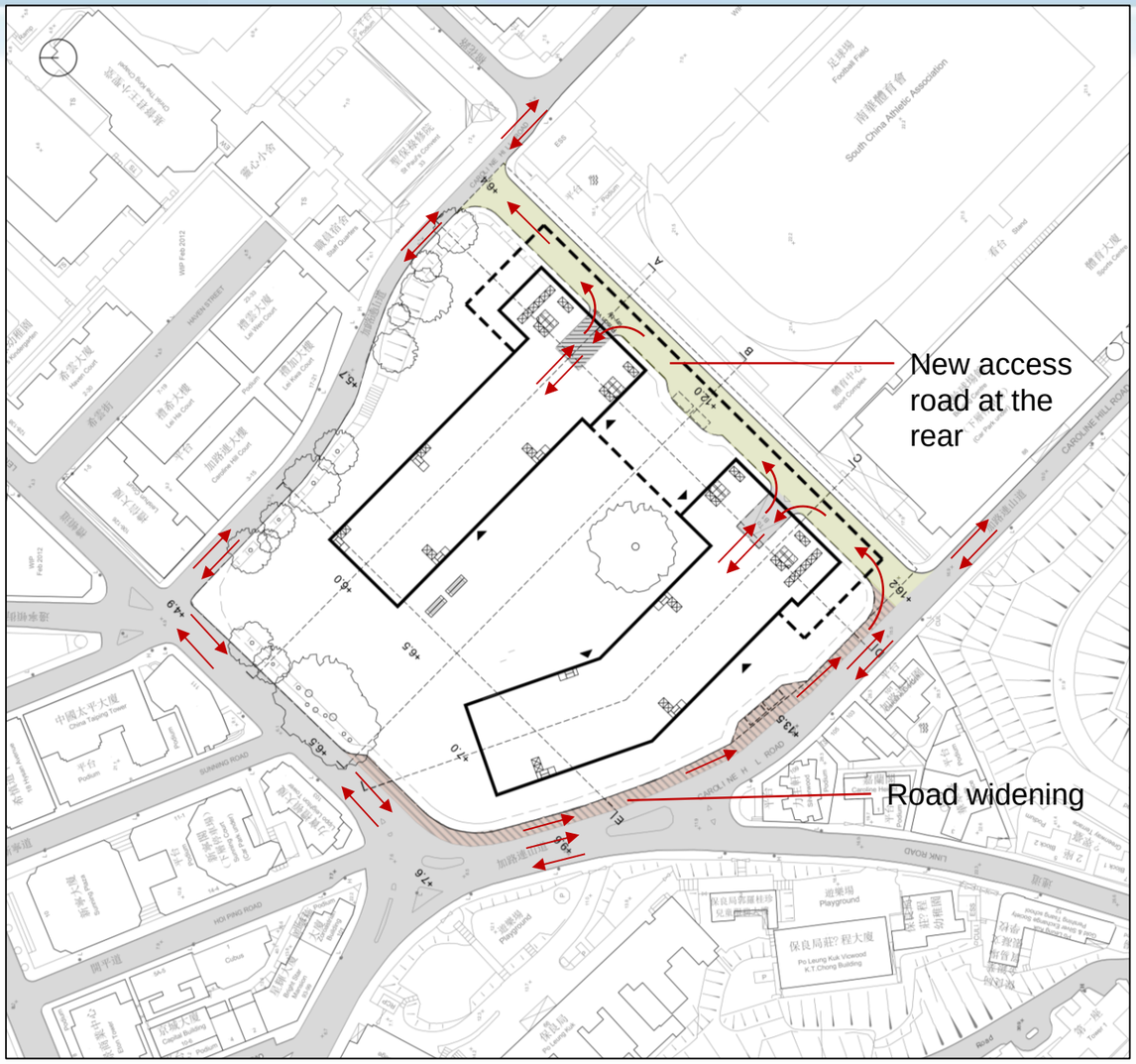
- 292 private car park spaces required
- 5 basements at combined site
- Integrated basement more efficient and economical

Scheme Comparison – Vehicular Access



Government Scheme

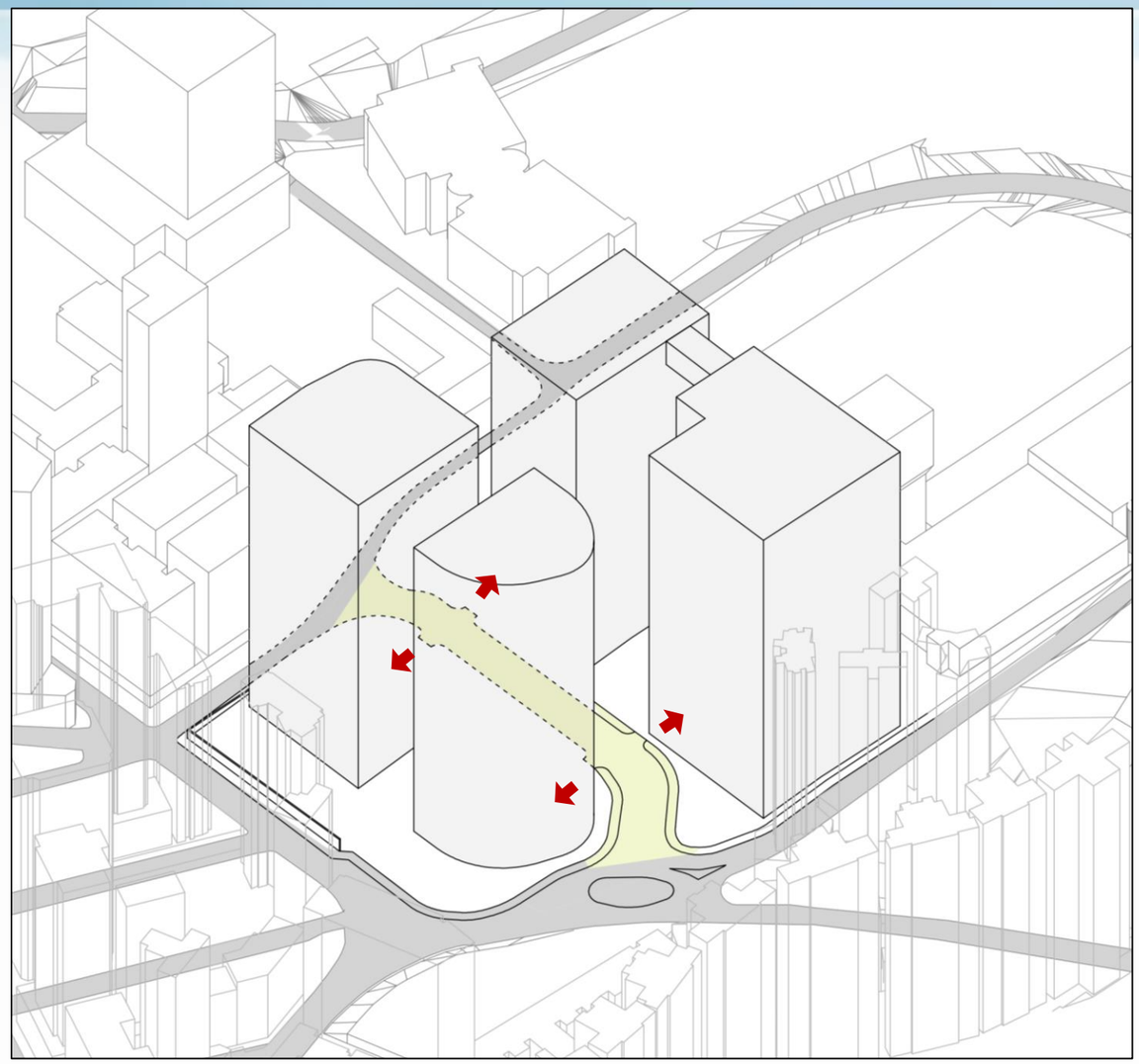
- New access road bisecting the Site
- GMB / taxi drop-offs provided at basement



Our Scheme

- The site is not bisected by roads
- 2 GMB / taxi drop-offs provided along road side

Scheme Comparison – Vehicular Access



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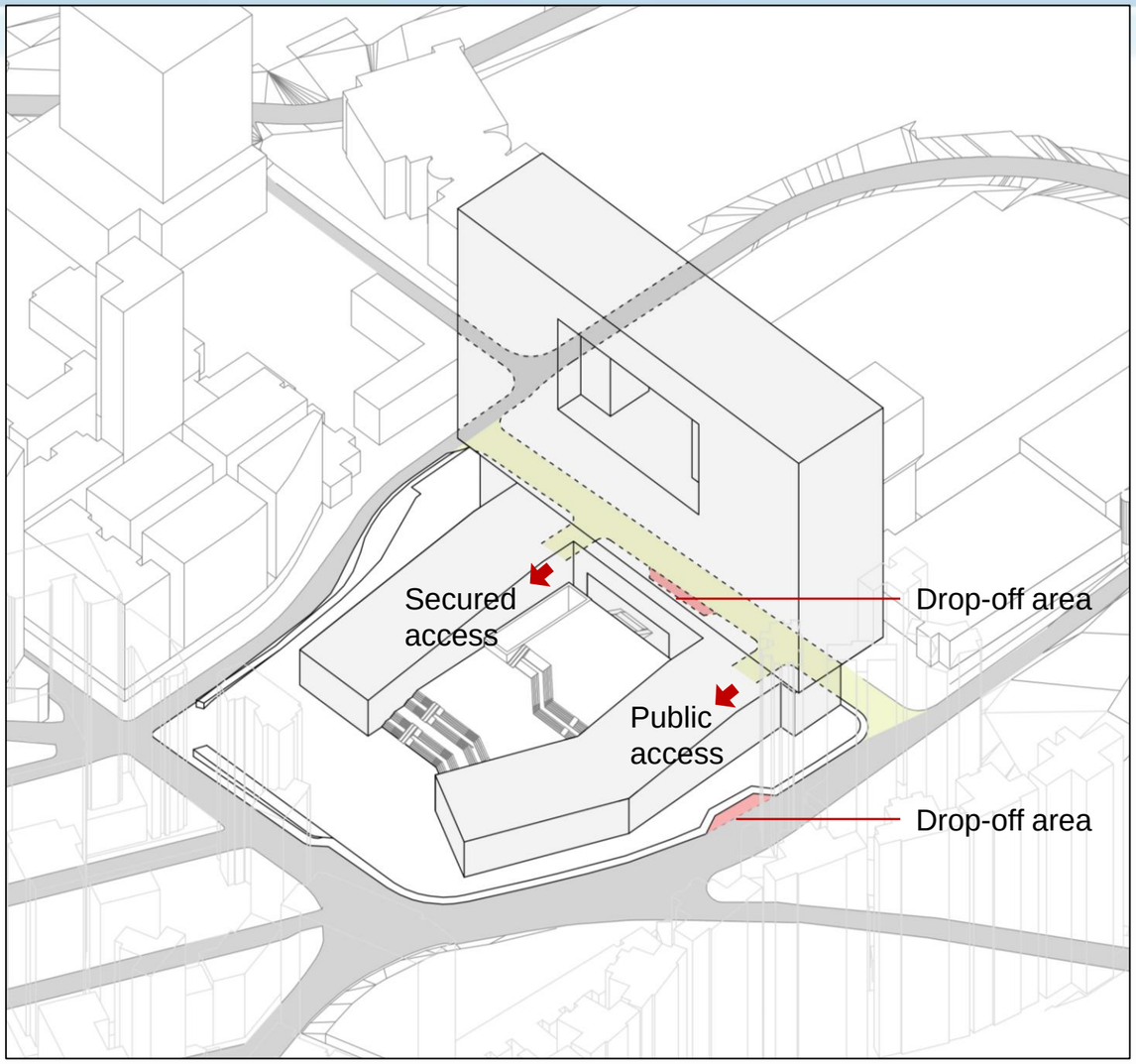


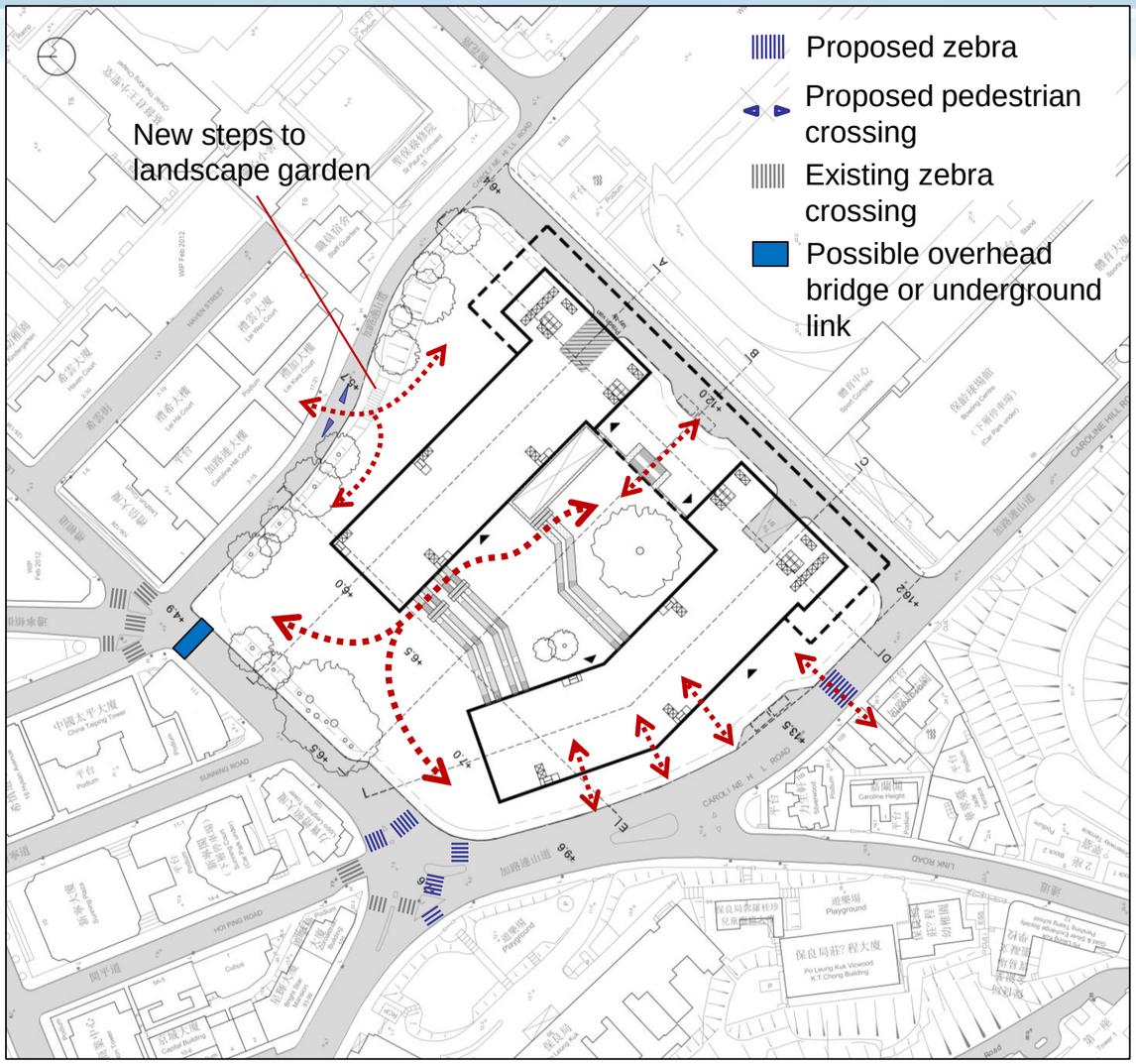
Our Scheme

- The site is not bisected by roads
- 2 GMB / taxi drop-offs provided along road side

Comparison – Pedestrian Access & Connections

Government Scheme

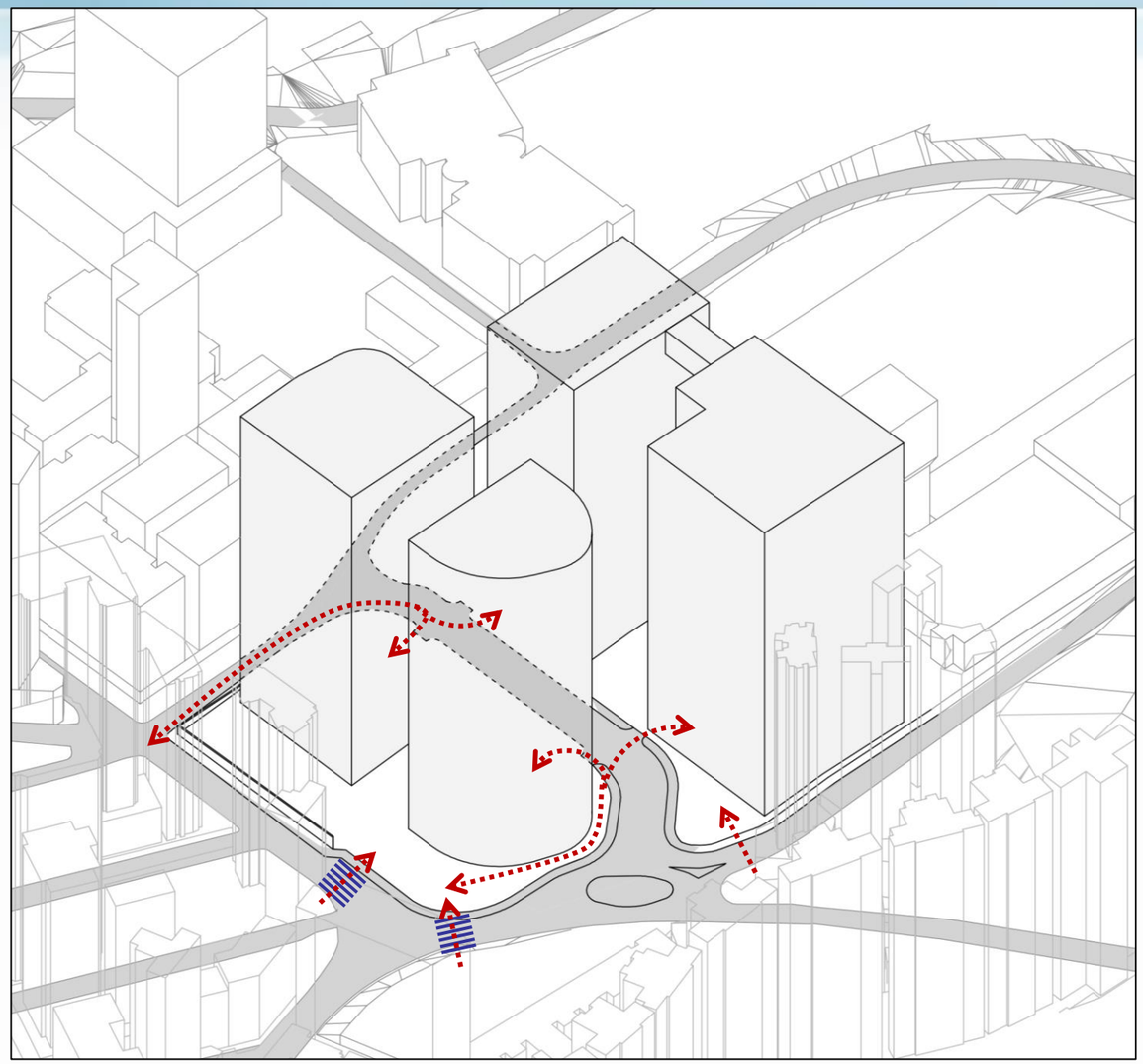
- Island lots divided by roads
- Public space divided, hard to access
- Difficult to connect adjoining areas



Our Scheme

- Centralized pedestrianized plaza
- Accessible from 3 sides
- Possible overhead bridge or underground link

Comparison – Pedestrian Access & Connections



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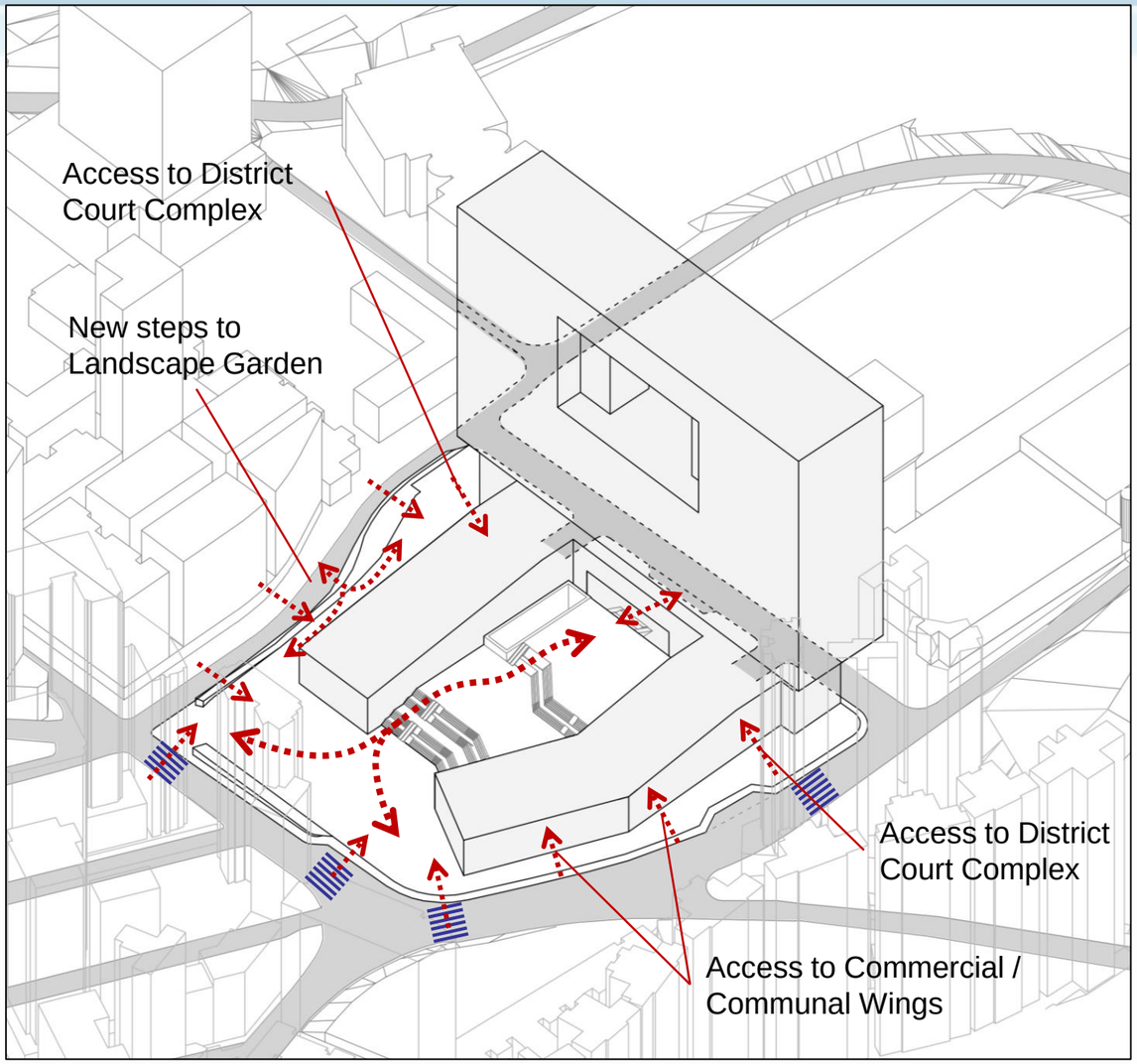


Our Scheme

- Centralized pedestrianized plaza
- Accessible from 3 sides
- Possible overhead bridge or underground link

Scheme Comparison – Communal Facilities & Open Space

Type of G/IC	Area (sqm)
Child Care Centre	1074
District Health Centre	2200
TOTAL	**3274**

Open space	**6000 sqm**

Government Scheme

- Scattered and under towers

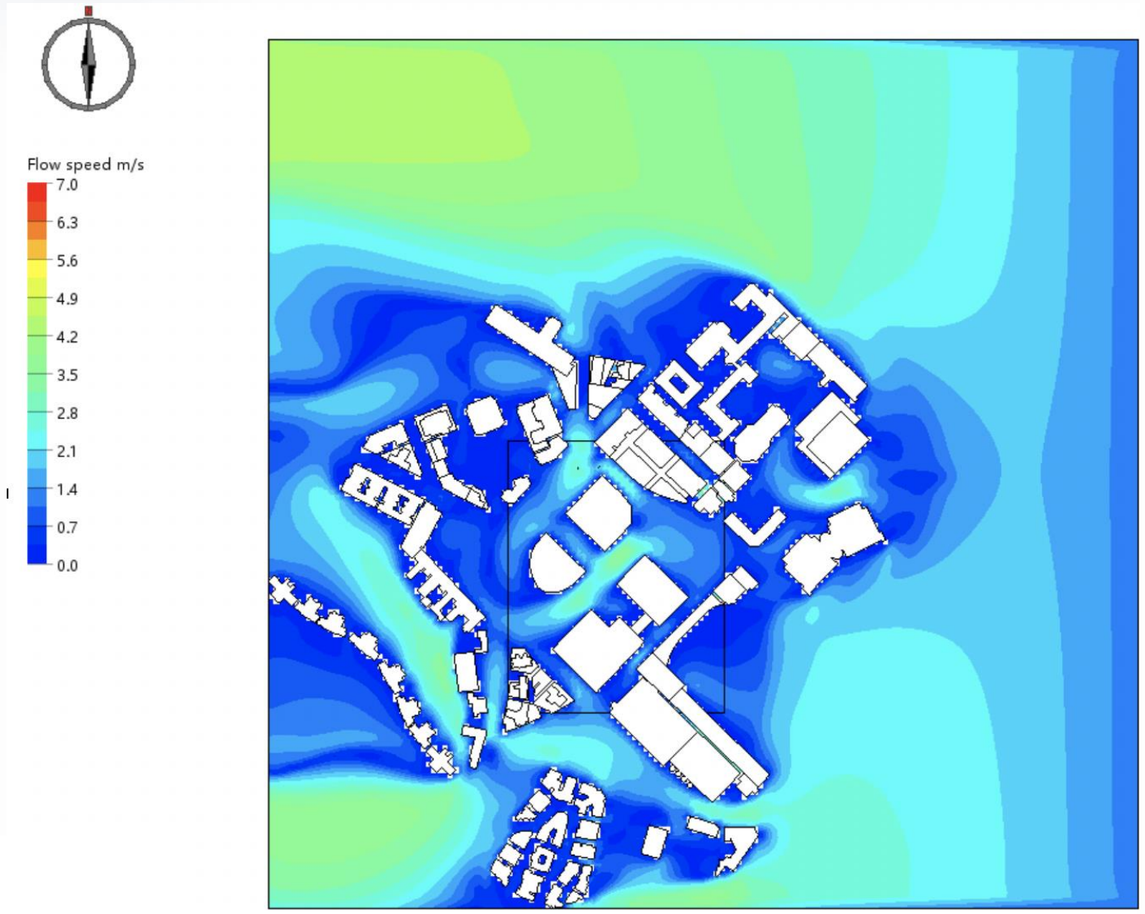
Type of G/IC	Area (sqm)
Child Care Centre	1074
District Health Centre	2200
Youth Activities Centre	1726
Elderly Activities Centre	1000
Civic Centre	2000
TOTAL	**8000**

Open space	**12,000 sqm**
Outdoor Amphitheatre	(730 sqm)

Our Scheme

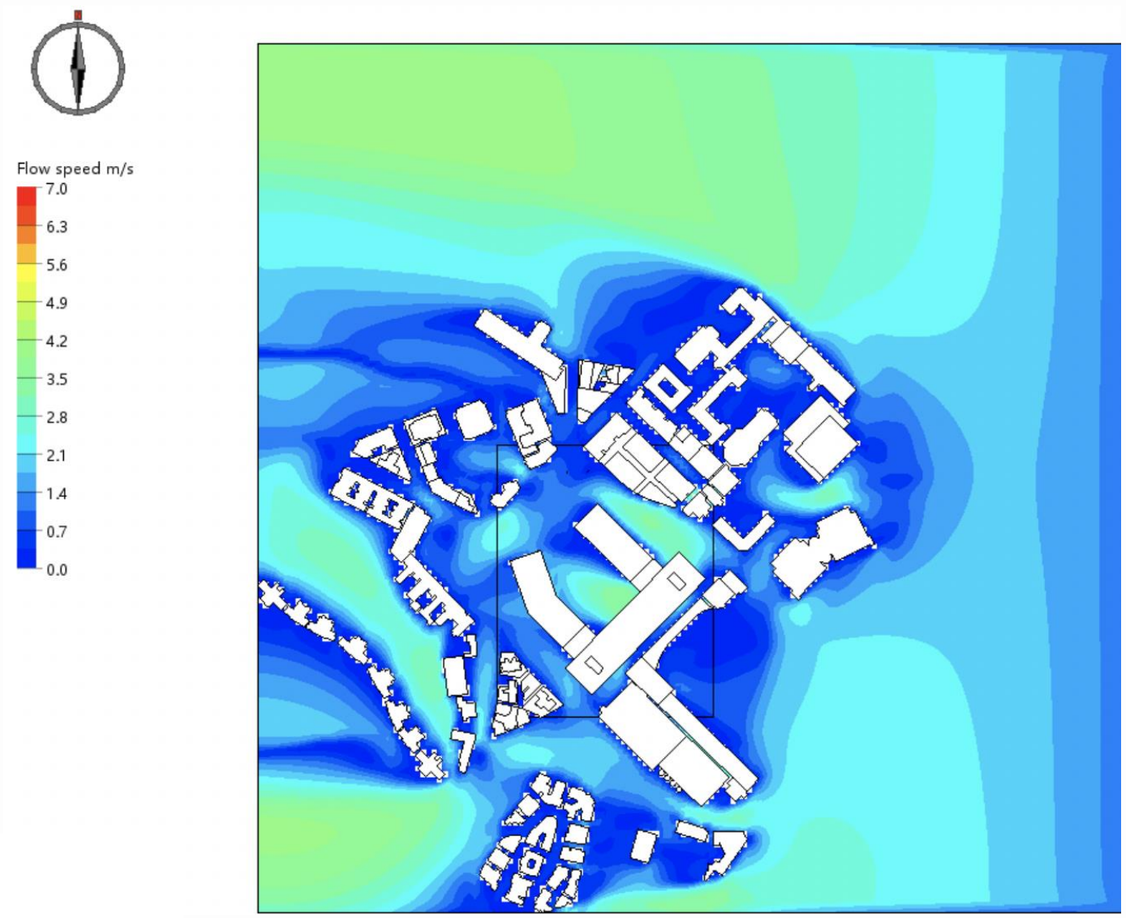
- Integrated with low-rise commercial wings and the plaza

Scheme Comparison - Air Ventilation



Government Scheme

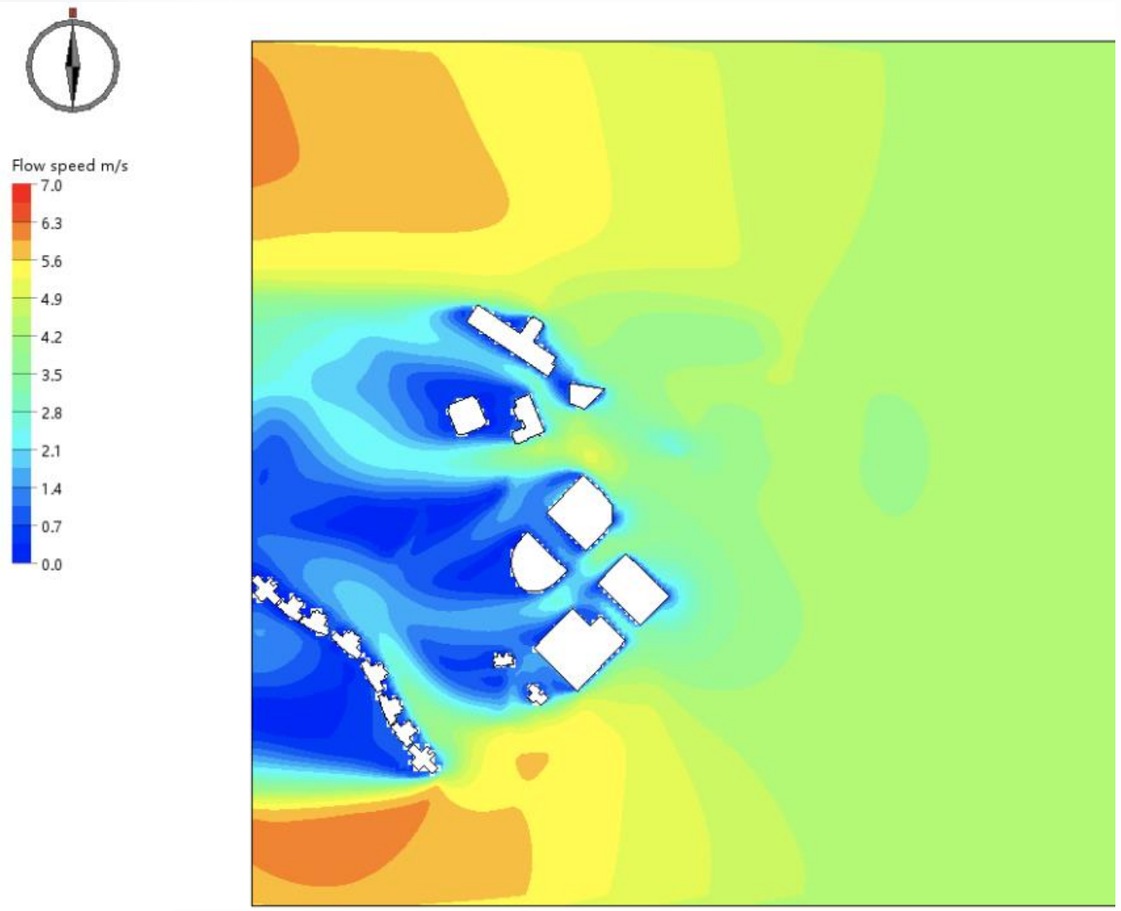
- 127m tall commercial towers create huge wind shadow blocking ventilation at all directions
- High wind speed in gaps between towers



Our Scheme

- Open plaza and low-rise wings enhance ventilation towards northeast, north, northwest, west and southwest
- Hole in high block creates wind corridor and minimizes wall effect

Scheme Comparison - Air Ventilation



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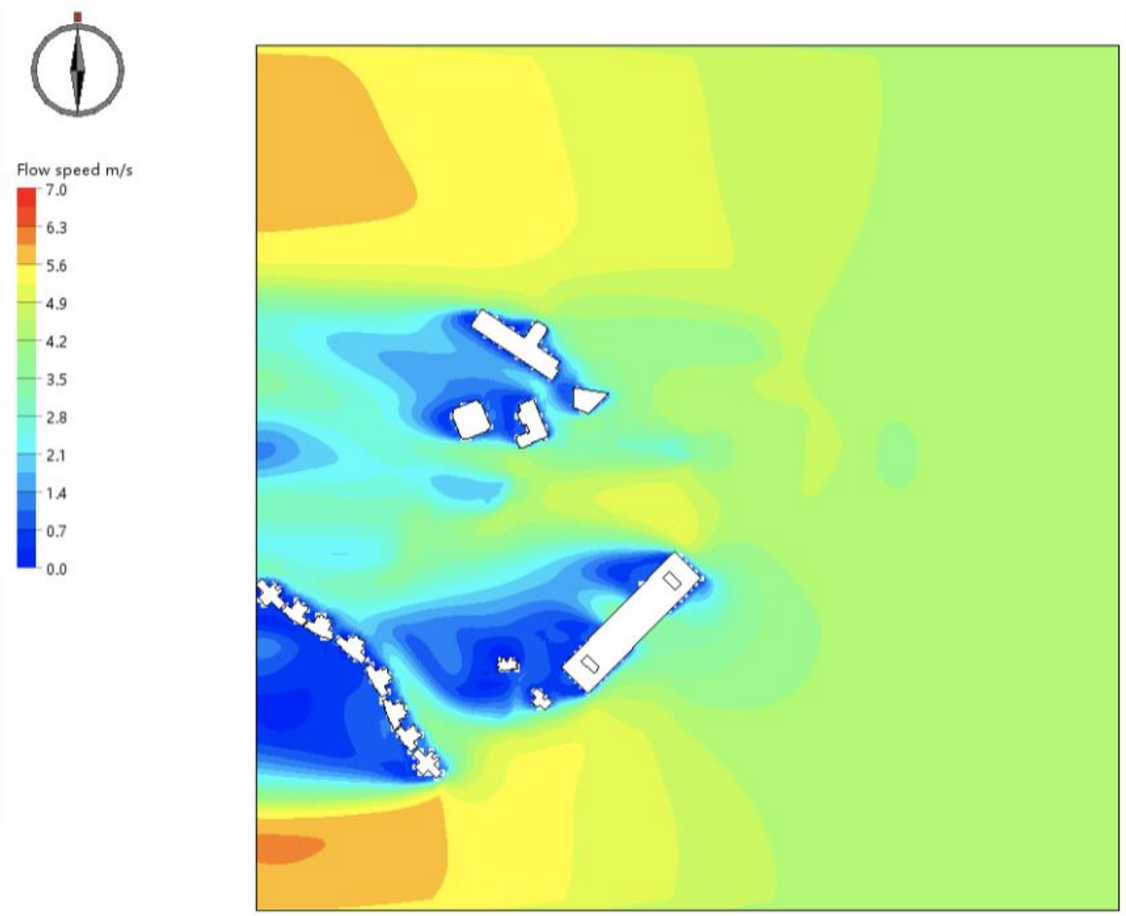

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G/IC Parking Spaces	Car /LGV	13	135	148
	Motorcycle	1	5	6
Loading and Reloading	LGV	28	14*3	51
	HGV/Coach	18		
	Taxi and Car	7		
Public Parking		125*2	Nil	125
Public Transport facilities		GMB Lay-bys: 105 sqm	Nil	N/A

Government Scheme

		Commercial & G/IC	District Court	Total
Zoning Area		N/A	N/A	26,583 sqm
Development Site Area		Combined		26,583 sqm
GFA	Commercial	52,000 sqm*4	0 sqm	52,000 sqm
	G/IC	8,000 sqm	70,000 sqm	78,000 sqm
	Total	60,000 sqm	70,000 sqm	130,000 sqm
Plot Ratio		About 2.257	About 2.633	About 6.455
Building Height (max)		100mPD	135mPD	N/A
No. of Stories		4-16	21	N/A
Open space (sqm)		12,000sqm		12,000sqm
Commercial Parking Spaces	Car /LGV	262	N/A	262
	Motorcycle	15	N/A	15
G/IC Parking Spaces	Car /LGV	30	135	165
	Motorcycle	2	5	7
Loading and Reloading	LGV	18*5	14*3	50
	HGV/Coach	10*5		
	Taxi and Car	10*5		
Public Parking		125*2	Nil	125
Public Transport facilities		GMB Lay-bys: 105 sqm	Nil	N/A

Our Scheme

*1 Worst Situation in AECOM's traffic report
*2 125 including 100 for private car and 25 for commercial vehicles. The parking spaces for commercial vehicle shall include 15 for light goods vehicles, 5 for medium/heavy goods vehicle and 5 for coaches. subject to Transport Department's further consideration.
*3 For vehicles of Correctional Services Department and others.

*4 Included 20000 sqm of retail GFA and 32000 sqm of office GFA.
*5 According to HKPSG
*6 Calculation based on AECOM's traffic report, in which 10000 sqm GFA of retail, 44000 sqm GFA of hotels and 42726 sqm GFA of office.

Scheme Comparison - Development Brief (Summary)

		Government Scheme	Our Scheme	Percentage change
Commercial GFA	Office	42,726*4	32,000	- 25%
	Retail	10,000	20,000	+ 100%
	Total	96,726*1	52,000*2	- 46%
Communal GFA		3724	8000	+115%
Court GFA		70,000	70,000	+ 0%
Total Development GFA		170,000	130,000	- 24%
Parking Spaces	Commercial (LGV/Car)	287	262	- 9%
	G/IC (LGV/Car)	13	30	+ 131%
	Total	300	292	- 3%
Loading and Reloading (Commercial and G/IC)	LGV	28	18*3	- 36%
	HGV/Coach	18	10*3	- 44%
	Taxi and Car	7	10*3	+ 42%
	Total	53	38	- 28%

*1 Worst Situation in AECOM's traffic report
*2 Including 20000 sqm of retail GFA and 32000 sqm of office GFA.
*3 According to HKPSG
*4 Calculation based on AECOM's traffic report, in which 10000 sqm GFA of retail, 44000 sqm GFA of hotels and 42726 sqm GFA of office.

Conclusion

The alternative proposal as presented proves that an urban design driven planning could eliminate the drawbacks resulted in a traditional land surveyor approach.

By reducing the commercial gross areas by 50%, the traffic impacts would be much alleviated. This would also enable the do away of the two proposed commercial towers. The disposition of the District Court Complex block with urban window, the low-rise commercial wings and the central plaza would substantially improve the districtwide air ventilation and enable pedestrian access to the development at 3 sides of the Site. The original scattered 6000-sqm open space would be increased by 100% to become a 12000-sqm centralised and connected city plaza.

By increasing the communal gross floor areas by 144%, the scheme offers an opportunity to provide more communal facilities to better serve citizens of a wider age range, such as civic centre, child care centre, activity centre for the elderly, activity and art centres for the youngsters, etc.

Conclusion

By widening the road along the Caroline Hill Road, a new dedicated slip road would be provided to enter the development and that two GMB and taxi lay-bys would be provided along the road side, in addition to the one at the first basement.

The “Multi-use on One Amalgamated Site” approach results in an integrated basement carpark which is technically simpler and financially more viable, thus substantially saving time and money. This might require a new approach to entrust the construction works of the District Court Complex to the developer.

We recommend that the existing zoning of “Other Specified Uses” annotated “Sports and Recreation Club” and “G/IC” be rezoned to “Other Specified Uses” annotated “Commercial (2) and G/IC (2)” with the height restriction at 135 mPD at the Southern portion and 115 mPD at the Northern portion.

The Town Planning Board is requested to seriously consider this alternative proposal.

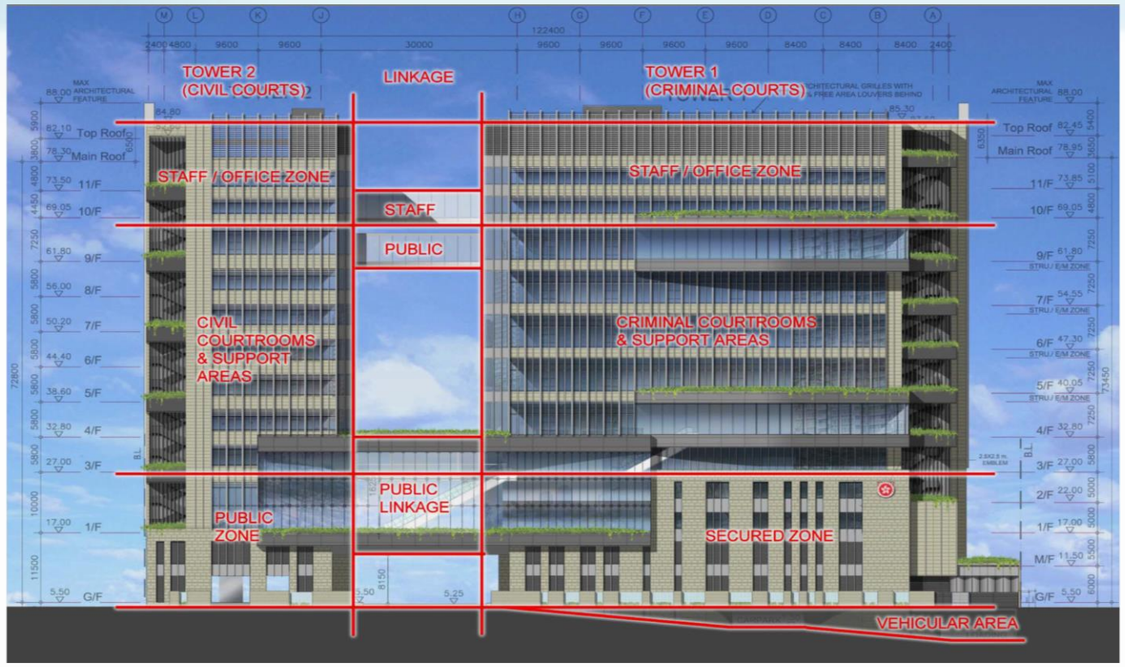
Dr. Francis Neoton CHEUNG
Convenor, Doctoral Exchange
24 July 2019

About Doctoral Exchange

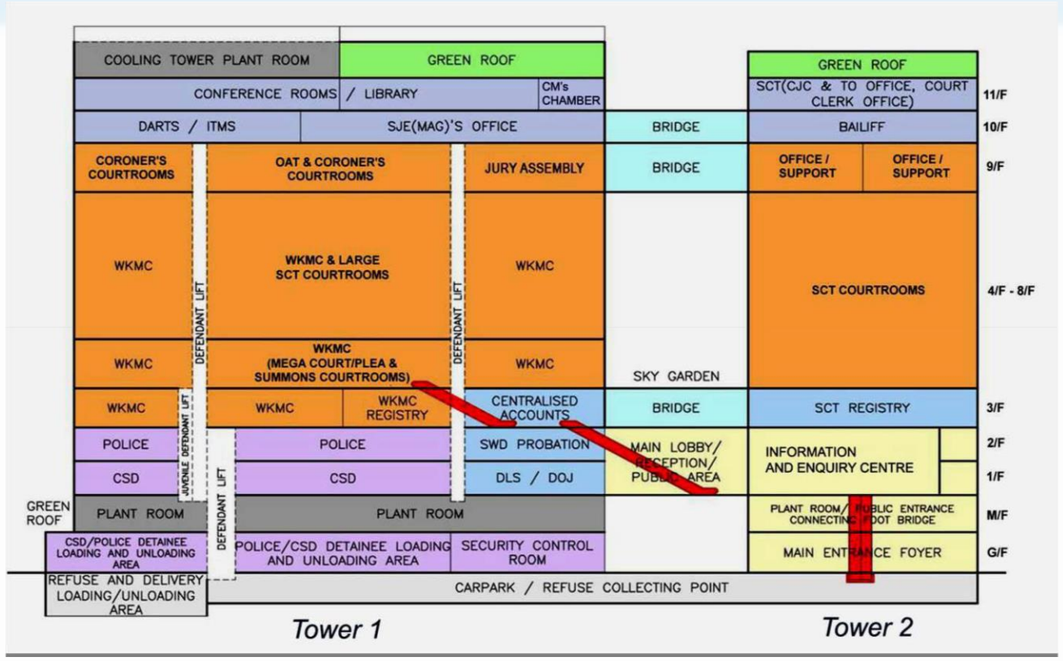
Doctoral Exchange is a local public policy research collective founded in 2010 by a group of doctoral students and graduates with a shared respect for Hong Kong's heritage of excellence and a common conviction in the city's continuing role on the global stage. The founding members were drawn from veteran practitioners with expertise and professional training in disciplines ranging from architecture, urban design, planning, finance, logistics, education, and creative industries.

We meet regularly to discuss the latest hot topics and explore innovative solutions to entrenched challenges. We are committed to conducting research without ideological or political biases in order to identify pragmatic, constructive, outside-the-box solutions for complex issues of concern to the community, with a view to inspire public debate, bridge differences and remove misunderstandings between the citizen and the government. Such an approach is desperately needed as the current space for public dialogue and deliberation has been dominated by special interest obstructionism, fanned by politicians and a media contingent bent on sensationalism rather than clarifying the issues for the public they serve.

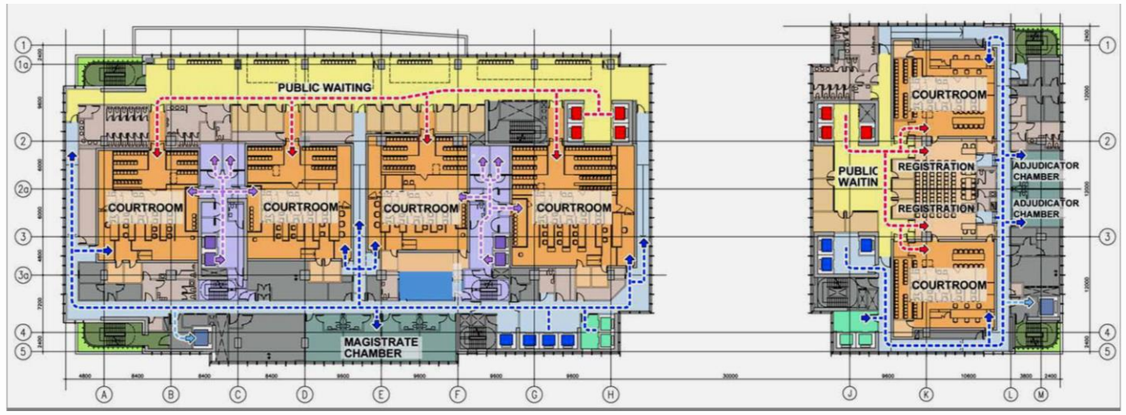
Appendix I - Referencing to West Kowloon District Court



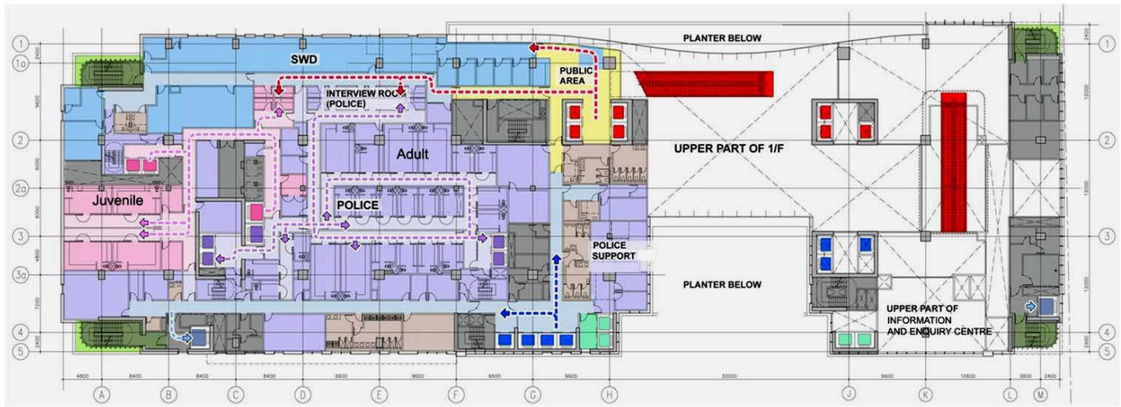
Elevation



Section



Typical floor plan



2/F plan

博 匯 DOCTORAL EXCHANGE

tpbpd

寄件者: [redacted]

TPB/R/S/H7/20-36

寄件日期: 16日06月2019年星期日 23:48

收件者: tpbpd@pland.gov.hk

主旨: 黃泥涌分區計劃大綱核准圖編號 S/H7/19

敬啟者：

本人. 余淑芬 ， 持香港居民身分證 [redacted] 現強烈反對加路連山道用地改劃作商業發展用途及區域法院綜合大樓計劃作出反對，理由如下：

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二、而反對的主要原因是禮頓道交通擠塞，居民以長期飽受塞車困擾，如果把加路連山道用地規劃成商業用地、商場及公眾停車場，所帶來之交通負荷將百上加斤。禮頓道只是一條狹窄的道路，最初的設計並未計及繁重的交通。城規會的提議在加路連山道口設立一個迴旋處，這設計並不會舒緩交通擠塞。

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另外一個例子便是九龍塘，該處到處有迴旋處，的確能提供一個彈性的路面使用途徑。但是，每當上下課的時間，九龍塘學校區不是水洩不通嗎？

試問一個狹窄的加路連山道路口，如何可以做到青衣北橋般有數條幹線往各地？加上加路連山道道路狹窄，所能設置的迴旋處亦遠低於標準迴旋處應有的路面闊度及容許長車轉彎的長度。而且的流量亦遠比九龍塘的內街為高。（我們這區也有大量學校和大型屋苑混集，並不是九龍塘般有大量低密度住宅）

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四、據稱政府所謂評估實際交通流量的情況，原來只有一天的數據。究竟是那一天的數據？要知道一年 365 日，如果在暑假、長假期前後、學校假期跟正常日子有很大分別；如果天氣晴朗、和落雨日子亦有天淵之別而且，數據收集時間是大家上班上學的繁忙時間嗎？如果不是量度繁忙時間交通流量，怎能夠知悉真正情況試問單憑一天的數據又如何有足夠資料評估禮頓道的車輛流量呢？難道要居民每天都遲 1 小時上班遲 1 小時回家嗎？其實每天上班時間，整條連道已完全排滿車輛，倒塞上樂活道，甚至倒塞回各屋苑的私家路中，已至連停車場閘口也未能出到。在塞車的日子，由家中停車場出發，經過樂活道、連道、到達禮頓道需時 15 分鐘甚至更長。

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3

六、再者、我們居住於銅鑼灣灣仔一帶，絕大部份社區用地均已是商業用地，社區設施貧乏，對我們居民有欠公道。建議商業用地地積比率應降低，增加更多社區區設施在內，取消公眾停車場或改為月租停車場。

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敬啟者

此致

城規會主席

取得 Outlook for Android

tpbpd

寄件者: [redacted]

TPB/R/S/H7/20-37

寄件日期: 17日06月2019年星期一 2:12

收件者: tpbpd@pland.gov.hk

主旨: 黃泥涌分區計劃大綱核准圖編號 S/H7/20

敬啟者：

本人陳漪蕾持香港居民身分證[redacted]

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敬啟者

此致

城規會主席

Sent from my iPhone

tpbpd

寄件者: [redacted]

TPB/R/S/H7/20-38

寄件日期: 27日06月2019年星期四 10:16

收件者: tpbpd@pland.gov.hk

主旨: 黃泥涌分區計劃大綱核准圖編號 S/H7/19

敬啟者：

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倒上樂活道，甚至倒塞回各屋苑的私家路中，已至連停車場閘口也未能出到。在塞車的日子，由家中停車場出發，經過樂活道、連道、到達禮頓道需時 15 分鐘甚至更長。

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敬啟者

此致

城規會主席

tpbpd

寄件者: [redacted]

TPB/R/S/H7/20-39

寄件日期: 28日06月2019年星期五 16:58

收件者: tpbpd@pland.gov.hk

主旨: 黃泥涌分區計劃大綱核准圖編號 S/H7/19

黃泥涌分區計劃大綱核准圖編號 S/H7/19

敬啟者：

本人. 李凱雯 ，持香港居民身分證 [redacted] 現強烈反對加路連山道用地改劃作商業發展用途及區域法院綜合大樓計劃作出反對，理由如下：

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敬啟者

此致

城規會主席
Sent from my iPhone

tpbpd

寄件者: [redacted]

TPB/R/S/H7/20-40

寄件日期: 29日06月2019年星期六 8:44

收件者: tpbpd@pland.gov.hk

主旨: 黃泥涌分區計劃大綱核准圖編號 S/H7/19

黃泥涌分區計劃大綱核准圖編號 S/H7/19

敬啟者：

本人. 林穎 ， 持香港居民身分證 [redacted] 現強烈反對加路連山道用地改劃作商業發展用途及區域法院綜合大樓計劃作出反對，理由如下：

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敬啟者

此致

城規會主席

tpbpd

寄件者: [redacted]

TPB/R/S/H7/20-41

寄件日期: 29日06月2019年星期六 9:25

收件者: tpbpd@pland.gov.hk

主旨: 黃泥涌分區計劃大綱核准圖編號 S/H7/19

黃泥涌分區計劃大綱核准圖編號 S/H7/19

敬啟者：

本人. 黃毓翔，持香港居民身分證[redacted]現強烈反對加路連山道用地改劃作商業發展用途及區域法院綜合大樓計劃作出反對，理由如下：

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敬啟者

此致

城規會主席

tpbpd

寄件者: [redacted]

寄件日期: 29日06月2019年星期六 11:03

收件者: tpbpd@pland.gov.hk

主旨: 反對加路連山道用地改劃作商業發展用途及區域法院綜合大樓計劃

TPB/R/S/H7/20-42

敬啟者：

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敬啟者

此致

城規會主席

Sent from my iPhone

tpbpd

寄件者: [redacted]

TPB/R/S/H7/20-43

寄件日期: 02日07月2019年星期二 17:32

收件者: tpbpd@pland.gov.hk

主旨: 黃泥涌分區計劃大綱核准圖編號 S/H7/19

黃泥涌分區計劃大綱核准圖編號 S/H7/19

敬啟者：

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敬啟者

此致

城規會主席

tpbpd

寄件者: [redacted]

TPB/R/S/H7/20-44

寄件日期: 04日07月2019年星期四 16:12

收件者: tpbpd@pland.gov.hk

主旨: 黃泥涌分區計劃大綱核准圖編號 S/H7/19

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敬啟者：

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13

敬啟者

此致

城規會主席

tpbpd

寄件者: [redacted]

TPB/R/S/H7/20-45

寄件日期: 28日06月2019年星期五 0:00

收件者: tpbpd@pland.gov.hk

主旨: 黃泥涌分區計劃大綱核准圖編號 S/H7/19

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敬啟者：

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四、據稱政府所謂評估實際交通流量的情況，原來只有一天的數據。究竟是那一天的數據？要知道一年 365 日，如果在暑假、長假期前後、學校假期跟正常日子有很大分別；如果天氣晴朗、和落雨日子亦有天淵之別而且，數據收集時間是大家上班上學的繁忙時間嗎？如果不是量度繁忙時間交通流量，怎能夠知悉真正情況試問單憑一天的數據又如何有足夠資料評估禮頓道的車輛流量呢？難道要居民每天都遲 1 小時上班遲 1 小時回家嗎？其實每天上班時間，整條連道已完全排滿車輛，倒塞上樂活道，甚至倒塞回各屋苑的私家路中，已至連停車場閘口也未能出到。在塞車的日子，由家中停車場出發，經過樂活道、連道、到達禮頓道需時 15 分鐘甚至更長。

6

五、請問政府曾計算交通流量時，有沒有預計緊急情況？例如消防車如何在擠滿汽車道路上通過？東華東院是一間小醫院，但是如有病人情況轉差，急需轉往較大的醫院，單憑這條狹小的道路如何令救護車順利穿過政府有沒有考慮病人的健康問題？

六、再者、我們居住於銅鑼灣灣仔一帶，絕大部份社區用地均已是商業用地，社區設施貧乏，對我們居民有欠公道。建議商業用地地積比率應降低，增加更多社區區設施在內，取消公眾停車場或改為月租停車場。

七、現已見的商業大樓樓高 145 買，和旁邊的建築物高度相去甚遠，極度影響景觀。高樓起好之後，嚴重影響附近居民的生活空間。

懇請政府各部門考慮當區居民的利益，先想出解決方案，和社區討論並達成共識，重新規劃該幅土地。

敬啟者

此致

城規會主席

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寄件者: [redacted]

TPB/R/S/H7/20-46

寄件日期: 28日06月2019年星期五 0:03

收件者: tpbpd@pland.gov.hk

主旨: 黃泥涌分區計劃大綱核准圖編號 S/H7/19

黃泥涌分區計劃大綱核准圖編號 S/H7/19

敬啟者：

本人. Leung Shuk Han Daisy ，持香港居民身分證 [redacted] 現強烈反對加路連山道用地改劃作商業發展用途及區域法院綜合大樓計劃作出反對，理由如下：

一、在銅鑼灣已有多幢新的商業大廈即將落成，而現有的商業大廈，例如利苑最新的期數，均未顯示飽和跡象。因此本人並不覺得銅鑼灣急需商業用地。其實港九新界各地均有規劃商業用地，為何所有的商業需要都要放在銅鑼灣區？

二、而反對的主要原因是禮頓道交通擠塞，居民以長期飽受塞車困擾，如果把加路連山道用地規劃成商業用地、商場及公眾停車場，所帶來之交通負荷將百上加斤。禮頓道只是一條狹窄的道路，最初的設計並未計及繁重的交通。城規會的提議在加路連山道口設立一個迴旋處，這設計並不會舒緩交通擠塞。

迴旋處一向的作用只是提供較彈性的使用道路方法，並不能解決車輛擠塞的問題。迴旋處在香港各地均有使用，但對於交通擠塞的改善其實作用不大。例如，青衣北橋連接荃灣部份最初也是一個迴旋處，結果長年塞車。最後，是需要把每一個目標地點有一條公路直往該處，即有一條路直通往屯門、荃灣、葵涌及九龍，才能疏導該區的交通問題。

另外一個例子便是九龍塘，該處到處有迴旋處，的確能提供一個彈性的路面使用途徑。但是，每當上下課的時間，九龍塘學校區不是水洩不通嗎？

試問一個狹窄的加路連山道路口，如何可以做到青衣北橋般有數條幹線往各地？加上加路連山道道路狹窄，所能設置的迴旋處亦遠低於標準迴旋處應有的路面闊度及容許長車轉彎的長度。而且的流量亦遠比九龍塘的內街為高。（我們這區也有大量學校和大型屋苑混集，並不是九龍塘般有大量低密度住宅）

議員曾經提及過，如果有長車，其實根本不能通過這狹窄而彎的迴旋處。迴旋處的另外一個弊病是如交通意外便會癱瘓整迴旋處及其有關的道路。

因此，政府須在交通擠塞方面提出更有效的道路設計，在此之前絕不能輕率批出商業用地。

三、在商業用地的設計中，提及有四線車路把加路連山道到東及加路連山道西連接起，聲稱借此便能解決交通擠塞的問題。本人有以下回應：由於所有車輛最後都是回歸到主要道路，即禮頓道，無論加路連山道東西之間道路如何寬闊，也不能解決車輛最後進入禮頓道之問題。

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敬啟者

此致

城規會主席

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北角政府合署 15 樓

TPB/R/S/H7/20-47

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 5/7/19

姓名: CHENG YIN TAI
身份證號碼: [redacted]
地址:
電話:
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RECEIVED
- 6 JUL 2019
Town Planning Board

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北角政府合署 15 樓

TPB/R/S/H7/20-48

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期：05 July 2019

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- 6 JUL 2019
Town Planning Board

姓名：Lee Tsz Ken
身份證號碼：[redacted]
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TPB/R/S/H7/20-49

逕啟者：

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Sulcie Lam
日期: 5-7-2019

RECEIVED
- 6 JUL 2019
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姓名: Sulcie Lam
身份證號碼: [redacted]
地址:
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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-50

逕啟者：

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日期: 5/7/2019

姓名: 唐漳郴
身份證號碼: [redacted]
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電話: [redacted]
電郵:

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- 6 JUL 2019
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北角政府合署 15 樓

TPB/R/S/H7/20-51

逕啟者：

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日期: 5/7/2019

RECEIVED
- 6 JUL 2019
Town Planning Board

姓名: 黃嘉倫
身份證號碼: [redacted]
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TPB/R/S/H7/20-52

逕啟者：

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日期: 5 July 2019

RECEIVED
- 6 JUL 2019
Town Planning Board

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逕啟者：

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查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧，因此本人強烈反對。

日期: 5-7-2019

姓名: 陳文華
身份證號碼: [redacted]
地址:
電話:
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21

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-54

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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5-7-19. 周穆

日期:

姓名: 周穆
身份證號碼: [redacted]
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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-55

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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鄭志明

日期: 5-7-2019

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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-56

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧，因此本人強烈反對。

鍾
日期：5-7-2019

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北角政府合署 15 樓

TPB/R/S/H7/20-57

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

蔡啟

日期: 5-7-2019

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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-58

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

李紅

日期: 05-07-2019

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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-59

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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馮海華

日期: 5-7-2019

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身份證號碼: [redacted]
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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-60

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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何兆任

日期: 5-7-2019

姓名: 何兆任
身份證號碼: [redacted]
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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-61

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 5/7/2019

姓名: 何伊諾
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TPB/R/S/H7/20-62

Received
- 9 JUL 2019
Town Planning Board

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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何[illegible]

日期: 5-7-2019

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北角政府合署 15 樓

TPB/R/S/H7/20-63

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期：5-7-2019

姓名：黃子祥
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香港北角渣華道 333 號
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TPB/R/S/H7/20-64

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 5-7-2019

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北角政府合署 15 樓

TPB/R/S/H7/20-65

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

郭麗姍

日期: 05-07-2019

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北角政府合署 15 樓

TPB/R/S/H7/20-66

逕啟者 ：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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林家生

日期: 5/10/19

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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-67

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧，因此本人強烈反對。

梁仲子

日期: 5/7/2019

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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-68

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧，因此本人強烈反對。

泉

日期: 5-7-2019

姓名: 翟錦泉
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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-69

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧，因此本人強烈反對。

日期：05-07-2019

姓名：梁堯燦
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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-70

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧，因此本人強烈反對。

日期：5-7-2019

姓名：[redacted]
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香港北角渣華道 333 號
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TPB/R/S/H7/20-71

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

龍

日期: 5-7-2019

姓名: 龍小燕
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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-72

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期：5-7-2019

姓名：王國泰
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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-73

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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清

日期: 5-7-2019

姓名: 黃鳳清
身份證號碼: [redacted]
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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-74

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

楊來亮

日期: 5-7-2019

姓名: 楊來亮
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TPB/R/S/H7/20-75

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧，因此本人強烈反對。

簽

日期: 5-7-2019

姓名: 余家烈
身份證號碼: [redacted]
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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-76

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧，因此本人強烈反對。

日期：5-7-2019

姓名：姚惠良
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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-77

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧，因此本人強烈反對。

日期: 5-7-19

姓名: 秦樹雲
身份證號碼: [redacted]
地址:
電話:
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-78

逕啟者 ：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

[signature]

日期: 5-7-2019

姓名: [illegible]
身份證號碼: [redacted]
地址:
電話:
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-79

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧，因此本人強烈反對。

日期：5.7.19

姓名：Cheung Tik Sang
身份證號碼：[redacted]
地址：
電話：
電郵：

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-80

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧，因此本人強烈反對。

日期：5/7/2019

姓名：Chu Kin San
身份證號碼：[redacted]
地址：
電話：
電郵：

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-81

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 5-7-2019

姓名: Kong Chi Fung
身份證號碼: [redacted]
地址:
電話:
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-82

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧，因此本人強烈反對。

日期：5-7-2019.

姓名：KWOK CHIU MING.
身份證號碼：[redacted]
地址：
電話：
電郵：

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-83

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

05/07/19
日期:

姓名: L. Yiney
身份證號碼: [redacted]
地址:
電話:
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-84

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期:

姓名: TANG WING YIN
身份證號碼: [redacted]
地址:
電話:
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-85

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 8/7/19

姓名: 鄭佩陶

身份證頭 4 位號碼: [redacted]

電郵: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

TPB/R/S/H7/20-86

Date: 9/7/2019

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

LEE CHI YAN, CONRAD

Name:
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

TPB/R/S/H7/20-87

RECEIVED
10 JUL 2019
Town Planning Board

Date: 9/7/2019

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: ALIANA LEUNG
I/D Card No (The first 4 numbers) : [redacted]
Email:

Traffic is very bad on the weekend and during office hours, it will affect also Tai Hang Road and residence in that area.

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-88

RECEIVED
10 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

Alice

日期: 9/7/2019

姓名: Alice Poon
身份證頭 4 位號碼: [redacted]
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-89

RECEIVED
10 JUL 2019
Town Planning Board

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 9 July 2019

姓名: 朱國懷
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-90

RECEIVED
10 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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Lui Hiu Hung
日期: 10 July 2019

姓名: LUI HIU HUNG
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

TPB/R/S/H7/20-91

RECEIVED
10 JUL 2019
Town Planning Board

Date: 9-7-2019

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: Chu Kam Yiu
I/D Card No (The first 4 numbers) : [redacted]
Email:
Tel: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-92

RECEIVED
10 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 9/7/19

姓名: 高瑞芳
身份證頭 4 位號碼: [redacted]
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-93

RECEIVED
10 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: July 10, 19

姓名: Tam Yiu Chao
身份證頭 4 位號碼: [redacted]
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-94

RECEIVED
10 JUL 2019
Town Planning Board

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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10/7/2019
日期:

姓名: 陳慶輝
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-95

RECEIVED
10 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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Wong Pui Yan

日期: 9-7-2019

姓名: 王佩妍

身份證頭 4 位號碼: [redacted]

電郵 [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-96

RECEIVED
10 JUL 2019
Town Planning Board
HONG KONG

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 9 July 2019

姓名: Ho Pui Sin
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-97

RECEIVED
10 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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2019.7.9
日期:

姓名: PAUL YUEN
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-98

10 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 9/7/2019

姓名: TAM WAI MAN IRIS
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-99

RECEIVED
10 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 9/7/2019

姓名: TSUI WAI MING
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-100

RECEIVED
16 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 9/7/19

姓名: MARIPOSA A. GONYON
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

TPB/R/S/H7/20-101

RECEIVED
10 JUL 2019
Town Planning Board

Date: 10/7/2019

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: CHAN KIN YIP LOUIS [redacted]
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

TPB/R/S/H7/20-102

RECEIVED
10 JUL 2019
Town Planning Board

Date: 9/7/19

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: JEREMY ROBERT KUO
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

TPB/R/S/H7/20-103

RECEIVED
10 JUL 2019
Town Planning Board

Date: 9th July 2019

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

SIT WEI BING
Name:
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

* Future correspondence, pls. in ENGLISH!

thk you

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-104

RECEIVED
11 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

7月 11日 (19年)
日期:

姓名: 張瑞芳
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

TPB/R/S/H7/20-105

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
11 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

9 JULY 2019
日期:

姓名: 劉陳淑華
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-106

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 10/7/2019

姓名: 陳海麗
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-107

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 9/7/2019

姓名: 黃子軍
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-108

RECEIVED
11 JUL 2019
Town Planning Board

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。 本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

7/9/2019
日期:

姓名: 李國強
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-109

RECEIVED
11 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 9.7.2019

姓名: Sheila Wong
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

TPB/R/S/H7/20-110

RECEIVED
11 JUL 2019
Town Planning Board

Date: July 9 2019

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: Charles Lee
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

TPB/R/S/H7/20-111

RECEIVED 11 JUL 2019 TOWN PLAN BOARD

Date: 7/9/19

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: Eunice Lee
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: 10 July 2019

Dear Sirs: **TPB/R/S/H7/20-112**

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: LEUNG SO CHING
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

RECEIVED 11 JUL 2019 Town Planning Board

Date: 10 July 2019

Dear Sirs:

TPB/R/S/H7/20-113

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: Janet Ma
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

RECEIVED 11 JUL 2019 Town Planning Board

Date: 2019 July 11

TPB/R/S/H7/20-114

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: CHAN MY ANNE
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

RECEIVED 11 JUL 2019 Town Planning Board

Date: 10th July 2019

Dear Sirs:

TPB/R/S/H7/20-115

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Anna Liu

Name: ~~Ho~~ LIU KIT FAN, ANNA V.
I/D Card No (The first 4 numbers) : [redacted]
Email:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-116

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 9-7-2019

姓名: 林燕嫻
身份證頭 4 位號碼: [redacted]
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-117

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 8 JUL 2019

姓名: CHEUNG CHAK MAN
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-118

RECEIVED
17 JUL 2019
Town Planning Board

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。 本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期：
10 JUL 2019

姓名：Chu Sui Fun
身份證頭 4 位號碼：[redacted]
電郵：[redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED 11 JUL 2019 Town Planning Board

逕啟者：

TPB/R/S/H7/20-119

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

FU Yuk King

日期: 2019年7月9日

姓名: FU Yuk King

身份證頭 4 位號碼: [redacted]

電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
11 JUL 2019
Town Planning Board

逕啟者：

TPB/R/S/H7/20-120

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

10/7/2019
日期:

姓名: LAM CHUNG LUN
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-121

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 9 July 2019

姓名: Ma Chan Chi
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED 11 JUL 2019 Town Planning Board

TPB/R/S/H7/20-122

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 10 JULY 2019

姓名: MA PUI YING
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-123

RECEIVED
11 JUL 2019
Town Planning Board

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。 本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 10/7/2019.

姓名: TANG KWOK WAH
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-124

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期:

姓名: Woo dui dui Christine
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

11 JUL 2019
Town Planning Board

逕啟者 ：

TPB/R/S/H7/20-125

本人為 跑馬地樂活道比華利山之住戶。 本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 2019年7月9日

姓名: 陳柏林
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-126

RECEIVED
11 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

Chan Lau Yan

日期: 2019年7月9日

姓名: 陳秀欣

身份證頭 4 位號碼: [redacted]

電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-127

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

蔡[illegible]

日期：10/7/19

姓名：蔡[illegible]
身份證頭 4 位號碼：[redacted]
電郵：[redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
11 JUL 2019
Town Planning Board

TPB/R/S/H7/20-128

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。 本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

10/7/2019
日期:

姓名: 何偉龍
身份證頭 4 位號碼: [redacted]
電郵 [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-129

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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July 10 2019
日期:

姓名: 何咸泰婦
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-130

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 2019年7月10號

姓名: 蕭 [illegible]
身份證頭 4 位號碼: [redacted]
電郵 [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-131

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。 本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 8/7/19

姓名: 黃詠棠
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: 10 Jul 2019 **TPB/R/S/H7/20-132**

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: CHENG KIT YEE ELEANOR
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

TPB/R/S/H7/20-133

RECEIVED
12 JUL 2019
Town Planning Board

Date: 11-07-2019

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: Leung, Justin
I/D Card No (The first 4 numbers) : [redacted]
Email: /

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

TPB/R/S/H7/20-134

RECEIVED
12 JUL 2019
Town Planning Board

Date: 11 July 2019

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: RAMON LO
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-135

RECEIVED
17 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 10.7.19

姓名: Chau So Wah
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-136

RECEIVED
12 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 12/7/2019

姓名: Lee Kin Man
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-137

RECEIVED 12 JUL 2019 Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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JULY 11. 2019
日期:

姓名: NG NGAR LEE JULIA
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-138

RECEIVED
12 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」；實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

9 July 2019

日期:

姓名: WONG MAN WAI Ester
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-139

RECEIVED
12 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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Billy Kwan

日期: 11 JUL 2019

姓名: 關兆權

身份證頭 4 位號碼: [redacted]

電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-140

RECEIVED
12 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 10. 7. 2019

姓名: 萬玉鳴

身份證頭 4 位號碼: [redacted]

電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-141

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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Poon Yui Fong
日期: 13/7/19

姓名: LIN POON YUI FONG
身份證頭 4 位號碼: [redacted]
電郵: —

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-142

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 12/7/2019

姓名: 朱七月
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-143

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 11-7-2019

姓名: 翁芳玲
身份證頭 4 位號碼: [redacted]
電郵 [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-144

RECEIVED
30 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 11/7/2019

姓名: PANG SUI SUN CONNIE
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-145

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 11-7-2019

姓名: 陳嘉佑
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-146

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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July 11 2019
日期:

姓名: 陳昌榮
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-147

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 10 July 2019

姓名: SIAW KEE HOCK
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-148

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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8/07/2019
日期:

姓名: 譚國樑
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-149

RECEIVED
12 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期:

姓名: POON KWOK CHEUNG
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

TPB/R/S/H7/20-150

RECEIVED
13 JUL 2019
Town Planning Board

Date: 12/7/2019

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: LAM PEGGY YUET YING
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-151

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

HO

日期: 9/7/19

姓名: 何瑪英
身份證號碼: [redacted]
地址: [redacted]
電話: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-152

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 12/7/2019

姓名: CHAN CHUI KWAN
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-153

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 12/7/2019

姓名: TAI LOK HO
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-154

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

Tai Tat Keung
日期: 12/7/2019

姓名: TAI TAT KEUNG
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-155

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 11-7-2019

姓名: TAM CHING TING

身份證頭 4 位號碼: [redacted]

電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-156

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 12-7-2019

姓名: TAM CHI YIN SIMON
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-157

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 12/7/19 14:01

姓名: HENRY SHEK
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-158

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」；實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

11-7-2019
日期:

姓名: WONG WAI MEI
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-159

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 12/07/2019

姓名: Tam Wing Yu
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-160

RECEIVED
10 JUL 2019
Town Planning Board

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

10 July 2019

日期:

姓名: LI KIN KAI THOMAS
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-161

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 11-7-2019

姓名: MA HOI YAN
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-162

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

July 11, 2019
日期:

姓名: 陳柏熙
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-163

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 11-7-2019

姓名: 陳惠中
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
13 JUL 2019
Town Planning Board

TPB/R/S/H7/20-164

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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2019/7/13
日期:

姓名:趙民娟
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-165

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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July 11, 2019
日期:

姓名: 劉梅芳
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-166

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 13-7-2019

姓名: 吳冠豪

身份證頭 4 位號碼: [redacted]

電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-167

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期:

姓名: 彭文卿
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
13 JUL 2019
Town Planning Board

TPB/R/S/H7/20-168

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 13-7-2019

姓名: 談慧敏

身份證頭 4 位號碼: [redacted]

電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-169

RECEIVED
15 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 15-7-2019

姓名: Angel Lee
身份證頭 4 位號碼: [redacted]
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
15 JUL 2019
Town Planning Board

TPB/R/S/H7/20-170

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 13-7-2019

姓名: LAI BO CHEUNG
身份證頭 4 位號碼: [redacted]
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-171

RECEIVED
15 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 15-7-2019

姓名: Danny Tsang
身份證頭 4 位號碼: [redacted]
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-172

RECEIVED
15 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 2019-7-12

姓名: 陳嘉倫
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

RECEIVED
15 JUL 2019
Town Planning Board

Date: 13-7-2019

TPB/R/S/H7/20-173

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

張惠

Name:
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-174

RECEIVED
15 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

14-07-2019
日期:

姓名: 熊余煒華
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 号
北角政府合署 15 樓

TPB/R/S/H7/20-175

RECEIVED
15 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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14-07-2019
日期:

姓名: 熊宏良
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
15 JUL 2019
Town Planning Board

TPB/R/S/H7/20-176

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 2019-7-12

姓名: 羅少治
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-177

RECEIVED 15 JUL 2019 Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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13/7/2019
日期:

姓名: 薛樹仁
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-178

RECEIVED
15 JUL 2019
Town Planning Board

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。 本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: July 13, 2019

姓名: CHAN CHUN KIT
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-179

RECEIVED
15 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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14 JUL 2019
日期:

姓名: DENNIS FUNG
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
15 JUL 2019
Town Planning Board

逕啟者： TPB/R/S/H7/20-180

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 13/7/2019

姓名: Ho Kit Ling 何潔玲
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-181

RECEIVED
15 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 15th July 2019

姓名: Lam Pik Ha Eliza
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-182

RECEIVED
15 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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14.7.2019

日期:

姓名: SHIRLEY CHENG
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

RECEIVED
15 JUL 2019
Town Planning Board

Date: 14th July, 2019

Dear Sirs:

TPB/R/S/H7/20-183

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: Chan Natalie Ellen
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
15 JUL 2019
Town Planning Board

TPB/R/S/H7/20-184

逕啟者：

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14-July-2019.
日期:

姓名: 陳文光 CHAN MAN KWONG.
身份證頭 4 位號碼 [redacted]
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-185

RECEIVED
15 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

2019.7.13
日期:

姓名: 陳湛彬
身份證頭 4 位號碼: [redacted]
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-186

RECEIVED
15 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

13/7/2019
日期:

姓名: 黃林[illegible]
身份證頭 4 位號碼: [redacted]
電郵:

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

RECEIVED
15 JUL 2019
Town Planning Board

Date: 14 July 2019

TPB/R/S/H7/20-187

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: TAM CHAK CHI
I/D Card No (The first 4 numbers) : [redacted]
Email:

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

RECEIVED
15 JUL 2019
Town Planning Board

Date: 13 July 2019

TPB/R/S/H7/20-188

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: ANNIE MIMI KWOK
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

RECEIVED
15 JUL 2019
Town Planning Board

Date: 13/7/2019

TPB/R/S/H7/20-189

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: LAM SUM CHEE
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

RECEIVED
15 JUL 2019
Town Planning Board

Date: 13 JUL 2019

Dear Sirs:

TPB/R/S/H7/20-190

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: LEUNG CHUN FUNG, ALBERT
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
15 JUL 2019
Town Planning Board

TPB/R/S/H7/20-191

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

Eric Au

日期: 15 July 2019

姓名: Au Kin On
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 号
北角政府合署 15 樓

TPB/R/S/H7/20-192

RECEIVED
15 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

14-7-2019

日期:

姓名: ANDREW TANG
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
15 JUL 2019
Town Planning Board

TPB/R/S/H7/20-193

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 13/7/2019

姓名: Chan Yat Ping, Shirley
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
15 JUL 2019
Town Planning Board

TPB/R/S/H7/20-194

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 12 July 2019

姓名: Cheng Pwee Ling
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
15 JUL 2019
Town Planning Board

TPB/R/S/H7/20-195

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 13-7-2019

姓名: CHENG KAM YICK

身份證頭 4 位號碼: [redacted]

電郵 [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-196

RECEIVED
15 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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15-7-2019

日期：

姓名：DOROTHY TANG
身份證頭 4 位號碼：[redacted]
電郵：[redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-197

RECEIVED
15 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 12 July 2019

姓名: Jocelyn Grace Chen
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
15 JUL 2019
Town Planning Board

TPB/R/S/H7/20-198

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

13th July 2019
日期:

姓名: KO LAN FUN BETTY
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-199

RECEIVED
15 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

15-7-2019
日期:

姓名: LAM SU YIN JOSEPH
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-200

RECEIVED
15 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期:

姓名: [redacted]
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-201

RECEIVED
15 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

15-7-2019

日期:

姓名: NGAI CHUNMOOR IKENZ
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
15 JUL 2019
Town Planning Board

TPB/R/S/H7/20-202

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 14th July 2019

姓名: Dr. Simon Ouy, LY 李偉
身份證頭 4 位號碼: [redacted]
電郵 [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
15 JUL 2019
Town Planning Board

TPB/R/S/H7/20-203

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

Peggy

日期: 13/7/19

姓名: Wong Pui Yee Peggy
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-204

RECEIVED
15 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期:

姓名: YIP C.N.
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
15 JUL 2019
Town Planning Board

TPB/R/S/H7/20-205

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 11-7-2019

姓名: 陳偉賢
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-206

RECEIVED
15 JUL 2019
Town Planning Board

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 11 / 7 / 2019

姓名: 張家肇
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
15 JUL 2019
Town Planning Board

TPB/R/S/H7/20-207

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

李張小華

日期: 2019. 7. 14

姓名: 李張小華
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
15 JUL 2019
Town Planning Board

TPB/R/S/H7/20-208

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

李松玲

日期: 14/7/2019

姓名: 李松玲
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
15 JUL 2019
Town Planning Board

逕啟者：

TPB/R/S/H7/20-209

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

14-6-2019
日期:

姓名: 閻秀鑾
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
15 JUL 2019
Town Planning Board

TPB/R/S/H7/20-210

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期:

姓名: 辛樹林
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
15 JUL 2019
Town Planning Board

逕啟者 ：

TPB/R/S/H7/20-211

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

14/7/2019
日期:

姓名: 黃金順
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED 15 JUL 2019 Town Planning Board

18/7/19

TPB/R/S/H7/20-212

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

Leung Tang Fung Yee

日期:

姓名: LEUNG SHING TAI AND TANG FUNG YEE
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
15 JUL 2019
Town Planning Board

TPB/R/S/H7/20-213

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 15/7/2019

姓名: STELLA TSE WAI LAN
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
16 JUL 2019
Town Planning Board

逕啟者 ：

TPB/R/S/H7/20-214

本人為 跑馬地樂活道比華利山之住戶。 本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 12/7/19

姓名: CHONG YUEN SUM
身份證頭 4 位號碼:
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
16 JUL 2019
Town Planning Board

TPB/R/S/H7/20-215

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧，因此本人強烈反對。

14-7-2019
日期:

姓名: 馮愛廉
身份證頭 4 位號碼: [redacted]
電郵: NIL

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
16 JUL 2019
Town Planning Board

TPB/R/S/H7/20-216

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。 本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 16-7-2019

姓名: 詹偉邦
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

RECEIVED
18 JUL 2019
Town Planning Board

Date: 15th July 2019

TPB/R/S/H7/20-217

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: AU MAN TO
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

TPB/R/S/H7/20-218

RECEIVED
16 JUL 2019
Town Planning Board

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: 11 Jul 2019

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: LAI SZE SHUN
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

RECEIVED
16 JUL 2019
Town Planning Board

Date: 11 Jul 2019

TPB/R/S/H7/20-219

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: LEUNG CHUN YEE
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

RECEIVED
16 JUL 2019
Town Planning Board

Date: 11 Jul 2019

TPB/R/S/H7/20-220

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: LEUNG CHI PING
I/D Card No (The first 4 numbers) [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

RECEIVED
16 JUL 2019
Town Planning Board

Date: 11 Jul 2019

TPB/R/S/H7/20-221

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: LEUNG CHUN LAM
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-222

RECEIVED
12 JUL 2019
Town Planning Board

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。 本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 12-7-2019

姓名: Chan Shing Kai Henry
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-223

RECEIVED
16 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 15.7.2019

姓名: Lam Ching Yee [redacted]
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
10 JUL 2019
Town Planning Board

TPB/R/S/H7/20-224

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 15/7/2019.

姓名: Lay Esther
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-225

RECEIVED
16 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 15-7-2019

姓名: WONG MO SZE
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-226

RECEIVED 16 JUL 2019 Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 14/7/2019

姓名: 任之仪
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
16 JUL 2019
Town Planning Board

逕啟者 ：

TPB/R/S/H7/20-227

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 13/7/2019.

姓名: Wu tin Yuk
身份證頭 4 位號碼: [redacted]
電郵:

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

RECEIVED
16 JUL 2019
Town Planning Board

Date: 15 July 2019.

TPB/R/S/H7/20-228

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: CHAN SHEUNG TAN ANDREW
I/D Card No (The first 4 numbers) : [redacted]
Email:

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

RECEIVED
16 JUL 2019
Town Planning Board

Date: 14/7/2019

Dear Sirs:

TPB/R/S/H7/20-229

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: Cheng Mei Hang Amelia
I/D Card No (The first 4 numbers) : [redacted]
Email:

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

RECEIVED
16 JUL 2019
Town Planning Board

Date: 16/7/2019

Dear Sirs:

TPB/R/S/H7/20-230

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: MAK MAN YUK PATTY
I/D Card No (The first 4 numbers) : [redacted]
Email:

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: _____

Dear Sirs:

TPB/R/S/H7/20-231

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: MAK FREDERICK KAM WING
I/D Card No (The first 4 numbers) [redacted]
Email:

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

RECEIVED 16 JUL 2019 Town Planning Board

Date: July 15 2019

Dear Sirs:

TPB/R/S/H7/20-232

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: MERCEDES M HIDALGO
I/D Card No (The first 4 numbers) : [redacted]
Email:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
16 JUL 2019
Town Planning Board

逕啟者：

TPB/R/S/H7/20-233

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 14 July 2019

姓名: Daisy Ho
身份證頭 4 位號碼: [redacted]
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
16 JUL 2019
Town Planning Board

TPB/R/S/H7/20-234

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 14 JULY 2019

姓名: SHERWIN HO
身份證頭 4 位號碼: [redacted]
電郵:

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

RECEIVED
16 JUL 2019
Town Planning Board

Date: 16th July, 2019

TPB/R/S/H7/20-235

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: WONG KIT YING [redacted]
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
15 JUL 2019
TOWN PLANNING BOARD

TPB/R/S/H7/20-236

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧，因此本人強烈反對。

日期: 15/7/2019

姓名: 朱俊傑
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-237

RECEIVED
16 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 14. 7. 2019

姓名: 朱諾熙
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-238

RECEIVED
16 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 16/7/2019

姓名: 高嫦詮
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-239

RECEIVED
15 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

15/07/2019

日期:

姓名: 關偉[redacted]
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
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北角政府合署 15 樓

TPB/R/S/H7/20-240

RECEIVED
16 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

11/7/2019
日期:

姓名: 黃蕙卿
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-241

RECEIVED
16 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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15-7-2019

日期:

姓名: CHAN SUET MUI
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-242

RECEIVED
16 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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Rowena

日期: 14/7/2019

姓名: Cheung Yuk Hing Rowena
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
16 JUL 2019
Town Planning Board

TPB/R/S/H7/20-243

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 14/7/2019

姓名: Michelle Chu
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-244

RECEIVED 16 JUL 2019 Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 14 July 2019

姓名: CHUN PING FAI PATRICK

身份證頭 4 位號碼: [redacted]

電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-245

RECEIVED
12 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 12-7-2019.

姓名: Vicky Fok
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
16 JUL 2019
Town Planning Board

TPB/R/S/H7/20-246

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 15 JUL, 2019

姓名: HO CHI LING
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-247

RECEIVED
14 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

Natalie

日期: 14 - 7 - 2019

姓名: Kwan Yee Ching Natalie
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
16 JUL 2019
Town Planning Board

TPB/R/S/H7/20-248

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 2019年7月13日

姓名: MINNA LAI
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
16 JUL 2019
Town Planning Board

TPB/R/S/H7/20-249

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

~~15/7/2019~~
日期: 15/7/2019

姓名: LEUNG SHU WAH
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-250

RECEIVED
16 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

10/7/2019
日期:

姓名: P.K. Li
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
16 JUL 2019
Town Planning Board

TPB/R/S/H7/20-251

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

15 July 2019
日期:

姓名: LI FOO CHUN JEAN
身份證頭 4 位號碼: [redacted]
電郵:

[redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-252

RECEIVED
16 JUL 2019
Town Planning Board

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。 本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

11/7/19
日期:

姓名: Lee Loi Chun
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-253

RECEIVED
16 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 14.07.2019.

姓名: MARIA SIT [redacted]
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
16 JUL 2019
Town Planning Board

TPB/R/S/H7/20-254

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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Lestr

日期: 13/7/19

姓名: Hui Long Kiu Lester
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

RECEIVED 16 JUL 2019 Town Planning Board

Date: 13 - 7 - 2019

TPB/R/S/H7/20-255

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Leslie

Name: Hui Long Man Leslie
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

RECEIVED
16 JUL 2018
Town Planning Board

TPB/R/S/H7/20-256

Date: 13-7-19

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: AMANDA HUI
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

RECEIVED
16 JUL 2019
Town Planning Board

Date: 12th July 2019

TPB/R/S/H7/20-257

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Eddie Hui

Name: Eddie Hui
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: July 12, 2018

TPB/R/S/H7/20-258

RECEIVED
13 JUL 2018
Town Planning Board

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: Andrea Yu
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

TPB/R/S/H7/20-259

RECEIVED
16 JUL 2019
Town Planning Board

Date: July 12, 2019

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: HO WAI MING, ELLIE
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

TPB/R/S/H7/20-260

RECEIVED
16 JUL 2019
Town Planning Board

Date: July 12, 2019

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Stephanie Lam

Name: LAM MING CHUNG, STEPHIE
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

RECEIVED
16 JUL 2019
Town Planning Board

Date: July 12, 2019

TPB/R/S/H7/20-261

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: LAM SHU FUNG, CLAYTON
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

RECEIVED
16 JUL 2018
Town Planning Board

Date: July 12, 2018

Dear Sirs: **TPB/R/S/H7/20-262**

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: LAM YUE FUNG, MARCUS
I/D Card No (The first 4 numbers) : [redacted]
Email [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: July 12, 2019

TPB/R/S/H7/20-263

RECEIVED
16 JUL 2019
Town Planning Board

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: LAM KEI CHIU [redacted]
I/D Card No (The first 4 numbers) :
Email: [redacted]

TPB/R/S/H7/20-264

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

RECEIVED
16 JUL 2019
Town Planning Board

Date: 12/7/19

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: TAM HO CHI
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
17 JUL 2019
Town Planning Board

逕啟者：

TPB/R/S/H7/20-265

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 15/JUL/2019

姓名: Yung Kam Yim

身份證頭 4 位號碼: [redacted]

電郵: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: 16 JUL 2019

TPB/R/S/H7/20-266

RECEIVED
JUL 2019
Town Planning Board

Dear Sirs:

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I wish to put on record my strong objection to this project.

Name: YEE-Tak Chow [redacted]
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-267

RECEIVED
17 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 16 July 2019

姓名: 陳振源
身份證頭 4 位號碼:
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-268

RECEIVED
17 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 16/7/2019

姓名: 唐智謙
身份證頭 4 位號碼: [redacted]
電郵: /

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-269

RECEIVED
17 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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13/7/2019
日期:

姓名: CHAN WAI YEE CECILIA
身份證頭 4 位號碼: [redacted]
電郵:

Town Planning Board Secretariat
15/F, North Point Government Offic **TPB/R/S/H7/20-270**
333 Java Road, North Point, Hong K____

RECEIVED
17 JUL 2019
Town Planning Board

Date: 16 July 2019

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: TONG WAI MAN ZARINO
I/D Card No (The first 4 numbers) : [redacted]
Email:

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

TPB/R/S/H7/20-271

RECEIVED
17 JUL 2019
Town Planning Board

Date: 16 July 2019

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I wish to put on record my strong objection to this project.

Name: CHAN KUN TUEN
I/D Card No (The first 4 numbers) :
Email: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
17 JUL 2019
Town Planning Board

逕啟者 ：

TPB/R/S/H7/20-272

本人為 跑馬地樂活道比華利山之住戶。 本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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15/7/19

日期:

姓名: 任碧燕

身份證頭 4 位號碼: [redacted]

電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
17 JUL 2019
Town Planning Board

TPB/R/S/H7/20-273

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本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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July 16, 2019
日期:

姓名: 陳弼鑑
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-274

RECEIVED
17 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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張

日期: 17-7-2019

姓名: 張細妹
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-275

RECEIVED
17 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

July 16, 2019
日期:

姓名: 梁鳳開
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-276

RECEIVED
17 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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20190717
日期:

姓名: 余順穆
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
17 JUL 2019
Town Planning Board

TPB/R/S/H7/20-277

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 14 July 2019

姓名: TSANG SUI CHEONG
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
17 JUL 2019
Town Planning Board

逕啟者：

TPB/R/S/H7/20-278

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 12/7/2019

姓名 CHAN MAN Fai
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-279

RECEIVED
17 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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Lau Yee Lam

日期: 14 July 2019

姓名: LAU YEE LAM
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
17 JUL 2019
Town Planning Board

TPB/R/S/H7/20-280

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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Stephen Ngan
15/7/2019

日期:

姓名: NGAN HON CHING
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

RECEIVED
17 JUL 2019
Town Planning Board

Date: July 15, 2019

TPB/R/S/H7/20-281

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Albert Shu Albert Shu

Name:
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-282

RECEIVED
18 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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15 July 2019
日期:

姓名: Lizalee
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-283

RECEIVED
10 JUL 2019
Town Planning Board

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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何

日期: 6-7-2019

姓名: 何耀垣
身份證號碼: [redacted]
地址:
電話:
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-284

RECEIVED
16 JUL 2019
Town Planning Board

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 6-7-2019

姓名: 香港光輝
身份證號碼: [redacted]
地址:
電話:
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-285

RECEIVED
18 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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18/7/2019
日期:

姓名: CHAN CHI TONG
身份證頭 4 位號碼: [redacted]
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-286

RECEIVED
18 JUL 2019
Town Planning Board

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 06.07.2019

姓名: Ho Shing Yau
身份證號碼: [redacted]
地址:
電話:
電郵:

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

RECEIVED
12 JUL 2019
Town Planning Board

Date: 12/7/2019

Dear Sirs:

TPB/R/S/H7/20-287

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: PO Wing Kay, Winky
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-288

RECEIVED
18 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

R.S.

日期: 17.07.2019

姓名: ROGER SO
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
18 JUL 2019
Town Planning Board

TPB/R/S/H7/20-289

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期：14-7-2019

姓名：WONG WING
身份證頭 4 位號碼：[redacted]
電郵：[redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
18 JUL 2019
Town Planning Board

TPB/R/S/H7/20-290

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

16-7-2019
日期:

姓名: 張鳳妍
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
18 JUL 2019
Town Planning Board

TPB/R/S/H7/20-291

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

15-7-2019

日期: 15-7-19

姓名: 黃一鳴
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
18 JUL 2019
Town Planning Board

TPB/R/S/H7/20-292

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 16/07/2019

姓名: 黃爵傑
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-293

RECEIVED
18 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

Yutatwai

日期: 14-7-2019

姓名: 余德惠
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

TPB/R/S/H7/20-294

Date: 20 JUL 2019

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

RECEIVED
22 JUL 2019
Town Planning Board

Name: Yee Jia Qiao Julian
I/D Card No (The first 4 numbers) : [redacted]
Email:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-295

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 19.7.2019

姓名: CHOW YUEN
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

RECEIVED
19 JUL 2019
Town Planning Board

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: 18 July 2019 **TPB/R/S/H7/20-296**

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Sofie

Name: SUBIATUN
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

RECEIVED
19 2019
Town Planning

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-297

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 19/7/19

姓名: Wong William
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

RECEIVED
19 JUL 2019
Town Planning Board

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-298

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 18-7-2019

姓名: YAO DIN FANG
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

RECEIVED
20 JUL 2019
Town Planning Board

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-299

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 18-07-2019

姓名: Leung King Wai
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

RECEIVED
22 JUL 2019
Town Planning Board

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-300

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 18-07-19

姓名: 梁雪盈
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

22 JUL 2019

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: 17/7/2019

TPB/R/S/H7/20-301

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: LING SUK FAN
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

RECEIVED
22 JUL 2019
Town Planning Board

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-302

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 22/7/19

姓名: Lai Yiu Fai
身份證頭 4 位號碼: [redacted]
電郵:

RECEIVED
22 JUL 2019
Town Planning Board

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-303

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

周仲文

日期: 19/7/19

姓名: 周仲文
身份證頭 4 位號碼: [redacted]
電郵:

RECEIVED
19 JUL 2019
Town Planning Board

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-304

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

18-7-2019
日期:

姓名: Kwok Shiu Ling
身份證頭 4 位號碼: [redacted]
電郵: cellphon[redacted]

RECEIVED
20 JUL 2019
Town Planning Board

466

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-305

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。 本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

12 July 2019
日期:

姓名: MARY LEE
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

19 JUL 2019
Town Planning Board

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: 18/07/19

TPB/R/S/H7/20-306

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: Chan Chi Hung Wesley [redacted]
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

RECEIVED
19 JUL 2019
Town Planning Board

468

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: 16/7/2019

TPB/R/S/H7/20-307

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Chan Yuk Ching

Name: CHAN YUK CHING [redacted]
I/D Card No (The first 4 numbers) [redacted]
Email: [redacted]

RECEIVED
19 JUL 2019
Town Planning Board

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: July 15, 2019

TPB/R/S/H7/20-308

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: CHAN LING HOI
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

RECEIVED
19 JUL 2019
Town Planning Board

470

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: 20 July 2019

TPB/R/S/H7/20-309

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: Sharene Mak
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

RECEIVED
22 JUL 2019
Town Planning Board

471

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: 18 July 2019

TPB/R/S/H7/20-310

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Natalie

Name: CHAN CHIU WING [redacted]
I/D Card No (The first 4 numbers) :
Email: [redacted]

RECEIVED
20 JUL 2019
Town Planning Board

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: 20 July 2019

TPB/R/S/H7/20-311

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: Chan Ching Yee
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

RECEIVED
22 JUL 2019
Town Planning Board

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-312

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 7/24/2019

姓名: 彭郁榮 [redacted]
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

RECEIVED
22 JUL 2019

475

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-313

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

16. July 2019

日期:

姓名: CHAN MAN TUEN IRENE
身份證頭 4 位號碼 [redacted]
電郵: [redacted]

RECEIVED
19 JUL 2019
Town Planning Board

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-314

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 13 Jul 2019

姓名: Christina Chan
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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19 JUL 2019
Town Planning Board

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-315

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

LW Ting

日期: 16.7.2019

姓名: LWTING

身份證頭 4 位號碼: [redacted]

電郵: [redacted]

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19 JUL 2019
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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-316

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 18.7.2019

姓名: CHENG BEATRICE
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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19 JUL 2019
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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-317

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

July 18, 2019.
日期:

姓名: 林漢銘
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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19 JUL 2019
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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-318

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 2019年 7月18日

姓名: 陳嘉信
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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19 JUL 2019

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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-319

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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July 18, 2019.
日期:

姓名: 鄭雪兒
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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19 JUL 2019
Town Planning Board

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-320

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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17-7-2019
日期:

姓名: 譚潔華
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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19 JUL 2019
Town Planning Board

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-321

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 17/7/19

姓名: 宋若蘊 [redacted]
身份證頭 4 位號碼:
電郵: [redacted]

RECEIVED
20 JUL 2019
Town Planning Board

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-322

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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20/7/2019
日期:

姓名: 何碧珊
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

RECEIVED
20 JUL 2019
Town Planning Board

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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-323

遞啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 18 July 2019

姓名: Chan King Chi
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

RECEIVED
20 JUL 2019
Town Planning Board

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-324

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

July 18th 2019
日期:

姓名: Anna Cheung
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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20 JUL 2019
Town Planning Board

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-325

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 17/7/19

姓名: Johnny Wei
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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20 JUL 2019
Town Planning Board

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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-326

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 18-7-2019

姓名: 黃惠娜
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

22 JUL 2019
Town Planning Board

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-327

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 19/7/19

姓名: 霍新基
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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22 JUL 2019
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北角政府合署 15 樓

TPB/R/S/H7/20-328

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 20 July 2019

姓名: 雷綺雯
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-329

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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江石葉玉玲

日期: 7月13日

姓名: 江碟玲
身份證頭 4 位號碼: [redacted]
電郵: /

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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-330

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 13/7/2019

姓名: 王皓昕
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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22 JUL 2019
Town Planning Board

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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-331

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 2019年7月12日

姓名: 王志龍
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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22 JUL 2019
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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-332

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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L Cheung

日期: 13 Jul 2019

姓名: CHEUNG LAI KUEN HERMIA
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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22 JUL 2019
Town Planning Board

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-333

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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Alexwong

日期: 19/7/2019

姓名: WONG HO CHING ALEX
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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22 JUL 2019
Town Planning Board

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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-334

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 19 July 2019.

姓名: Chen Yeung Michelle
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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22 JUL 2019
Town Planning Board

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-335

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 22/7/2019

姓名: Flora Fan [redacted]
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

RECEIVED
22 JUL 2019
Town Planning Board

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-336

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期： 17.07.2019

姓名： ANNIE WONG
身份證頭 4 位號碼： [redacted]
電郵： [redacted]

RECEIVED
18 JUL 2019
Town Planning Board

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-337

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期：二九年七月二十日

姓名：區月姬 [redacted]
身份證頭 4 位號碼：[redacted]
電郵：[redacted]

RECEIVED
23 JUL 2019
Town Planning Board

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-338

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 9-7-2019

姓名: 朱慶

身份證頭 4 位號碼: [redacted]

電郵: [redacted]

RECEIVED
23 JUL 2019
Town Planning Board

616

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: 20th JULY 2019

TPB/R/S/H7/20-339

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: Mr HO, HOK FAI
I/D Card No (The first 4 numbers) [redacted]
Email: [redacted]

RECEIVED
23 JUL 2019
Town Planning Board

617

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

TPB/R/S/H7/20-340

Date: 20/7/2019

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: Albert Wong
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

RECEIVED
25 JUL 2019
Town Planning Board

618

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-341

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

22-7-2019
日期:

姓名: 馬保貞
身份證頭 4 位號碼: [redacted]
電郵:

RECEIVED
24 JUL 2019
Town Planning Board

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: 20/7/2019 **TPB/R/S/H7/20-342**

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: Amanda Li King Sze
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

RECEIVED
24 JUL 2019
Town Planning Board

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-343

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 22.7.2019

姓名: Tiffany Wei
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

RECEIVED
24 JUL 2019
Town Planning Board

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-344

RECEIVED
10 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

該發展計劃並未進行"可持續發展"評估(包括社會,經濟及環境評估)由其是對社區影響的評估,以往政府大形相劃都要進行這項評估。(Social Impacts.) 灣仔區議會亦反對這項計劃,謹望有關當局作全面諮詢才決定這項規劃。

日期: 8-7-2019

姓名: LAI KAM CHUNG
身份證頭 4 位號碼: [redacted]
電郵:

[redacted]

Mail: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-345

RECEIVED
10 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

現在有關道路已經擠塞，影響本區民生。

日期: 8 Jul 2019

姓名: POW SIU CHUEN

身份證頭 4 位號碼: [redacted]

電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-346

RECEIVED
10 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。** 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據*，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

* 此等數據應更新，以反映 2019 年最新情況

** 應再安排諮詢

10 July 2019
日期:

姓名: 何穗祺
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
11 JUL 2019
Town Planning Board

TPB/R/S/H7/20-347

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。 本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

本人提議应重新發出民意調查並派專業人仕再作評估，此項計劃萬萬不能推出或通過，其嚴重性將会無法估計，大大影响樂活道及渣甸山一帶的交通及安全。

日期：

姓名：鄭珊德
身份證頭 4 位號碼：[redacted]
電郵：[redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-348

RECEIVED
12 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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道路沒有改善,隨便增加大量公家停車位。使道路負上加斤,增加負荷製造擠塞。又不善用南華會停車場及加強違例泊車等.....

日期: 11/07/2019

姓名: Eddy Lau
身份證頭 4 位號碼: [redacted]
電郵:

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12 JUL 2019
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11 JUL 2019
日期:

姓名: 羅明德
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

For example, Lee Garden 3 car park often has cars queuing up to enter during weekends. With cars illegally stopped on one side of the street already, this has caused traffic jam.

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TPB/R/S/H7/20-350

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13 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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11-July-2019
日期:

SIU CHIN PANG
姓名:
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

① 尤其於每天之早上返工時段及下午約 4~5 pm 時段經常塞車要 15~20 分鐘才可以從比華利山開車到保良局!

② 要改善，並不要再加負荷。

THANKS

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RECEIVED
15 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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13 Jul 2019
日期:

姓名: WONG YUET MAY YUMI
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

本在樂活道居住了 12年，
一直以來，下山都是在
繁忙時段水洩不通：
一平日特別是下午放學時段。
一星期六日午、晚餐
時段。

樂活道下山塞車
直接亦影响了比
華利山及樂翠台
出車，因前無去路，
回屋苑的車駛入
又塞死。此新發展
計劃絕不可行，因位
置正是下山的樽頸位

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北角政府合署 15 樓

TPB/R/S/H7/20-352

RECEIVED
16 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

其實，星期一至五的下午四時多至六時多亦十分擠塞！

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

Cheung KS

日期: 15/7/2019

姓名: CHEUNG KAM TO
身份證頭 4 位號碼 [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

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日期: 19/7/2019

姓名: Yuen Fung Ping
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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古腦的交通設施
由比華利山及樂舉出口於校學上學上下班
時段最少花半小時才可至銅鑼區
請多用監察道路 CCTV 了解

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日期: 21.7.2019

姓名: CHENG CHI HUEN
身份證頭 4 位號碼: [redacted]
電郵 [redacted]

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日期: 18-7-2019

姓名: 鄭秉裕
身份證頭 4 位號碼: [redacted]
電郵:

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(另見 2 頁)

本人深信 貴局在開始每个項目，必会搜集大量数據去分析 並平衡各方利益。
以下有些意見，希望你能考慮：

交通

在建仪發展区（下稱'A'），有一个巴士站（有10條路線，來自將軍澳 馬鞍山 及東区）和專線小巴（56, 56A）。
巴士站对出的一段馬路是附近比較寬闊，但依然非常塞車及空氣污俗。
新建4座大樓及600停車位，是否仍可容納？
礼頓道的另一條線（前面）亦有多條巴士線（包括由東院道，大球場，南区，西区...）前往東區。
亦有多條小巴線來往跑馬地或西区，敷經礼頓道，穿過小街，前往銅鑼灣市中心或地鉄站。

交通是一个網絡。礼頓道往西行是通去香港仔隧道及海底隧道。
大塞車必定波及附近地區。
事實上，巴士公司及運輸署掌握交通的大数據。相信貴局可以由它們取得交通流量（包括不同日子，時段，特別天氣情況，及有大型活动情況）

停車場

至於停車場，它是方便人到工作/居所/購物/接駁其他大型運輸系統(如地鉄)，計劃在"A"建600停車位，是否真有需要，還是濫竽充數？

商廈

利苑附近及礼頓道"A"向東行現仍有大量"舊樓"，它們擁有重建价值，所以建議在"A"建商業大廈，会否便整区更加多人流，車流，導致大塞車，嚴重空氣污染及大量噪音。

法院

印象中的法院是古雅建築，只有數層，前面有大廣場。
出入法院除了工作人員，証人，律政人員，政府官員，囚車，警車，傳媒，等等。
遇上大案件或有爭議性事件，可能有大型示威。
在保安上，法院是否要有大廣場及多條特別通道。在"A"建法院，是否安全再者，連道有小學，幼兒院，遇有大示威，是否会嚇怕小朋友呢？

古樹

本港有樹木辦，足以証明樹木珍貴"A"区內有大批古樹，如果要遷移，它們是否可以續繼好好生長？
新建高樓大廈的地基也会妨礙樹根生長！

故此，本人希望"A"可以改建成公園，保留古樹，保留一個鬧市旁的小綠州謝謝

3/

tpbpd

TPB/R/S/H7/20-356

寄件者: [redacted]
寄件日期: 19日07月2019年星期五 15:27
收件者: tpbpd@pland.gov.hk
主旨: 轉寄: 有關城規會黃泥涌分區計劃大綱核准圖編號S/H7/20的修訂項目
附件: 20190719152049039.pdf

From : [redacted]
WONG LAI FONG

從 Outlook 傳送

城市規劃委員會
地址：香港北角渣華道 333 號北角政府合署 15 樓
電話：2231 4810，2231 4835
傳真：2877 0245，2522 8426
EMAIL：tpbpd@pland.gov.hk

有關城規會黃泥涌分區計劃大綱核准圖編號 S/H7/20 的修訂項目

本人現就黃泥涌分區計劃大綱核准圖編號 S/H7/20 的修訂項目提出反對：

- 銅鑼灣內，加路連山道、樂活道、摩頓臺及連道一帶的交通現已非常堵塞，預計是次項目不論在興建中或完成後，都會為樂活、天后、大坑、渣甸山、跑馬地、司徒拔道帶來沉重的負擔，嚴重影響附近的交通。規劃署早前提交的報告，未能完全反映真實的情況。再者，計劃中新增的停車場會吸引不少外來的車流，這顯然無助解決銅鑼灣現在交通堵塞的問題。
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此致
城市規劃委員會

[redacted]

姓名：WONG LAI FONG
簽名：
日期：July 18 2019

tpbpd

[redacted]

TPB/R/S/H7/20-357

寄件者: [redacted]
寄件日期: 13日07月2019年星期六 11:09
收件者: tpbpd@pland.gov.hk
副本: [redacted]
主旨: S/H/19A
附件: Tai Hang Terrace.pdf

203

中華人民共和國香港特別行政區
Hong Kong Special Administrative Region
of the People's Republic of China

灣仔區議會 Wan Chai District Council
林偉文議員 District Councillor Anson Lam

城市規劃委員會
地址：香港北角渣華道333號北角政府合署15樓
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此致
城市規劃委員會

姓名：CHOW WING SUN
屋苑：[redacted]
日期：13 Jul 2019

香港銅鑼灣耀華街21號華耀商業大廈605室
Unit 605, Workingview Comm Bldg, 21 Yiu Wa Street, Causeway Bay, Hong Kong
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16/07/2019 10:58AM FAX Urban 0003/0003

TPB/R/S/H7/20-358

城市規劃委員會
地址：香港北角渣華道 333 號北角政府合署 15 樓
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此致
城市規劃委員會

[redacted]

姓名：黃嘉麗
簽名：[signature]
日期：14-7-2019

16/07/2019 10:58AM FAX 0001/0003
Urban
TPB/R/S/H7/20-359

城市規劃委員會
地址：香港北角渣華道333號北角政府合署15樓
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207

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此致
城市規劃委員會

[redacted]

姓名：張倩欣
簽名：
日期：2019/7/13

中華人民共和國香港特別行政區
Hong Kong Special Administrative Region
of the People's Republic of China

灣仔區議會 Wan Chai District Council
林偉文議員 District Councillor Anson Lam

TPB/R/S/H7/20-360

城市規劃委員會
地址：香港北角渣華道333號北角政府合署15樓
電話：2231 4810, 2231 4835
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此致
城市規劃委員會

RECEIVED
24 JUL 2019
Town Planning Board

姓名 梁東強
屋苑 [redacted]
日期：18/7/2019

香港銅鑼灣耀華街21號華耀商業大廈605室
Unit 605, Workingview Comm Bldg, 21 Yiu Wa Street, Causeway Bay, Hong Kong
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TPB/R/S/H7/20-361

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60年前一条大坑道，60年後又是同一条大坑道
但60年後今天居民已增加100倍。
何解還要在大坑道
周边增建高層樓宇？

此致
城市規劃委員會

REC'D
24 JUL 2019
Town Planning Board

姓名：Lo Suet Ying
屋苑：[redacted]
日期：July 20, 2019

689

香港銅鑼灣耀華街21號華耀商業大廈605室
Unit 605, Workingview Comm Bldg, 21 Yiu Wa Street, Causeway Bay, Hong Kong
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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): Au MAN To

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

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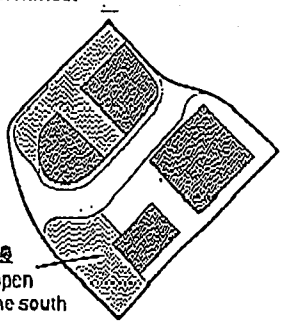
其他要求 Other Requests:

附圖一
Figure 1



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簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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[redacted]

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-363

姓名（與身分證相同）： CHAN KIT WANG
Full Name (As printed in ID Card):

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card:

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簽署：
Signature:

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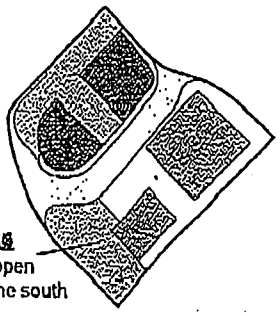

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2103

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[redacted]

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TPB/R/S/H7/20-364

姓名（與身分證相同）：
Full Name (As printed in ID Card): CHAN CHI WAI

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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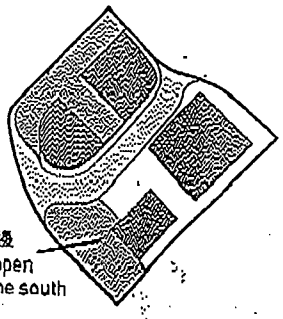

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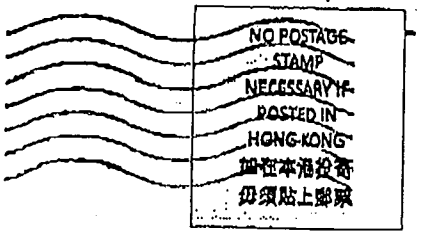

楊雪盈議員辦事處
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香港
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20190703

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TPB/R/S/H7/20-365

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): LIU CHUN CHUN

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
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☑ 本人 LIU CHUN CHUN 授權楊雪盈議員辦事處為此申述的代理人。

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簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

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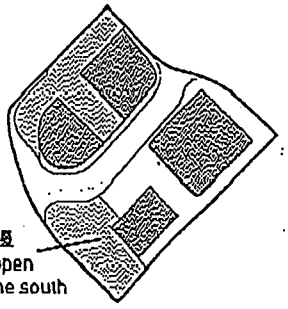

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香港
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高威樓9樓F室

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TPB/R/S/H7/20-366

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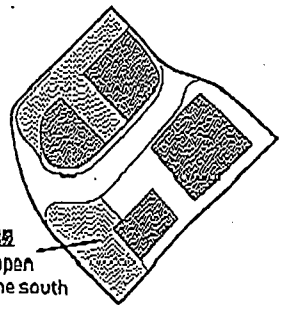

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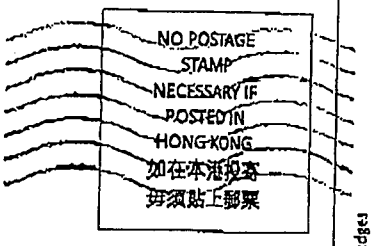

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香港
銅鑼灣高士威道16-22號
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TPB/R/S/H7/20-367

姓名（與身分證相同）：
Full Name (As printed in ID Card): FUNG Ho SAN

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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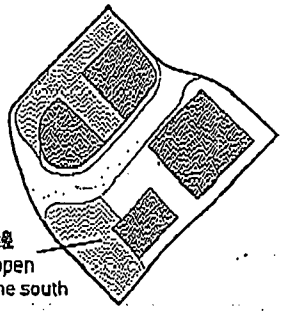

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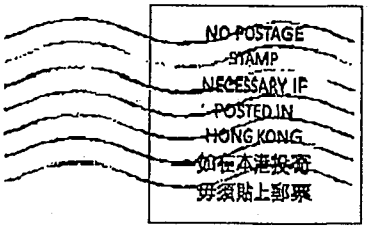

楊雪盈議員辦事處
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香港
銅鑼灣高士威道16-22號
高威樓9樓F室

20190703

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-368

姓名（與身分證相同）：
Full Name (As printed in ID Card): FUNG PING HUNG

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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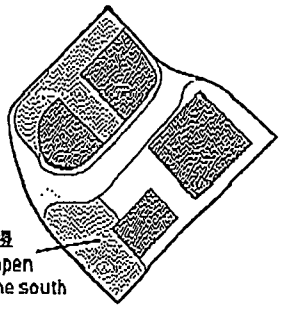

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香港
銅鑼灣高士威道16-22號
高威樓9樓F室

20190705

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TPB/R/S/H7/20-369

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): FU KAM WING RAYMOND

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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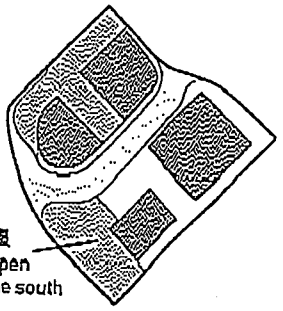
附圖一
Figure 1



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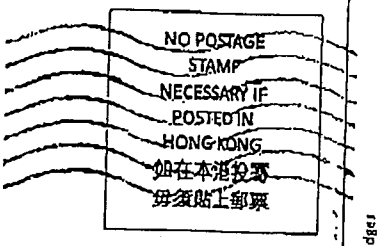

楊雪盈議員辦事處
簡便回郵37號 WCH
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銅鑼灣高士威道16-22號
高威樓9樓F室

20190709

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TPB/R/S/H7/20-370

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): 張 嘉 賢

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

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簽署：
Signature:

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 張 嘉 賢 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以✓表示，可多選）

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實誤導議員，妨礙公眾就發展方案提出意見。

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☐ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☐ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☑ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☑ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☑ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

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[redacted]

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☐ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

☐ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

☑ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

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其他理由 Other Reasons:

本人要求：

☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☐ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☐ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☐ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）

☐ 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。

☐ 擱置小巴站搬遷的建議。

I hereby request the Town Planning Board to:

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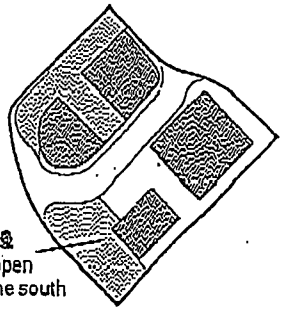

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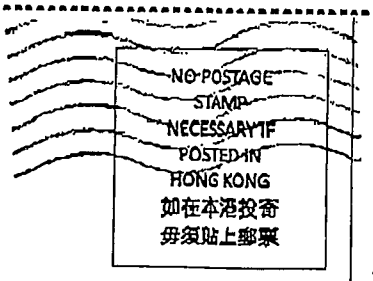

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[redacted]

TPB/R/S/H7/20-371

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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電話：
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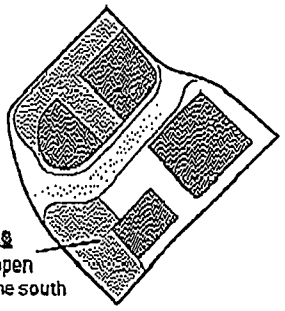

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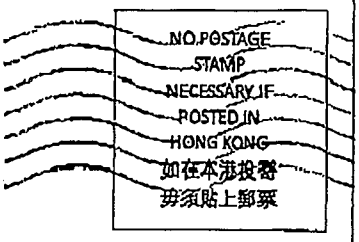

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TPB/R/S/H7/20-372

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): 郭明珠

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字
Leading alphabet & first 3 letters of ID C[redacted]

電郵：
Email Address: [redacted]

地址：
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（如同意以下理由，請在空格內以✓表示，可多選）

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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☑ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☑ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

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☑ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

☐ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

交通混乱，此处多间学校，政府规划严重影响学生学习环境和安全

本人要求：

☑ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☑ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

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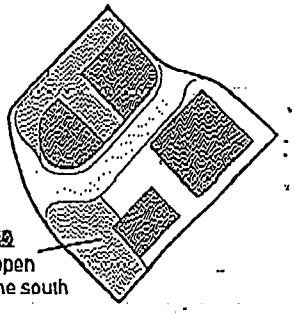
☑ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☑ Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests:

此处噪音极度严重(施工处)，居民痛苦不堪！

附圖一
Figure 1



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香港
銅鑼灣高士威道16-22號
高威樓9樓F室

2019071

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TPB/R/S/H7/20-373

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): WONG LAI SZE

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才留有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。
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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 WONG LAI SZE 授權楊雪盈議員辦事處為此申述的代理人。
I, WONG LAI SZE, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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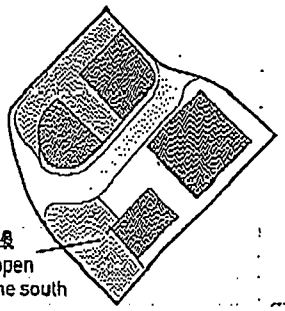
拯救地盤內的流浪貓

附圖一
Figure 1



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銅鑼灣高士威道16-22號
高威樓9樓F室

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TPB/R/S/H7/20-374

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): Chan Yuk Lam

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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其他理由 Other Reasons: 香港的商業大廈租用率已有下調趨勢.
銅鑼灣的租金比其他區都貴，故沒有相對吸引力，無需多此一舉。

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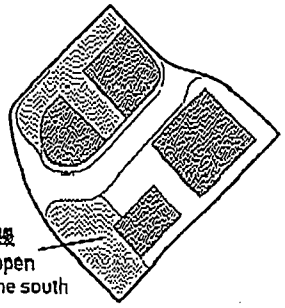
☐ Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests:
希望政府可考慮當區增加「老人服務」的區域。

附圖一
Figure 1



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楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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請以膠紙封口 Please tape the edges

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TPB/R/S/H7/20-375

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): MOSSIP Mark S MOSSIP MARK S

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字
Leading alphabet & first 3 letters of ID Ca[redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。
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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, MARK MOSSIP, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實誤導議員，妨礙公眾就發展方案提出意見。

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☐ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☑ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☑ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☑ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☑ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

☐ 銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

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☐ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

☐ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

☑ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

☑ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons: We Don't Need more building. Make it a park.

本人要求：

☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☐ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☐ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☐ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）

☐ 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。

☐ 擱置小巴站搬遷的建議。

I hereby request the Town Planning Board to:

☐ Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.

☑ Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.

☑ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

☐ Relocate the open space to the south othe the site, to separate the District Court Complex and residential buildings at Caroline Hill Road. The refined layout can enhance the accessibility of the open space and keep adequate sunlight and ventilation. (Figure 1)

☑ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

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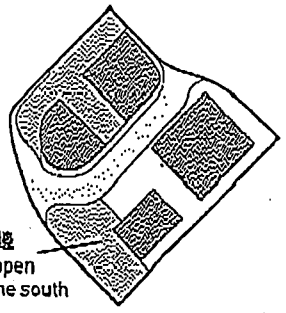

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香港
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高威樓9樓F室

2103

(2)

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20190704

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TPB/R/S/H7/20-376

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): YOU LINGXIN

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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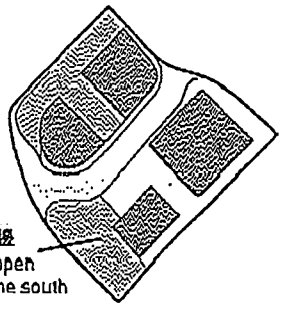

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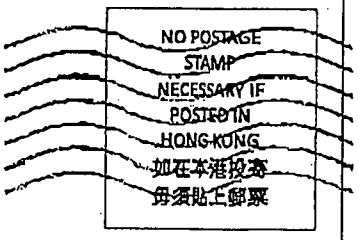

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高威樓9樓F室

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加山用地建高樓 居民生活添煩憂

7月22日前聯署反對

Government planning to erect Skyscrapers at Caroline Hill Road

Sign the petition against vexatious development scheme before 22 July

2019.7.22
聯署截止日期
Deadline of Petition

政府計劃在加路連山用地，興建兩座商廈及兩座法院大樓，現正交城規會審議。據早前的問卷結果，高達八成居民反對政府方案，擔心交通更擠塞、阻礙景觀和日照等。楊雪盈曾於區議會反對政府將方案交付城規會，政府卻一意孤行。城規會現正開始諮詢，我們需要每一位關注市民與團體的參與，反對政府方案，並支持楊子雋與一眾居民倡議的民間方案，希望政府在發展同時，亦正視社區需要。

The Government plans to erect two commercial buildings and two courts at the Caroline Hill Road site. It is now under the consideration of the TPB. The questionnaire shows that 80% of residents object the government's plan, as the plan may worsen traffic congestion, and obstruct the landscape and sunshine. Clarisse's previous opposition in the District Council was ignored. As the public consultation begins, we need every residents and community groups to participate in this process. Please support the alternative plan advocated by Arthur Yeung and a group of residents. We believe that the government should consider community's needs while developing the site.

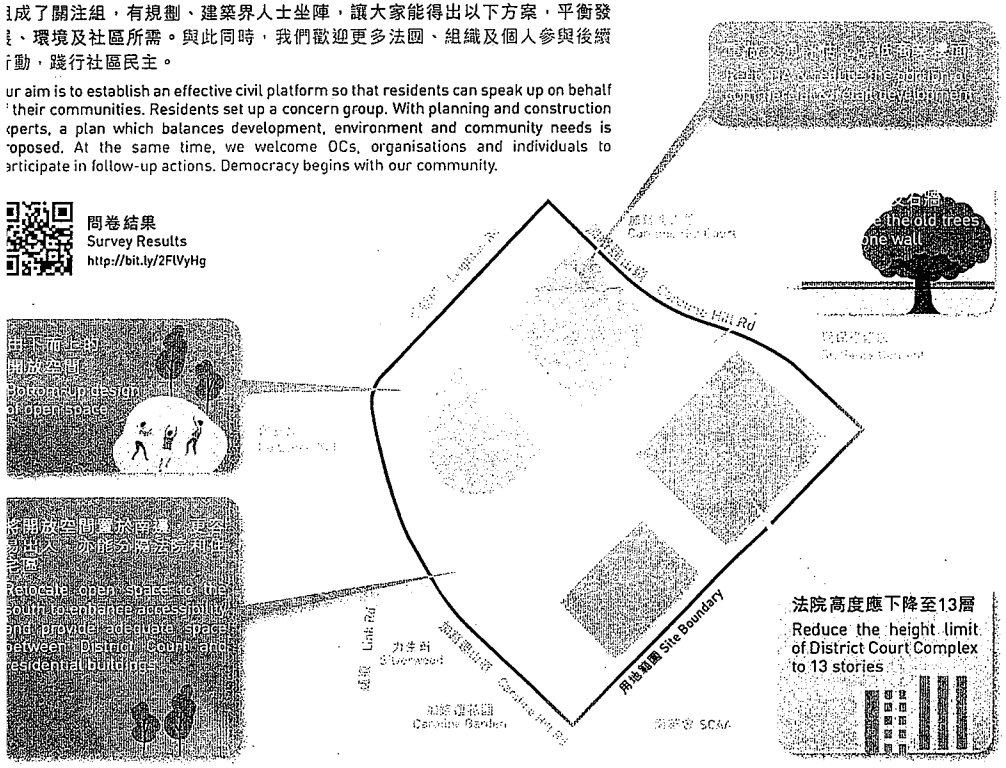
民間倡議

Civil Initiative

我們希望能建立一個有效的公民平台，讓居民能夠為自己的社區發聲。居民組成了關注組，有規劃、建築界人士坐陣，讓大家能得出以下方案，平衡發展、環境及社區所需。與此同時，我們歡迎更多法團、組織及個人參與後續行動，踐行社區民主。

Our aim is to establish an effective civil platform so that residents can speak up on behalf of their communities. Residents set up a concern group. With planning and construction experts, a plan which balances development, environment and community needs is proposed. At the same time, we welcome OCs, organisations and individuals to participate in follow-up actions. Democracy begins with our community.

問卷結果
Survey Results
http://bit.ly/2FlVyHg



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姓名（與身分證相同）：
Full Name (As printed in ID Card): Yan Man Shan Cathy.

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。
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I would opt-out from joining the contact list. I understand that I will not be able to receive further information from Office of Clarisse Yeung.

城規會會就是次修訂召開會議，並邀請你親自出席發言。如你願意授權本辦事處代表出席，表達你的意見，請劃選以下空格、填上姓名及簽署。

Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature

☐ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation

簽署：
Signature:

RECEIVED
24 JUL 2019
Town Planning Board

TPB/R/S/H7/20-377

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以✓表示，可多選）

I oppose against Town Planning Board's amendments to Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

☑ 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。

☑ 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。

☑ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☑ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☐ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☐ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

☑ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

☑ 放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。

☑ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

☐ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

☐ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

☐ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

本人要求：

☑ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☑ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☑ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☑ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）

☑ 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。

☑ 擱置小巴站搬遷的建議。

I hereby request the Town Planning Board to:

☐ Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.

☐ Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.

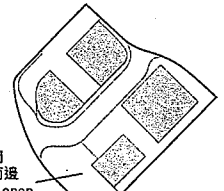
☐ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

☐ Relocate the open space to the south othe the site, to separate the District Court Complex and residential buildings at Caroline Hill Road. The refined layout can enhance the accessibility of the open space and keep adequate sunlight and ventilation. (Figure 1)

☐ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☐ Shelve the plan to relocate the GMB terminus.

附圖一
Figure 1



其他要求 Other Requests:

1. 請參見市人的網上提交申述（參考編號 190723-163704-21507）

2. S/H7/19 如非楊雪盈及伍嫩嫩議員分別有此問卷及諮詢會，市民根本不知桌有此事。單份文件逾400頁，約Bauhinia之厚，只有寥寥可數的市民知悉有此工程

摺位 Folding line

請以膠紙封口 Please tape the edges

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香港北角渣華道333號
北角政府合署15樓
城市規劃委員會秘書

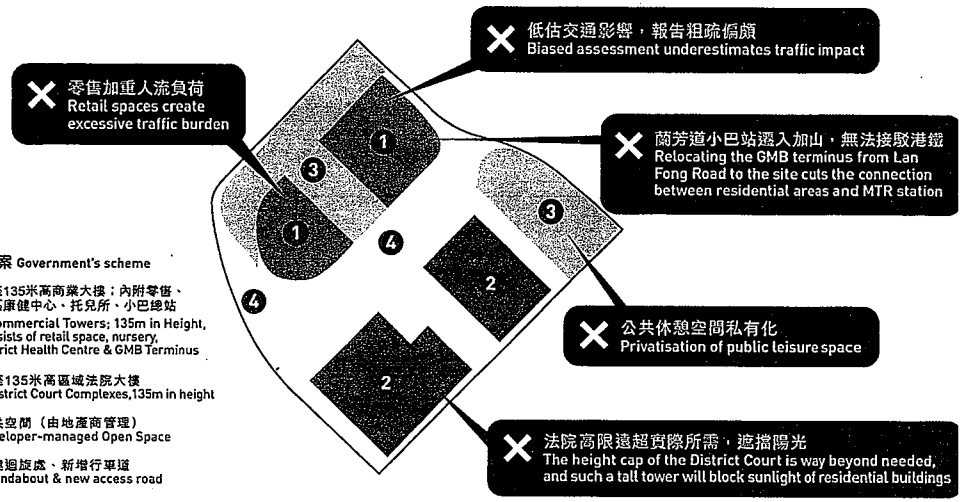
S/H7/20
(Ref. no. 190723-163704-21507)

(By hand)

請以膠紙封口 Please tape the edges

請以膠紙封口 Please tape the edges

反對政府擾民方案
Opposing the Government's plan



近期工作
Recent works

區議會會議 District Council Meetings

楊雪盈在灣仔區議會會議上多次要求規劃署撤回方案，諮詢社區。

Clarisse raised concerns on the development plan multiple times during DC meetings. She also requested PlanD to reconsider the scheme from the community's perspective.

規劃工作坊 Planning Workshop

社區專員楊子雋主持加山「社區共想」工作坊，邀請居民參與，收集對用地發展的願景。

A planning workshop was hosted by Arthur Yeung, Community Organiser, to collect residents' views and aspirations towards the future usage of the site.

地盤視察 Site Visit

楊雪盈及楊子雋到地盤視察，要求保留古樹名木，並與義工一起拯救地盤內的流浪貓。

Clarisse and Arthur visited the site to inspect the protected trees. They also saved fera cats with animal volunteers.

楊子雋
ARTHUR YEUNG

楊子雋，環保社企創辦人，城市規劃碩士生。熱衷於地理、環保、社區議題。

Arthur Yeung, environmental enterprise founder, master student of urban planning. Arthur is interested in geography, environment and community issues.

art.ytcc@gmail.com
楊子雋 Arthur Yeung
6108 6506

楊雪盈
CLARISSE YEUNG

楊雪盈，灣仔區議員、香港文化監察主席、文化同行成員。關注我城動物、環境及文化，投身社區實踐。

Clarisse Yeung, Wan Chai District Councillor, Chairperson of the Hong Kong Culture Monitor, Member of the ARTicipants. Clarisse is devoted to civil participation and particularly concerned about animals, environmental and cultural issues.

clarisseysy@gmail.com 5210 9120
楊雪盈 Clarisse Yeung gdwc_clarisse
銅鑼灣高士威道16-22號高威樓9樓F室
Unit F, 9/F, Causeway Tower, 16-22 Causeway Rd, Causeway Bay

就草圖作出申述
Representation Relating to Draft Plan

參考編號
Reference Number: 190723-163704-21507

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 23/07/2019 16:37:04

「申述人」全名
Full Name of "Representer": 女士 Ms. YAU Man Shan Cathy

「獲授權代理人」全名
Full Name of "Authorized Agent" :

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 Subject Matters	性質 Nature	理由 Reason
蘭芳道小巴站遷入加山	反對 Oppose	現時設置於蘭芳道及利園山道的綠色專線小巴分別為(並附建議)： 1. 26號 (利園山道至白普理小學) - 由於小巴路線會經皇后大道東上司徒拔道，建議留在現時原址，方便乘客。 2. 14M號 (利園山道至樂陶苑) 及 利園山道至樂翠臺特別車 - 由於兩小巴線會經連道上山，遷站至加山後的步行距離與現時相若，亦可疏導小巴站集中於蘭芳道的塞小巴、塞乘客於蘭芳道及行人路的情況，方便蘭芳道附近居民、道路及行人路使用者。 3. 30號 (蘭芳道至跑馬地冬青道) - 極反對遷站至加山。由於本人為前警員，曾駐守跑馬地警署，欲反映30號小巴現實情況： a) 營運時間：0630時首班車應提早。因交通部警員0645時已出更，軍裝巡邏小隊警員0715時已出更，他們需要回署更衣及取裝備、接受更前訓更，如小巴站遷往加山，路線上和往乘車路程上的改變會令大量乘客流失及引起不便。而19號城巴班次亦稀疏，電車亦只能到成和道街口，故30號小巴為往警署上班的極重要交通工具。 b) 路線問題：30號小巴行走黃泥涌道經成和道上山，為往養和醫院人士和往在跑馬地中心帶的居民主要交通工具。遷站會為上述人士帶來困擾。

		c) 乘客量問題：除上文a,b 類人士，由於0800時至0900時期間，會有大量建造業人士會乘小巴上班，30號小巴站必定會有「打蛇餅」情況。與原址全部小巴一同遷站至加山小巴站的話，需審慎考慮小巴站能否同一時間吸納大量的候車乘客。 4. 21A號 (蘭芳道往勵德邨) 、21M號 (蘭芳道往大坑徑)及14M號 - 以上三條小巴線均會經大坑道上山，於行車路線上考慮，遷往加山小巴站未嘗不可，唯需聆聽該處居民的意見。
建築135米高商業大廈後的用途	反對 Oppose	反對設為商業區。因為銅鑼灣區已有大量內地遊客拖喼，已十分擾民，如加山用地成為商業區，加路連山道一帶居民會飽受困擾，如再加上有旅遊巴上落客，會令禮頓道的交通更擠塞，因為禮頓道140號上課下課的私家車接送學童已是一個難以解決的問題。 再加上，連道往加路連山道的違例停泊問題嚴重，而且大球場徑為駕駛考試中心，有學習駕駛人士會駛經上址。如該處設立商業區，難以想像誰對誰構成危險。
興建大樓的用途 (地區康健中心、托兒所、區域法院大樓) 與鄰近建築物的共存	反對 Oppose	明白政府用地需提供予政府部門、司法機構及提供公共用途。但加山附近有香港大球場，而該球場不日會有球賽，如有甲至丙級球賽的話，例如甲級：香港七人欖球賽，加路連山道及東院道於該幾天會有特別交通安排，有機會長時間單線行駛，加上觀眾會受酒精影響，難以估計對鄰近加上建築物 (如法院) 及使用者的影響。需審慎與康文署、警方、司法機構了解現實情況，才決定土地用途。

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

tpbpd

TPB/R/S/H7/20-
378 to 392

寄件者: [redacted]
寄件日期: 11日07月2019年星期四 12:53
收件者: tpbpd
主旨: 就S/H7/20圖則提交申述
附件: img-190711122308-0005.pdf; img-190711122308-0003.pdf; img-190711122308-0001.pdf; img-190711122308-0004.pdf; img-190711122308-0002.pdf; img-190711122308-0006.pdf; img-190711122308-0007.pdf; img-190711123829-0003.pdf; img-190711123829-0002.pdf; img-190711123829-0001.pdf; img-190711124129-0001.pdf; img-190711124417-0001.pdf; img-190711124129-0002.pdf

致　城市規劃委員會：

附件共有 15 份（部分 pdf 檔含有兩份）就 S/H7/20 提出之申述，請參閱，謝謝。

楊雪盈議員辦事處　謹啟
二零一九年七月十一日

307-321

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-378

姓名（與身分證相同）：
Full Name (As printed in ID Card): CHEN RUOHONG

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Ca[redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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☐ 請不必將我加入通訊名單，我明白此舉將使我無法接收日後由楊雪盈議員辦事處發放的相關資訊。
I would opt-out from joining the contact list. I understand that I will not be able to receive further information from Office of Clarisse Yeung.

城規會會就是次修訂召開會議，並邀請你親自出席發言。如你願意授權本辦事處代表出席，表達你的意見，請剔選以下空格、填上姓名及簽署。

Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☐ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, _____. hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

☑ 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。

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☑ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects [illegible] health.

☑ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

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☐ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

☐ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

☐ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

本人要求：

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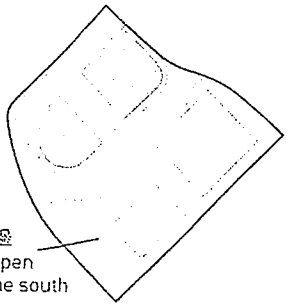

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簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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20190/10

請以膠紙封口 Please tape the edges

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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TPB/R/S/H7/20-379

姓名（與身分證相同）：
Full Name (As printed in ID Card): GREAVES WILLIAM DAVID

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字
Leading alphabet & first 3 letters of ID Ca[redacted]

電郵：
Email Address: [redacted]

地址：
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I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

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☐ ~~Shelve the plan to relocate the GMB terminus.~~

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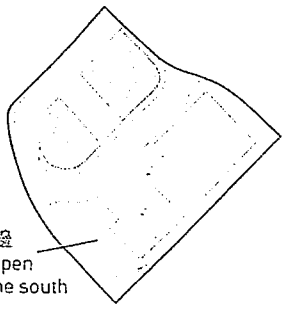
CARRY OUT A H.I.A. BEFORE PROGRESSING FURTHER WITH THE SCHEME, AFTE TAKING THE COMPENSATORY MEASURES RECOMMENDED.

附圖一
Figure 1



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請以膠紙封口 Please tape the edges

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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TPB/R/S/H7/20-380

姓名（與身分證相同）：
Full Name (As printed in ID Card): TAM SIN YEE DIANA

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字
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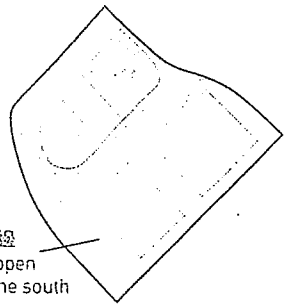

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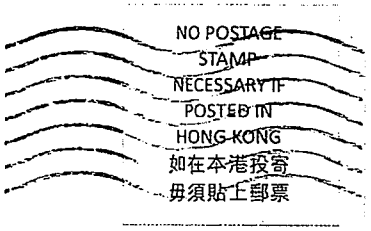

楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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20190710

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TPB/R/S/H7/20-381

姓名（與身分證相同）：
Full Name (As printed in ID Card): WANG HOI

Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 2 letters of ID Card: [redacted]

電郵：
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地址：
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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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☑ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons: Traffic is already VERY congested. Absolutely impractical to insert such giant commercial project.

本人要求：

☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

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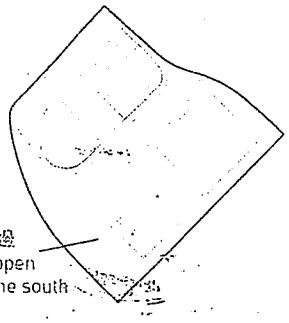

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高威樓9樓F室

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20190710

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辦署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-382

姓名（與身分證相同）：
Full Name (As printed in ID Card): 陳正豪

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

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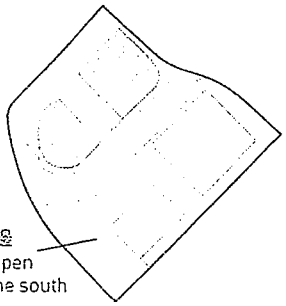

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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TPB/R/S/H7/20-383

姓名（與身分證相同）：
Full Name (As printed in ID Card): 陳正斌

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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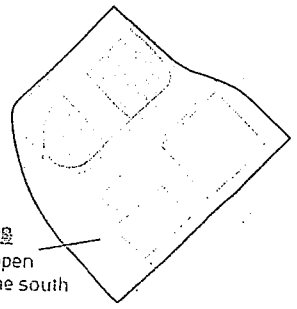

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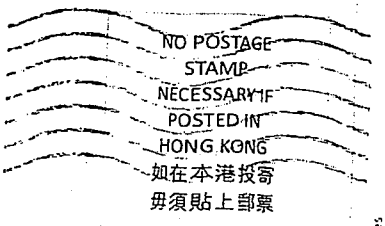

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楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

20190711

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-384

姓名（與身分證相同）：
Full Name (As printed in ID Card): 黃諾希

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

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☑ 本人 黃諾希 授權楊雪盈議員辦事處為此申述的代理人。
I, Priscilla Wong, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☐ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☐ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

☑ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

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本人要求：

☑ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

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其他要求 Other Requests:

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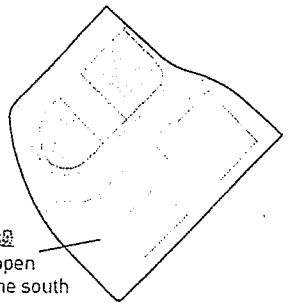

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Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): DIVYA VAZE

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
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其他理由 Other Reasons: ① There are many schools in the area, from nursery/pre-kindergarten to secondary. Increased road-level pollution affects young children the most, because their noses & mouths are closest to the height of car exhaust pipes. ② The government is also proposing to dig up nearby Victoria Park (to install underground car parks & retail spaces). This will compound the loss of local green space/open play areas in the neighbourhood.

本人要求：

☑ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☑ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

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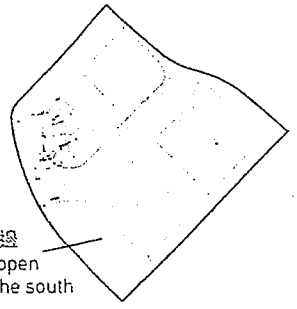

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TPB/R/S/H7/20-386

姓名（與身分證相同）：
Full Name (As printed in ID Card): CHAN YUEN

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

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I, CHAN YUEN, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

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- [ ] The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.
- [ ] The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

反对莫視大球場有活動時本身的交通已非常繁重，必須考慮此因數去增加發展的度与密度。

本人要求：

- [x] 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。
- [x] 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。
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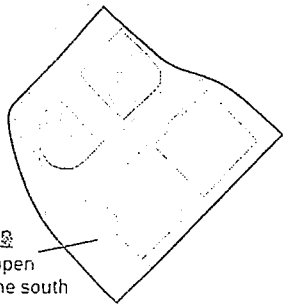
- [ ] Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests:

增加游乐場設施，現在小孩沒有就近遊乐場可去。

附圖一
Figure 1



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高威樓9樓F室

20190710

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-387

姓名（與身分證相同）：
Full Name (As printed in ID Card): CHAN YIN WAN

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

- 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。
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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, CHAN YIN WAN, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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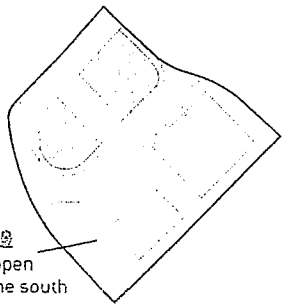

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

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TPB/R/S/H7/20-388

姓名（與身分證相同）：
Full Name (As printed in ID Card): CHEN KA PANG

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：[redacted]
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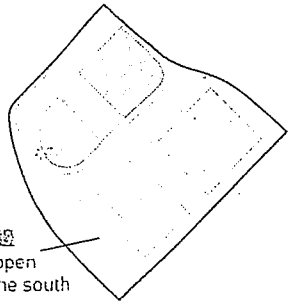

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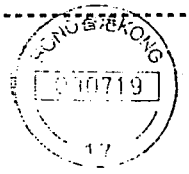

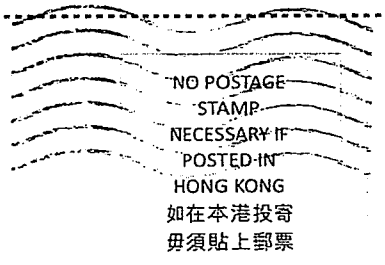

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20190711

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-389

姓名（與身分證相同）：
Full Name (As printed in ID Card): LABASAN EDEN BINO

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：[redacted]
Leading alphabet & first 3 letters of ID Card:

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, EDEN BINO LABASAN, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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☑ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☑ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☐ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☐ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

☑ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

☐ 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。

☐ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

☑ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

☐ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

☑ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

本人要求：

☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☐ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☐ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☐ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）

☐ 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。

☐ 擱置小巴站搬遷的建議。

I hereby request the Town Planning Board to:

☑ Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.

☑ Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.

☑ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

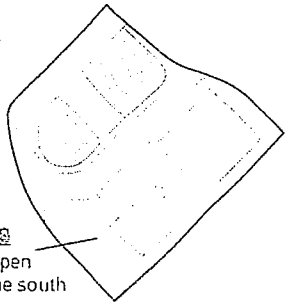
☑ Relocate the open space to the south othe the site, to separate the District Court Complex and residential buildings at Caroline Hill Road. The refined layout can enhance the accessibility of the open space and keep adequate sunlight and ventilation. (Figure 1)

☑ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☑ Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests:

附圖一
Figure 1



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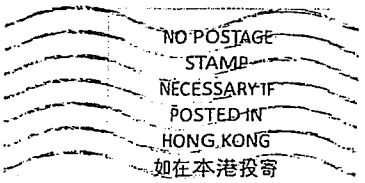

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楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

20190711

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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TPB/R/S/H7/20-390

姓名（與身分證相同）：
Full Name (As printed in ID Card): TAI FAI KEE

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature: Tai

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I, Tai, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

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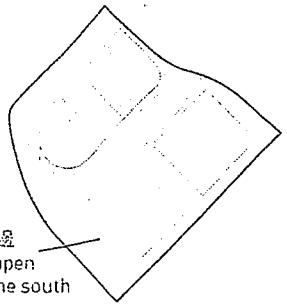

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如在本港投寄毋須貼上郵票

楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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TPB/R/S/H7/20-391

姓名（與身分證相同）：
Full Name (As printed in ID Card): TANG HAY TUNG GENEVIEVE

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字
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☑ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects [illegible].

☐ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

☐ 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。

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其他理由 Other Reasons:

本人要求：

☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

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☐ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

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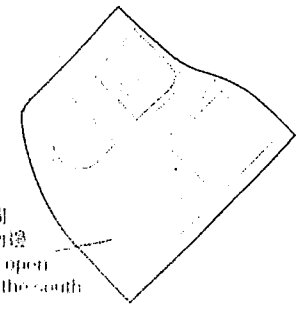
☑ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☑ Shelve the plan to relocate the GMB terminus.

附圖一
Figure 1



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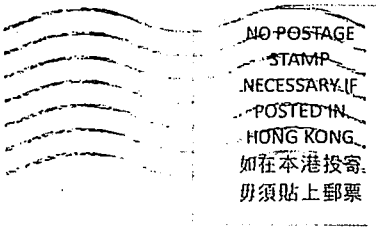

楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

20190711

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): WONG MO SZE

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

* Please fill in the information in block letters. According to Town Planning Board Guidelines 29B, the representer shall provide the above information to validate the submission. TPB collects ID card number to verify the authenticity of the submission and prevent duplicate submissions. The Office of Clarisse Yeung will keep the data strictly confidential.

☐ 請不必將我加入通訊名單，我明白此舉將使我無法接收日後由楊雪盈議員辦事處發放的相關資訊。
I would opt-out from joining the contact list. I understand that I will not be able to receive further information from Office of Clarisse Yeung.

城規會會就是次修訂召開會議，並邀請你親自出席發言。如你願意授權本辦事處代表出席，表達你的意見，請剔選以下空格、填上姓名及簽署。

Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 WONG MO SZE 授權楊雪盈議員辦事處為此申述的代理人。
I, WONG MO SZE, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

☐ 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。

☐ 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。

☐ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☐ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☑ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☑ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☑ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

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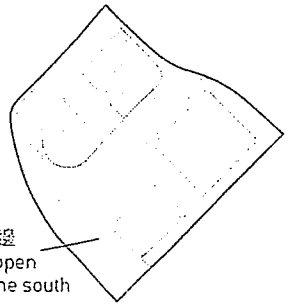

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高威樓9樓F室

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就S/H7/20圖則提交申述（十一）
24/07/2019 20:53

TPB/R/S/H7/20-393 to 473

From: Clarisse Yeung <clarisseysy@gmail.com>
To: tpbpd <tpbpd@pland.gov.hk>,
FileRef:

History: This message has been forwarded.

1 attachment

S_H7_20 Petition.pdf

致　城市規劃委員會：
附件內有82份就S/H7/20提出之申述，請參閱，謝謝。
楊雪盈議員辦事處　謹啟
二零一九年七月廿四日

申述人 姓名	身份證號碼	地址	電話	電郵	授權	本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：	本人要求：
1 Cheng wai yee	[redacted]	[redacted]			本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展舖路。 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣閩芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擱置小巴站搬遷的建議。
TPB/R/S/H7/20-393							
850							
2 Leung Su Wing Connie	[redacted]	[redacted]	[redacted]		本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展舖路。 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣閩芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擱置小巴站搬遷的建議。
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TPB/R/S/H7/20-395							
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4 Chan Wai wing helen	[redacted]	[redacted]	[redacted]		本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展舖路。 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣閩芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擱置小巴站搬遷的建議。
TPB/R/S/H7/20-396							
853							
5 Tang LAI Mui	[redacted]	[redacted]	[redacted]		本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展舖路。 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣閩芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擱置小巴站搬遷的建議。
TPB/R/S/H7/20-397							
854							
6 NG SUI WONG	[redacted]	[redacted]	[redacted]		本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展舖路。 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣閩芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擱置小巴站搬遷的建議。
TPB/R/S/H7/20-398							
855							
7 chan hiu yin yvonne	[redacted]	[redacted]			本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展舖路。 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣閩芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擱置小巴站搬遷的建議。
TPB/R/S/H7/20-399							
856							
8 KWAN KING HONG ALBERT	[redacted]	[redacted]			本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展舖路。 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣閩芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擱置小巴站搬遷的建議。
TPB/R/S/H7/20-400							
857							

9 Steven William Gordon	本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實騙議員，妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑東往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擴置小巴站搬遷的建議。
TPB/R/S/H7/20-401 858			
10 Lai Kam Cheung	本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實騙議員，妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑東往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擴置小巴站搬遷的建議。
TPB/R/S/H7/20-402 859			
11 Chan Kin Man	本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實騙議員，妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑東往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擴置小巴站搬遷的建議。
TPB/R/S/H7/20-403 860			
12 Ho Man Man Lucretia	本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實騙議員，妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑東往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擴置小巴站搬遷的建議。
TPB/R/S/H7/20-404 861			
13 fong ting nikita	本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實騙議員，妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑東往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擴置小巴站搬遷的建議。
TPB/R/S/H7/20-405 862			
14 Vivian Lau	本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。	大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。
TPB/R/S/H7/20-406 863			
15 Genevieve Yang	本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實騙議員，妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑東往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擴置小巴站搬遷的建議。
TPB/R/S/H7/20-407 864			
16 Leung chi man	本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑東往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擴置小巴站搬遷的建議。
TPB/R/S/H7/20-408 865			
17 LAU CHUN YAT JOSEPH	本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。
TPB/R/S/H7/20-409 866			

18 LI WAI MAN [redacted]

本人授權楊雪盈議員謝華成為此申述的代理人。

規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實騙議員，妨礙公眾就發展方案提出意見。
規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。
銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。
按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。
擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。
將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民福益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。
擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

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將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。
將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。
保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。
擴置小巴站搬遷的建議。

TPB/R/S/H7/20-410

867

19 Ko, Tinny [redacted]

本人授權楊雪盈議員謝華成為此申述的代理人。

規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實騙議員，妨礙公眾就發展方案提出意見。
規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。
銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。
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擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。
將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民福益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。
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保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。
擴置小巴站搬遷的建議。

TPB/R/S/H7/20-411

868

20 Kwong Pong Woon [redacted]

本人授權楊雪盈議員謝華成為此申述的代理人。

規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實騙議員，妨礙公眾就發展方案提出意見。
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銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。
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擴置小巴站搬遷的建議。

TPB/R/S/H7/20-412

869

21 CHIU WAI KIN KEN [redacted]

本人授權楊雪盈議員謝華成為此申述的代理人。

規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實騙議員，妨礙公眾就發展方案提出意見。
規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。
銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。
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擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。
將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民福益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。
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擴置小巴站搬遷的建議。

TPB/R/S/H7/20-413

870

22 Lau hon wai [redacted]

本人授權楊雪盈議員謝華成為此申述的代理人。

規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實騙議員，妨礙公眾就發展方案提出意見。
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銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。
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保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。
擴置小巴站搬遷的建議。

TPB/R/S/H7/20-414

871

23 CHENG Wan Yuk Margaret [redacted]

本人授權楊雪盈議員謝華成為此申述的代理人。

規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實騙議員，妨礙公眾就發展方案提出意見。
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將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民福益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。
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保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。
擴置小巴站搬遷的建議。

TPB/R/S/H7/20-415

872

24 Tang Sung Hin [redacted]

本人授權楊雪盈議員謝華成為此申述的代理人。

規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實騙議員，妨礙公眾就發展方案提出意見。
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擴置小巴站搬遷的建議。

TPB/R/S/H7/20-416

873

25 WONG CHI HO [redacted]

本人授權楊雪盈議員謝華成為此申述的代理人。

規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實騙議員，妨礙公眾就發展方案提出意見。
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將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民福益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。
擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。
大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。
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保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。
擴置小巴站搬遷的建議。

TPB/R/S/H7/20-417

874

26 Lau Elizabeth Yuen Shan [redacted]

本人授權楊雪盈議員辦事處為此申述的代理人。

規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實業關議員，妨礙公眾就發展方案提出意見。
規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。
銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。
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擴闊小巴站搬遷的建議。

TPB/R/S/H7/20-418

875

27 Yuen Poul [redacted]

本人授權楊雪盈議員辦事處為此申述的代理人。

規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實業關議員，妨礙公眾就發展方案提出意見。
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擴闊小巴站搬遷的建議。

TPB/R/S/H7/20-419

876

28 Lucy Chen [redacted]

本人授權楊雪盈議員辦事處為此申述的代理人。

規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實業關議員，妨礙公眾就發展方案提出意見。
規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。
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擴闊小巴站搬遷的建議。

TPB/R/S/H7/20-420

877

29 HOLLAND, Trevor Alan [redacted]

本人授權楊雪盈議員辦事處為此申述的代理人。

規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實業關議員，妨礙公眾就發展方案提出意見。
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擴闊小巴站搬遷的建議。

TPB/R/S/H7/20-421

878

[redacted]

31 So Wai Yeung Eric [redacted]

本人授權楊雪盈議員辦事處為此申述的代理人。

規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實業關議員，妨礙公眾就發展方案提出意見。
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擴闊小巴站搬遷的建議。

TPB/R/S/H7/20-422

880

32 FUNG KA KEUNG DANIEL [redacted]

本人授權楊雪盈議員辦事處為此申述的代理人。

規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實業關議員，妨礙公眾就發展方案提出意見。
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擴闊小巴站搬遷的建議。

TPB/R/S/H7/20-423

881

33 Fung, Kwok Chung Raymond [redacted]

本人授權楊雪盈議員辦事處為此申述的代理人。

規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實業關議員，妨礙公眾就發展方案提出意見。
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大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。
大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。
將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。
將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。
保育用地內兩棵古樹名木，一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。
擴闊小巴站搬遷的建議。

TPB/R/S/H7/20-424

882

34 WONG LAI SZE LOUISA [redacted]

TPB/R/S/H7/20-425

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35 Chan chi wai [redacted]

TPB/R/S/H7/20-426

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36 SO TIN WAI KYNA [redacted]

TPB/R/S/H7/20-427

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37 Clementine Lee [redacted]

TPB/R/S/H7/20-428

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38 Sy Miu Kuen [redacted]

TPB/R/S/H7/20-429

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39 LI SHAU YIN [redacted]

TPB/R/S/H7/20-430

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40 Chan Wai Yee [redacted]

TPB/R/S/H7/20-431

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41 Kwan Ho Ching Christy [redacted]

TPB/R/S/H7/20-432

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本人授權樓雪盈議員謝華成為此申述的代理人。

規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。
規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。
銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。
按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。
擬建的法院大樓貼近加路連山道及遠道住宅，嚴重遮擋日照，影響居民健康。
將銅鑼灣閩芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。
擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺、日照和通風。

大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。
大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。
將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。
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保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。
擱置小巴站搬遷的建議。

42 Mary Ostrover [redacted]	本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣閘芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擴置小巴站搬遷的建議。
TPB/R/S/H7/20-433 891			
43 Chen Sung Kai [redacted]	本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣閘芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擴置小巴站搬遷的建議。
TPB/R/S/H7/20-434 892			
44 Tse Wing Han [redacted]	本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣閘芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擴置小巴站搬遷的建議。
TPB/R/S/H7/20-435 893			
45 Davies Donald Robert [redacted]	本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣閘芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擴置小巴站搬遷的建議。
TPB/R/S/H7/20-436 894			
46 Siu Wan Chi [redacted]	本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣閘芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擴置小巴站搬遷的建議。
TPB/R/S/H7/20-437 895			
47 LAU PAK SHING [redacted]	本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣閘芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擴置小巴站搬遷的建議。
TPB/R/S/H7/20-438 896			
48 鄭惠儀 [redacted]	本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣閘芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擴置小巴站搬遷的建議。
TPB/R/S/H7/20-439 897			
49 鍾少琴 [redacted]	本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣閘芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擴置小巴站搬遷的建議。
TPB/R/S/H7/20-440 898			

50 Florence Sophia Huibonhoa	[redacted]	本人授權楊雪盈議員謝華成為此申述的代理人。 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實黑箱議員，妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及通道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑東往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民權益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺、日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擴置小巴站搬遷的建議。
TPB/R/S/H7/20-441 899			
51 Kan Wai Him Vincent	[redacted]	本人授權楊雪盈議員謝華成為此申述的代理人。 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實黑箱議員，妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及通道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑東往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民權益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺、日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擴置小巴站搬遷的建議。
TPB/R/S/H7/20-442 900			
52 Chung Timothy Che Ya	[redacted]	本人授權楊雪盈議員謝華成為此申述的代理人。 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實黑箱議員，妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及通道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑東往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民權益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺、日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擴置小巴站搬遷的建議。
TPB/R/S/H7/20-443 901			
53 Chau Yuk Chi	[redacted]	本人授權楊雪盈議員謝華成為此申述的代理人。 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實黑箱議員，妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及通道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑東往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民權益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺、日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擴置小巴站搬遷的建議。
TPB/R/S/H7/20-444 902			
54 Wong Wai Leung	[redacted]	本人授權楊雪盈議員謝華成為此申述的代理人。 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實黑箱議員，妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及通道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑東往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民權益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺、日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擴置小巴站搬遷的建議。
TPB/R/S/H7/20-445 903			
55 Wong Hin Chit	[redacted]	本人授權楊雪盈議員謝華成為此申述的代理人。 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實黑箱議員，妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及通道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑東往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民權益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺、日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擴置小巴站搬遷的建議。
TPB/R/S/H7/20-446 904			
56 Yeung Leung Yim Kin Jacqueline	[redacted]	本人授權楊雪盈議員謝華成為此申述的代理人。 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實黑箱議員，妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及通道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑東往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民權益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺、日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擴置小巴站搬遷的建議。
TPB/R/S/H7/20-447 905			
57 Kwok Pak Yu Steven	[redacted]	本人授權楊雪盈議員謝華成為此申述的代理人。 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實黑箱議員，妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑東往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民權益。	
TPB/R/S/H7/20-448 906			

58 Chan Mei Sang Pauline [redacted]

TPB/R/S/H7/20-449

907

59 Au Chi Lap [redacted]

TPB/R/S/H7/20-450

908

60 Karen Yeung [redacted]

TPB/R/S/H7/20-451

909

61 Ko Laam [redacted]

TPB/R/S/H7/20-452

910

62 Tin Ying Kit Allen [redacted]

TPB/R/S/H7/20-453

911

63 tsang yiu keung [redacted]

TPB/R/S/H7/20-454

912

64 Lam lok yee [redacted]

TPB/R/S/H7/20-455

913

65 Lam on yee [redacted]

TPB/R/S/H7/20-456

914

66 Lam lap fung [redacted]

TPB/R/S/H7/20-457

915

本人授權楊雪盈議員辦事處為此申述的代理人。

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將銅鑼灣菌芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。
擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

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67 Lam kit ling [redacted]

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TPB/R/S/H7/20-458

916

68 wong kieu cleo [redacted]

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擱置小巴站搬遷的建議。

TPB/R/S/H7/20-459

917

69 NG MAU YUEN ERIC [redacted]

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TPB/R/S/H7/20-460

918

70 chan chun hung vincent [redacted]

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保育地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。
擱置小巴站搬遷的建議。

TPB/R/S/H7/20-461

919

71 Yip William John [redacted]

本人授權楊雪盈議員謝華成為此申述的代理人。

規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。
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銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。
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擬建的法院大樓貼近加路連山道及運送住宅，嚴重遮擋日照，影響居民健康。
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擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。
大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。
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擱置小巴站搬遷的建議。

TPB/R/S/H7/20-462

920

72 Tam Yin Ki Sharon [redacted]

本人授權楊雪盈議員謝華成為此申述的代理人。

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TPB/R/S/H7/20-463

921

73 Ranee Jhamatmal Khubchandani [redacted]

本人授權楊雪盈議員謝華成為此申述的代理人。

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擱置小巴站搬遷的建議。

TPB/R/S/H7/20-464

922

74 Yu Prima [redacted]

本人授權楊雪盈議員謝華成為此申述的代理人。

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TPB/R/S/H7/20-465

923

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75 Chan Mun Ling Jennifer	[redacted]	本人授權楊雪盈議員謝平處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員。 妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣菌芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑東往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民權益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擴置小巴站搬遷的建議。
TPB/R/S/H7/20-466				
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76 Chan Tsz Ying	[redacted]	本人授權楊雪盈議員謝平處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員。 妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣菌芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑東往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民權益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擴置小巴站搬遷的建議。
TPB/R/S/H7/20-467				
925				
77 Li Chun Yin	[redacted]	本人授權楊雪盈議員謝平處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員。 妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣菌芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑東往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民權益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擴置小巴站搬遷的建議。
TPB/R/S/H7/20-468				
926				
78 Carrie Yeung	[redacted]	本人授權楊雪盈議員謝平處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員。 妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣菌芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑東往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民權益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擴置小巴站搬遷的建議。
TPB/R/S/H7/20-469				
927				
79 Stalher Ruth Meiling	[redacted]	本人授權楊雪盈議員謝平處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員。 妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣菌芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑東往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民權益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擴置小巴站搬遷的建議。
TPB/R/S/H7/20-470				
928				
80 NG KAI MAN CARMEN	[redacted]	本人授權楊雪盈議員謝平處為此申述的代理人。	規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣菌芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑東往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民權益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擴置小巴站搬遷的建議。
TPB/R/S/H7/20-471				
929				
81 Cheung Sin Ying	[redacted]	本人授權楊雪盈議員謝平處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員。 妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣菌芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑東往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民權益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擴置小巴站搬遷的建議。
TPB/R/S/H7/20-472				
930				
82 鄧建遠	[redacted]	本人授權楊雪盈議員謝平處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員。 妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣菌芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑東往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民權益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擴置小巴站搬遷的建議。
TPB/R/S/H7/20-473				
931				

tpbpd

TPB/R/S/H7/20-
474 to 487

寄件者: [redacted]
寄件日期: 15日07月2019年星期一 15:31
收件者: tpbpd
主旨: 就S/H7/20圖則提交申述（二）
附件: img-190715143204-0001k.pdf; tpb20190715_190715142359-0001k.pdf; tpb20190715_190715142441-0001k.pdf; tpb20190715_190715142204-0001k.pdf; tpb20190715_190715142253-0001k.pdf; img-190715140702-0002k.pdf; img-190715140637-0001k.pdf

致　城市規劃委員會：

附件內共有 14 份就 S/H7/20 提出之申述，請參閱，謝謝。

楊雪盈議員辦事處　謹啟
二零一九年七月十五日

322 -335

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): CHEUK, ATHENA

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

* Please fill in the information in block letters. According to Town Planning Board Guidelines 29B, the representer shall provide the above information to validate the submission. TPB collects ID card number to verify the authenticity of the submission and prevent duplicate submissions. The Office of Clarisse Yeung will keep the data strictly confidential.

☑ 請不必將我加入通訊名單，我明白此舉將使我無法接收日後由楊雪盈議員辦事處發放的相關資訊。
I would opt-out from joining the contact list. I understand that I will not be able to receive further information from Office of Clarisse Yeung.

城規會會就是次修訂召開會議，並邀請你親自出席發言。如你願意授權本辦事處代表出席，表達你的意見，請剔選以下空格、填上姓名及簽署。

Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 CHEUK ATHENA 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

☑ 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。

☑ 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。

☑ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☑ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☐ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

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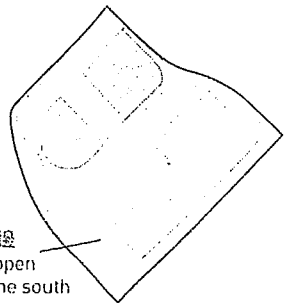

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TPB/R/S/H7/20-475 20190712

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): CHAN Ho Mo

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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I, CHAN Ho Mo, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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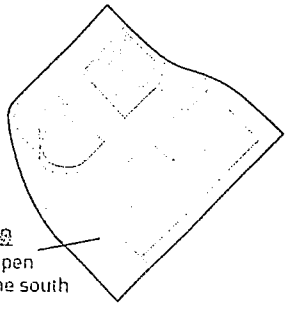

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): CHAN CHAN YUEN HA

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：[redacted]
Leading alphabet & first 3 letters of ID Card

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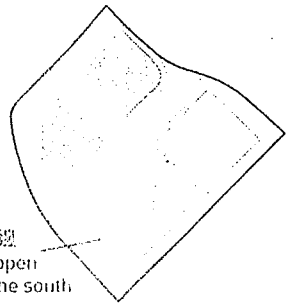

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姓名（與身分證相同）：
Full Name (As printed in ID Card): LAW CHI YIN CYNTHIA

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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☑ 本人 LAW CHI YIN CYNTHIA 授權楊雪盈議員辦事處為此申述的代理人。
I, LAW CHI YIN CYNTHIA, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

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（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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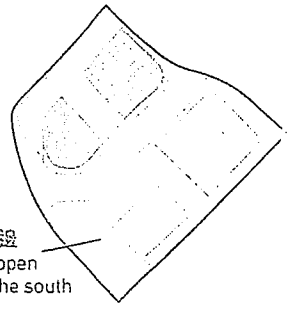
附圖一
Figure 1



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楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

TPB/R/S/H7/20-478 20190712

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): MAWINGYIN JANICE

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

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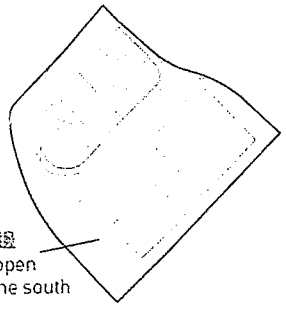

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高威樓9樓F室

2153

請以膠紙封口 Please tape the edges

請以膠紙封口 Please tape the edges

TPB/R/S/H7/20-479

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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電話：
Phone No.: [redacted]

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I hereby request the Town [illegible] to:

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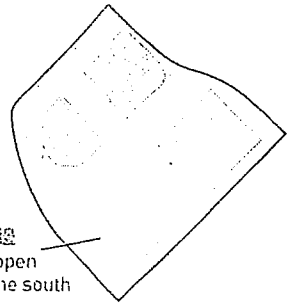

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香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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20190715

請以膠紙封口 Please tape the edges

TPB/R/S/H7/20-480 20190712

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：盧耀華
Full Name (As printed in ID Card):

電話：[redacted]
Phone No.:

身份證號碼英文字母及首三位數字：[redacted]
Leading alphabet & first 3 letters of ID Card:

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 盧耀華 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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☑ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☑ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☐ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☐ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

☑ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

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☑ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

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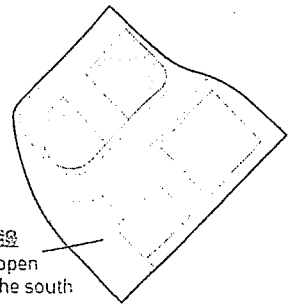

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姓名（與身分證相同）：
Full Name (As printed in ID Card): DUANGMALA BOONTHAM

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Car[redacted]

電郵：
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I, Duangmala Boontham, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature: DUANGMALA BOONTHAM

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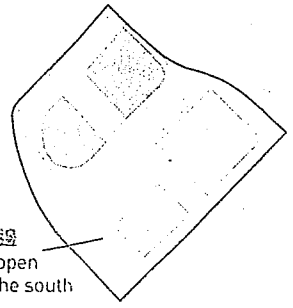

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姓名（與身分證相同）：
Full Name (As printed in ID Card): TANG LAI MUI ROSAMARIE

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address:

地址：
Home Addre[redacted]

簽署：
Signature:

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☑ 本人 TANG LAI MUI 授權楊雪盈議員辦事處為此申述的代理人。
I, TANG LAI MUI, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
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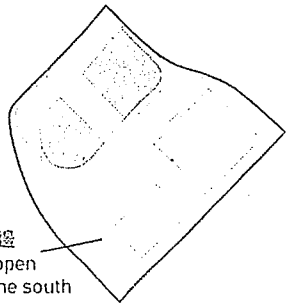
附圖一
Figure 1



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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): YEUNG WING KWONG

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address:

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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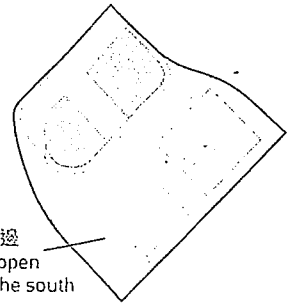

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高威樓9樓F室

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TPB/R/S/H7/20-484

姓名（與身分證相同）：
Full Name (As printed in ID Card): ROGER WAI KIT LAU

電話：
Phone No.:

身份證號碼英文字母及首三位數字：
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HAS THERE BEEN ADEQUATE WATER IMPACT ASSESSMENT DONE TO DETERMINE CAPACITY OF OVERALL INFRASTRUCTURE NETWORK?

附圖一
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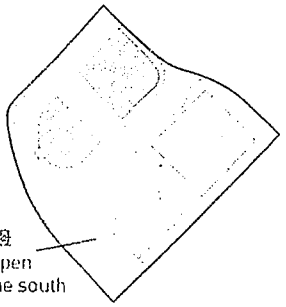

開放空間
改置於南邊
Relocate open space to the south

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楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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20190715

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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TPB/R/S/H7/20-485

姓名（與身分證相同）：
Full Name (As printed in ID Card): LAM TAT WING

電話：
Phone No.:

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
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Signature:

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（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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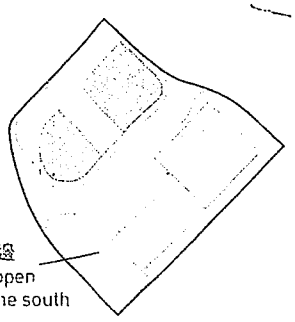
附圖一
Figure 1



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香港
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高威樓9樓F室

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TPB/R/S/H7/20-486

姓名（與身分證相同）：
Full Name (As printed in ID Card): SIU VINCENT HIN WAI

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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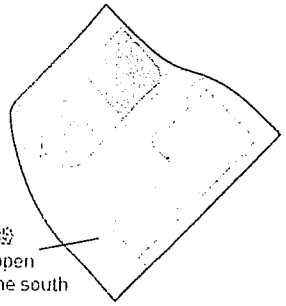

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姓名（與身分證相同）：
Full Name (As printed in ID Card): WONG YING YEE

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such

- [x] 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。
- [x] 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。
- [x] 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

- [ ] Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.
- [ ] The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.
- [ ] The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

住宅區域不宜建立與政府有關的設施及建築物，而且影響本區的自然環境，增加要塞效應。

本人要求：

- [x] 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。
- [x] 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。
- [x] 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。
- [x] 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）
- [x] 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。
- [x] 擱置小巴站搬遷的建議。

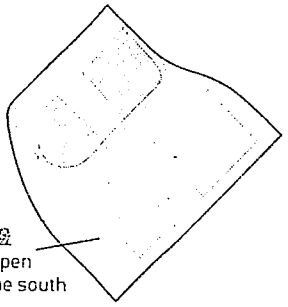
I hereby request the Town Planning Board to:

- [ ] Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.
- [ ] Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.
- [ ] Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.
- [ ] Relocate the open space to the south othe the site, to separate the District Court Complex and residential buildings at Caroline Hill Road. The refined layout can enhance the accessibility of the open space and keep adequate sunlight and ventilation. (Figure 1)
- [ ] Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.
- [ ] Shelve the plan to relocate the GMB terminus.

自選行政人員 P.6

其他要求 Other Requests:

附圖一
Figure 1



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楊雪盈議員辦事處
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香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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20190715

請以膠紙封口 Please tape the edges

tpbpd

TPB/R/S/H7/20-488

寄件者: [redacted]
寄件日期: 15日07月2019年星期一 15:57
收件者: tpbpd
主旨: Re: 就S/H7/20圖則提交申述（三）
附件: img-190715153546-0001.pdf

致　城市規劃委員會：

附件內有 1 份就 S/H7/20 提出之申述，請參閱，謝謝。

楊雪盈議員辦事處　謹啟
二零一九年七月十五日

[redacted] 於 2019 年 7 月 15 日 週一 下午 3:56 寫道：

致　城市規劃委員會：

附件內有 1 份就 S/H7/20 提出之申述，請參閱，謝謝。

楊雪盈議員辦事處　謹啟
二零一九年七月十五日

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): SHEK WAI TING

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

* Please fill in the information in block letters. According to Town Planning Board Guidelines 29B, the representer shall provide the above information to validate the submission. TPB collects ID card number to verify the authenticity of the submission and prevent duplicate submissions. The Office of Clarisse Yeung will keep the data strictly confidential.

☐ 請不必將我加入通訊名單，我明白此舉將使我無法接收日後由楊雪盈議員辦事處發放的相關資訊。
I would opt-out from joining the contact list. I understand that I will not be able to receive further information from Office of Clarisse Yeung.

城規會會就是次修訂召開會議，並邀請你親自出席發言。如你願意授權本辦事處代表出席，表達你的意見，請剔選以下空格、填上姓名及簽署。

Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, SHEK WAI TING, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

☑ 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。

☑ 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。

☐ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☑ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☐ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☐ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

☐ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

☐ 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。

☑ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

☐ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

☐ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

☐ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

禮頓道(聖保祿學校)封閉及加山道與禮頓道(保良局)封閉的交通現已長期擁塞，若加建更多高樓大廈，定會令該道路的擁塞情況惡化.

本人要求：

☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☑ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☑ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☐ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。(附圖一)

☑ 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。

☐ 擱置小巴站搬遷的建議。

其他要求 Other Requests:

I hereby request the Town Planning Board to:

☐ Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.

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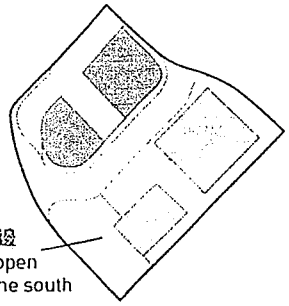
☐ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

☐ Relocate the open space to the south othe the site, to separate the District Court Complex and residential buildings at Caroline Hill Road. The refined layout can enhance the accessibility of the open space and keep adequate sunlight and ventilation. (Figure 1)

☐ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☐ Shelve the plan to relocate the GMB terminus.

附圖一
Figure 1



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楊雪盈議員辦事處
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香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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20190719

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tpbpd

寄件者: [redacted]

寄件日期: 16日07月2019年星期二 18:31

收件者: tpbpd

主旨: 就S/H7/20圖則提交申述（四）

附件: tpb20190716_190716131646-0001.pdf; tpb20190716_190716131604-0001.pdf; tpb20190716_190716131540-0001.pdf; tpb20190716_190716131625-0001.pdf; img-190716140806-0001.pdf

TPB/R/S/H7/20-489 to 493

楊雪盈議員辦事處 Office of Clarisse Yeung, District Councilor

香港銅鑼灣高士威道16-22號高威樓9樓F室
Unit F, 9/F, Causeway Tower, 16-22 Causeway Road, Causeway Bay, Hong Kong

5210 9120 clarisseysy@gmail.com 楊雪盈 Clarisse Yeung

致　城市規劃委員會：

附件內有 5 份就 S/H7/20 提出之申述，請參閱，謝謝。

楊雪盈議員辦事處　謹啟
二零一九年七月十六日

337 - 341

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-489

姓名（與身分證相同）：
Full Name (As printed in ID Card): CHAN BIK YING

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: /

地址：
Home Address: [redacted]

簽署：
Signature: Chan Bik Ying

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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I would opt-out from joining the contact list. I understand that I will not be able to receive further information from Office of Clarisse Yeung.

城規會會就是次修訂召開會議，並邀請你親自出席發言。如你願意授權本辦事處代表出席，表達你的意見，請剔選以下空格、填上姓名及簽署。

Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☐ 本人 CHAN BIK YING 授權楊雪盈議員辦事處為此申述的代理人。
I, CHAN BIK YING, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature: Chan Bik Ying

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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☐ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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☐ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

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☐ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

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其他理由 Other Reasons:

本人要求：

☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☐ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域觀和通風的影響。

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☐ 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。

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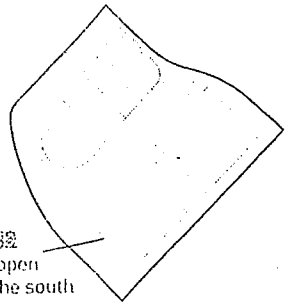
☐ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☐ Shelve the plan to relocate the GMB terminus.

附圖一
Figure 1



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楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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TPB/R/S/H7/20-490

姓名（與身分證相同）：
Full Name (As printed in ID Card): Lam Pik Kwan

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 Lam Pik Kwan 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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☐ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展舖路。

☐ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☑ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☑ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

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☑ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

☐ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

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其他理由 Other Reasons:

本人要求：

☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

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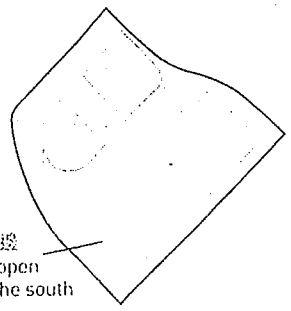

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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TPB/R/S/H7/20-491

姓名（與身分證相同）：
Full Name (As printed in ID Card): Petula Susan Kincaid

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

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I, Petula Susan Kincaid, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
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☑ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons: Noise pollution is already affecting residents in the area, also the environment of pollution in the air from dust particles + increased traffic.

本人要求：

☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

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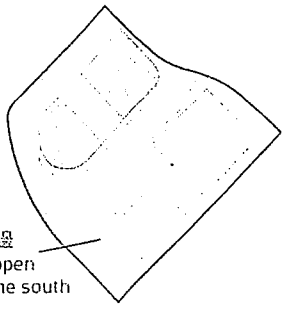
☑ Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests: As Hongkong strives to be a 'smart city' it limits it's inhabitants in their daily lives, Cancer is on the increase as is pollution - how 'smart' is that? Please find a balance...

附圖一
Figure 1



開放空間
改置於南邊
Relocate open space to the south

摺線 Folding line

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銅鑼灣高士威道16-22號
高威樓9樓F室

20190716

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TPB/R/S/H7/20-492

姓名（與身分證相同）：
Full Name (As printed in ID Card): WONG CHI HANG

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

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I, WONG CHI HANG, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

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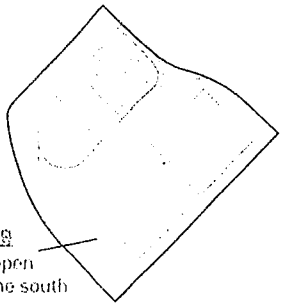
附圖一
Figure 1



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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-493

姓名（與身分證相同）：
Full Name (As printed in ID Card): 鍾小明

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

* Please fill in the information in block letters. According to Town Planning Board Guidelines 29B, the representer shall provide the above information to validate the submission. TPB collects ID card number to verify the authenticity of the submission and prevent duplicate submissions. The Office of Clarisse Yeung will keep the data strictly confidential.

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 鍾小明 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以✓表示，可多選）

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

☑ 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。

☑ 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。

☑ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

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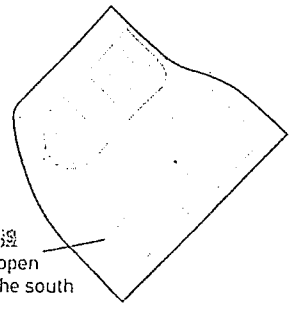

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銅鑼灣高士威道16-22號
高威樓9樓F室

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TPB/R/S/H7/20-
494 to 517

寄件者: [redacted]
寄件日期: 17日07月2019年星期三 15:45
收件者: tpbpd
主旨: 就S/H7/20圖則提交申述（五）
附件: img-190717142814-0001.pdf; img-190717142859-0001.pdf; img-190717142835-0001.pdf; img-190717142950-0001.pdf; img-190717142923-0001.pdf; img-190717142640-0001.pdf; img-190717142737-0001.pdf; img-190717142529-0001.pdf; img-190717142557-0001.pdf; img-190717142708-0001.pdf; img-190717142455-0001.pdf; img-190717142422-0001.pdf; img-190717141541-0001.pdf; img-190717141438-0001.pdf; img-190717141511-0001.pdf; img-190717141352-0001.pdf; img-190717141145-0001.pdf; img-190717141252-0001.pdf; img-190717141220-0001.pdf; img-190717141111-0001.pdf; img-190717141046-0001.pdf; img-190717143014-0001.pdf; img-190717141017-0001.pdf; img-190717140949-0001.pdf

致　城市規劃委員會：

附件內有 24 份就 S/H7/20 提出之申述，請參閱，謝謝。

楊雪盈議員辦事處　謹啟
二零一九年七月十七日

342 - 365

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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TPB/R/S/H7/20-494

姓名（與身分證相同）：
Full Name (As printed in ID Card): An Sik Pong

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature: An Sik Pong

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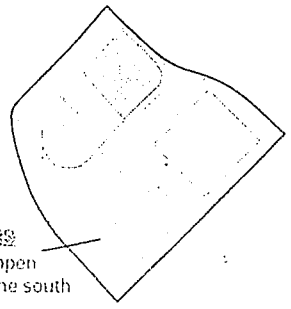
附圖一
Figure 1



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20190717

楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): CHAN CHAM BUN

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address:

地址：
Home Address: [redacted]

簽署：
Signature: 陳湛彬

- 請以正楷填寫個人資料。根據城規會《規劃指[redacted]申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。
- Please fill in the information in block letters. According to Town Planning Board Guidelines 29B, the representer shall provide the above information to validate the submission. TPB collects ID card number to verify the authenticity of the submission and prevent duplicate submissions. The Office of Clarisse Yeung will keep the data strictly confidential.

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 Chan Cham Bun 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature: 陳湛彬 張寶月

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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☑ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☑ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☐ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☐ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects [illegible] health.

☑ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

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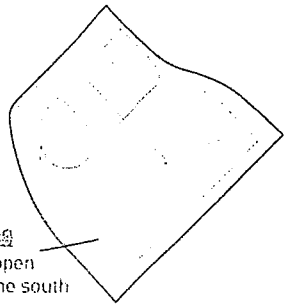

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姓名（與身分證相同）：
Full Name (As printed in ID Card): Chan Choi Tsoi Wan Betty

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address:

地址：
Home Address: [redacted]

簽署：
Signature:

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簽署：
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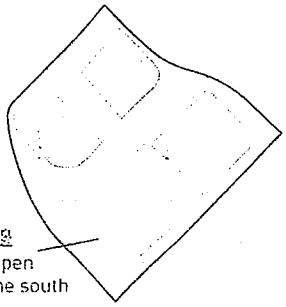

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姓名（與身分證相同）：
Full Name (As printed in ID Card): CHEN CHU LAN

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature: Louisa Chen

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簽署：
Signature: Louisa Chen

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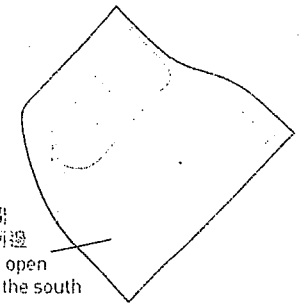

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高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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TPB/R/S/H7/20-498

姓名（與身分證相同）：
Full Name (As printed in ID Card): Cheng Kim Ching

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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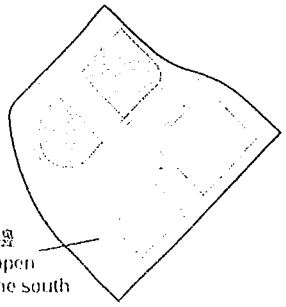

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姓名（與身分證相同）：
Full Name (As printed in ID Card): CHEUNG CHI HUNG, DAVID

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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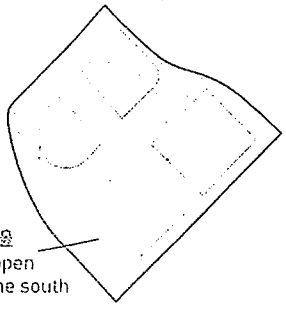

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姓名（與身分證相同）：
Full Name (As printed in ID Card): CHIANG, MAN SZE

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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☑ 本人 CHIANG MAN SZE 授權楊雪盈議員辦事處為此申述的代理人。
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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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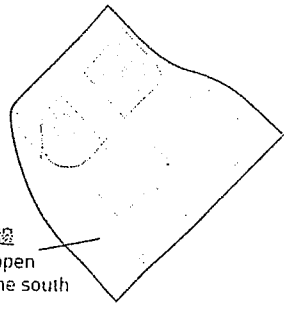

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簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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TPB/R/S/H7/20-501

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): HONG HIN WING

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

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簽署：
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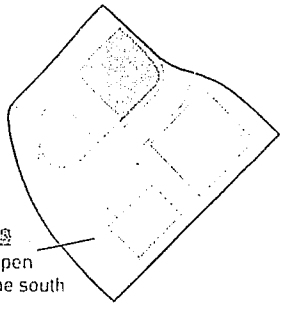

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2019 JUL 17

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高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): Josje Yee Sum YEUNG

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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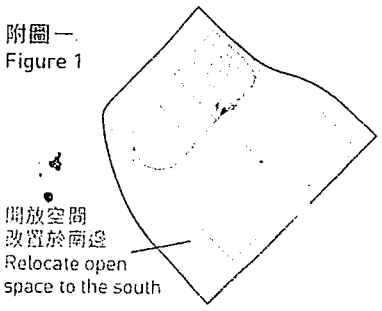

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): LAW Yin Ying Priscilla

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

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☐ 本人 羅燕英 授權楊雪盈議員辦事處為此申述的代理人。
I, LAW Yin Ying Priscilla, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature: Priscilla

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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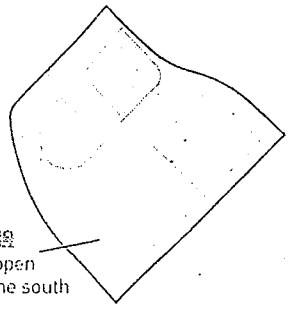

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TPB/R/S/H7/20-504

姓名（與身分證相同）：
Full Name (As printed in ID Card): LEE YAN YAN

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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I, Hazel Lee, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
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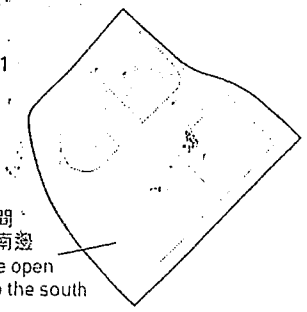

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高威樓9樓F室

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TPB/R/S/H7/20-505

姓名（與身分證相同）：
Full Name (As printed in ID Card): NG SAU CHING

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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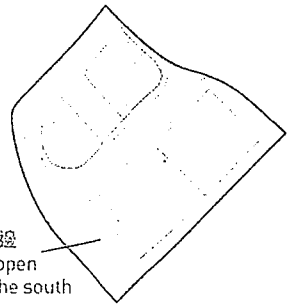
附圖一
Figure 1



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高威樓9樓F室

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署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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E7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉
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will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our
ebook Page.

TPB/R/S/H7/20-506

名（與身分證相同）：
Name (As printed in ID Card): Richard Martin Payne

電話：
Phone No.: [redacted]

分證號碼英文字母及首三位數字：
ling alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

址：
ıe Address: [redacted]

簽署：
Signature:

以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼
在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。

I, RICHARD PAYNE, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

署：
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反對城規會於2019年5月24日就黃泥涌分區計劃大綱核
提出的修訂，理由如下：
同意以下理由，請在空格內以 ✓ 表示，可多選）

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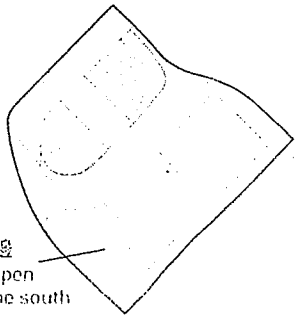

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銅鑼灣高士威道16-22號
高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

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TPB/R/S/H7/20-507

姓名（與身分證相同）：
Full Name (As printed in ID Card): SHEK WAI TING

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
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地址：
Home Address: [redacted]

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I, SHEK WAI TING, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
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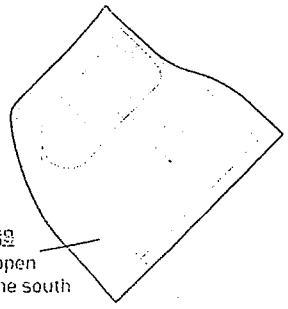

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高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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TPB/R/S/H7/20-508

姓名（與身分證相同）：
Full Name (As printed in ID Card): TSUI CHING YEE

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

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☑ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, TSUI CHING YEE, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

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其他理由 Other Reasons:

本人要求：

☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☐ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☐ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

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其他要求 Other Requests:

I hereby request the Town Planning Board to:

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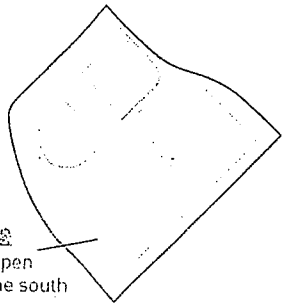
附圖一
Figure 1



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楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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TPB/R/S/H7/20-509

姓名（與身分證相同）：
Full Name (As printed in ID Card): Wong Wing Sze Karen

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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☑ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

Construction site will affect the use of road, environment and air quality, which will be harmful towards residents health especially the elderly in the district.

本人要求：

☐ 大幅降低商業發展規模，[illegible]樓面，減少對交通的影響。

☐ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

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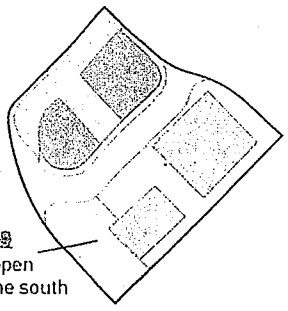
☑ Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests:

If there's any re-development, development has to be conducted by phases rather and in one-off basis to reduce the environmental damage & nuisance to residents in the district.

附圖一
Figure 1



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簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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TPB/R/S/H7/20-510

姓名（與身分證相同）：
Full Name (As printed in ID Card): NONG KA LAI

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

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簽署：
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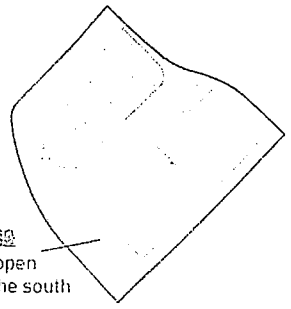

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高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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TPB/R/S/H7/20-511

姓名（與身分證相同）：
Full Name (As printed in ID Card): YUEN Yu Hung

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 YUEN Yu Hung 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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☑ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☐ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

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- [x] 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。
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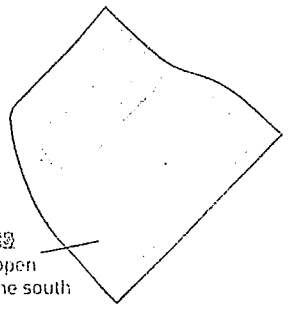

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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TPB/R/S/H7/20-512

姓名（與身分證相同）：
Full Name (As printed in ID Card): Wu Wai Ling

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：[redacted]
Leading alphabet & first 3 letters of ID Card:

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簽署：
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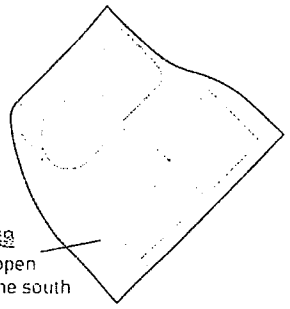

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高威樓9樓F室

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TPB/R/S/H7/20-513

姓名（與身分證相同）：
Full Name (As printed in ID Card): YU YEUK WING

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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I, YU YEUK WING, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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...ereby request the Town Planning Board to:

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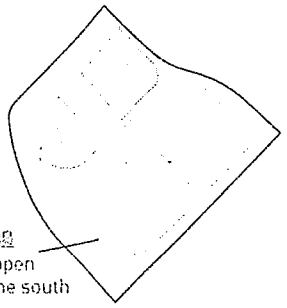
其他要求 Other Requests:

銅鑼灣除了維園及一些小型公園外，嚴重缺乏一片可以真正令市民免費享受大自然及室外休憩的地方，室內運動場或開放其他運動場地嚴重供不應求，希望政府可多聆聽市民需要，商業大廈已經很多，請不要浪費難得的一片空地，謝謝。

附圖一
Figure 1



開放空間
改置於南邊
Relocate open space to the south

摺線 Folding line

20190717

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楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-514

姓名（與身分證相同）：
Full Name (As printed in ID Card): 陳惠香

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address:

地[redacted]
Ho[redacted]

簽署：
Signature:

* [redacted]《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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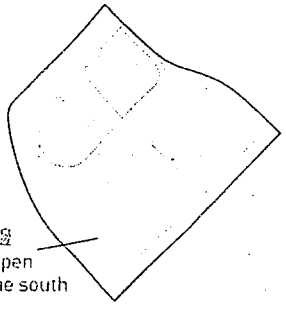

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高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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TPB/R/S/H7/20-515

姓名（與身分證相同）：
Full Name (As printed in ID Card): 關棠武

電話：
Phone No.: [redacted]

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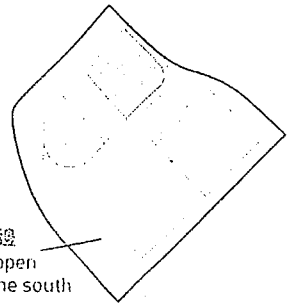

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簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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TPB/R/S/H7/20-516

姓名（與身分證相同）：
Full Name (As printed in ID Card): 何煒恒

電話：
Phone No.:

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
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☑ 本人 何煒恒、 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

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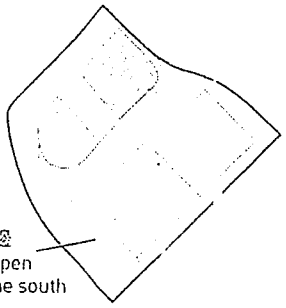

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TPB/R/S/H7/20-517

姓名（與身分證相同）：
Full Name (As printed in ID Card): ZUNG Wing Kei Danny

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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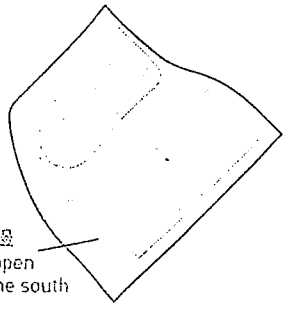

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楊雪盈議員辦事處
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香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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tpbpd

寄件者: [redacted]
寄件日期: 22日07月2019年星期一 14:12
收件者: tpbpd
主旨: 就S/H7/20圖則提交申述（七）

TPB/R/S/H7/20-
518 to 549

致　城市規劃委員會：

附件內有 32 份就 S/H7/20 提出之申述，請參閱，謝謝。

楊雪盈議員辦事處　謹啟
二零一九年七月廿二日

carolinhill20190722_32 份申述.pdf

366 – 397

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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TPB/R/S/H7/20-518

姓名（與身分證相同）：
Full Name (As printed in ID Card): DAVID OWEN PEAK

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of [redacted]

電郵：
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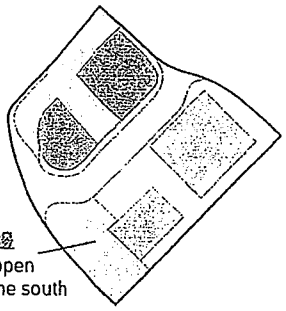

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簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

20190722

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TPB/R/S/H7/20-519

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): WENDY MCTAVISH

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字
Leading alphabet & first 3 letters of ID Ca[redacted]

電郵：
Email Address: [redacted]

地址：
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簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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+ traffic congestion

其他理由 Other Reasons:

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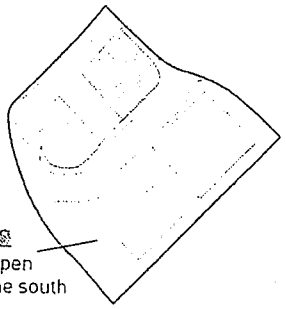

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銅鑼灣高士威道16-22號
高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): BEHRENS CHEE SAU CHUN BELLA

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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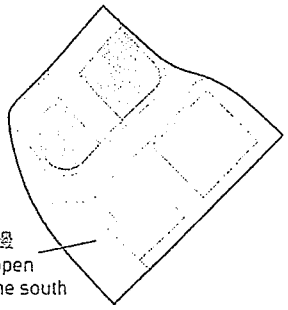

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香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): TAYLOR EVELYN ELBORN

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字
Leading alphabet & first 3 letters of ID Ca[redacted]

電郵：
Email Address:

地址：
Home Address:

簽署：
Signature: Evelyn E Taylor

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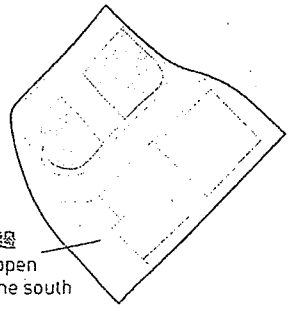

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姓名（與身分證相同）：
Full Name (As printed in ID Card): Thomas, Albert Carl

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字
Leading alphabet & first 3 letters of ID Car [redacted]

電郵：
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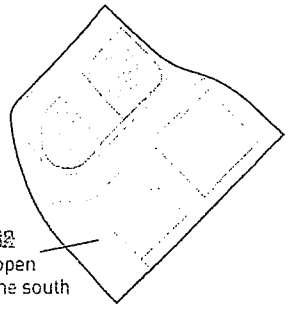

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高威樓9樓F室

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2019 07 22

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姓名（與身分證相同）：
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電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字
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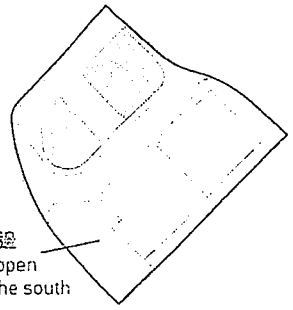

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): CHAN MANG LUNG

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

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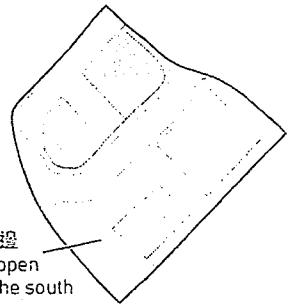

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TPB/R/S/H7/20-525

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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電話：
Phone No.: [redacted]

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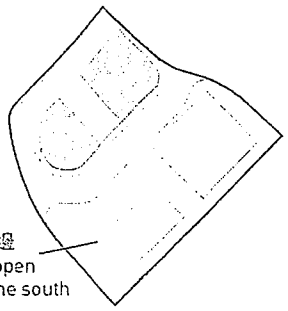

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電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位[redacted]
Leading alphabet [redacted]

電郵：
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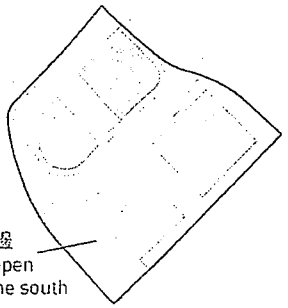

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銅鑼灣高士威道16-22號
高威樓9樓F室

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20190722

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): Cheung Waiyu

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
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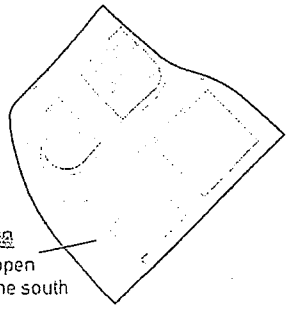

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TPB/R/S/H7/20-528

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): CHEUNG, CHING KWOK ASLAN

電話：
Phone No.: [redacted]

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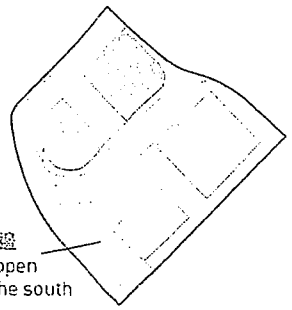

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香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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TPB/R/S/H7/20-529

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): LEUNG WAI PO ROSANNA

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address:

簽署：
Signature:

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

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I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

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本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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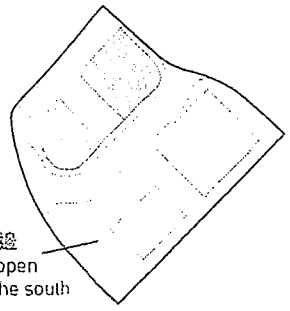

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20190722

TPB/R/S/H7/20-530

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): Natalie Yim Lok Yan

電話：
Phone No.:

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

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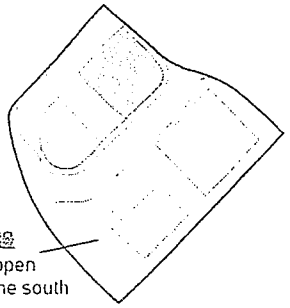

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高威樓9樓F室

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20190722

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TPB/R/S/H7/20-531

姓名（與身分證相同）：
Full Name (As printed in ID Card): Trevor YIM CHeMung

Phone No.:

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

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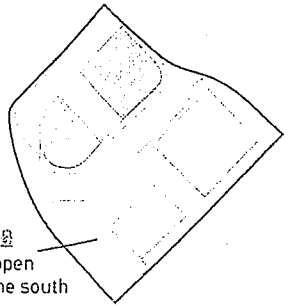
Figure 1



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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-532

姓名（與身分證相同）：
Full Name (As printed in ID Card): YIM HONG

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address [redacted]

地址：
Home Address:

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* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
(如同意以下理由，請在空格內以 ✓ 表示，可多選)

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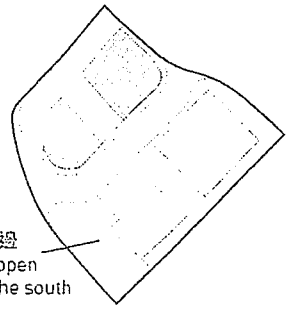

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簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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電話：
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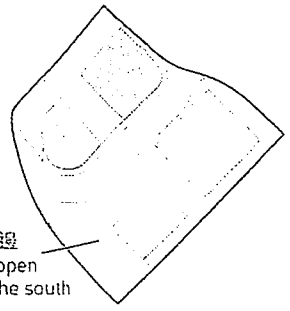

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高威樓9樓F室

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TPB/R/S/H7/20-534

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): 黎乐怡中

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

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I, _____. hereby authorize the Office of Clarisse Yeung as my agent on this representation.

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（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

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☑ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

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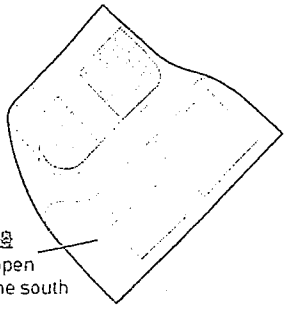
附圖一
Figure 1



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高威樓9樓F室

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TPB/R/S/H7/20-535

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): 彭銘楷

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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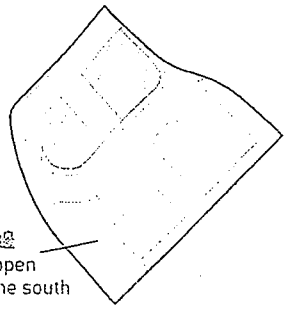

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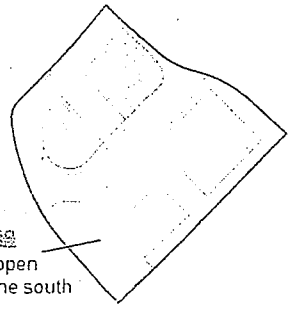

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香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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TPB/R/S/H7/20-537

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): 錢嘉駿

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 錢嘉駿 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

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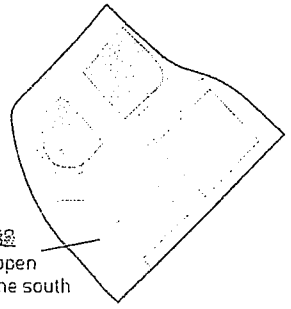

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TPB/R/S/H7/20-538

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): 張孝佳

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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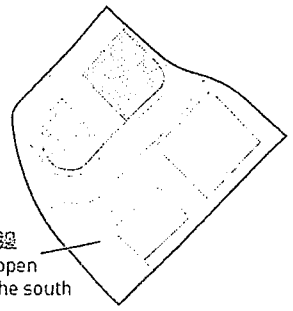

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高威樓9樓F室

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20190712

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): CHAN TSZ KIN

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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I, CHAN TSZ KIN, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
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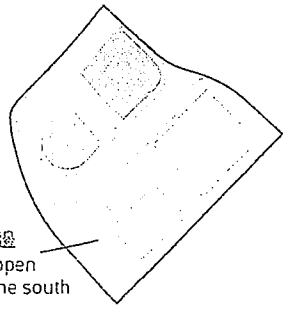

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TPB/R/S/H7/20-540

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): CHAN CHARSON

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

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Signature:

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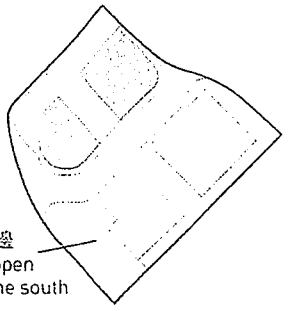

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高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): CHEUNG MAN YUK JENNIFER

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字
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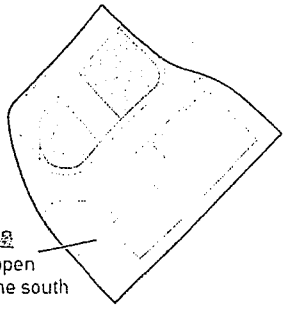
Figure 1



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香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): KO VANESSA

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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I, VANESSA KO, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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☑ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

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☑ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

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☑ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

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本人要求：

☑ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

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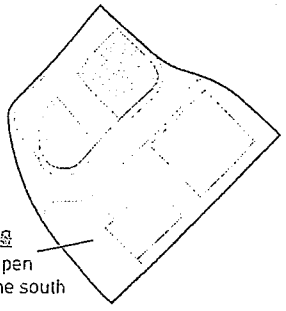

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姓名（與身分證相同）：
Full Name (As printed in ID Card): LEE YUK KWEN JOECY

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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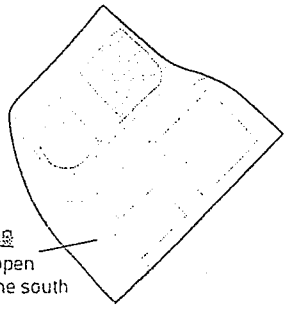

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20190722

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TPB/R/S/H7/20-544

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姓名（與身分證相同）：
Full Name (As printed in ID Card): LIU KIT LING BELLA

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Ca[redacted]

電郵：
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地址：
Home Address: [redacted]

簽署：
Signature: Bella K. C. Liu

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簽署：
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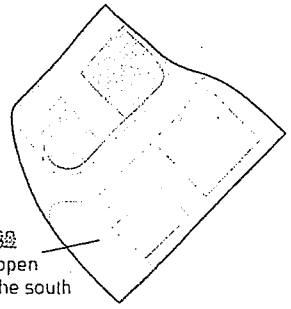

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高威樓9樓F室

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20190722

TPB/R/S/H7/20-545

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): PUN CHI IN

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字 [redacted]
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簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
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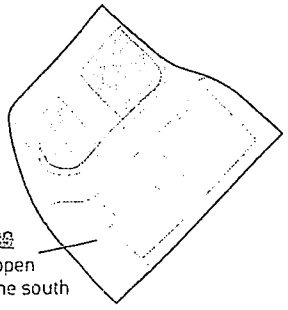

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Full Name (As printed in ID Card): WONG PUI SHAN BONNIE

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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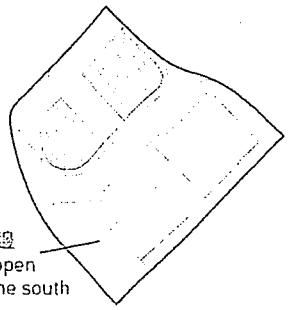

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姓名（與身分證相同）：
Full Name (As printed in ID Card): WANG MEI MUN

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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e:

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I, _____. hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
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（如同意以下理由，請在空格內以✓表示，可多選）

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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☐ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

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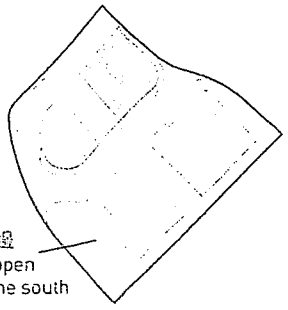
附圖一
Figure 1



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楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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TPB/R/S/H7/20-548

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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電話：
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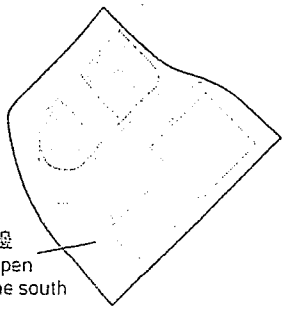

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20190722

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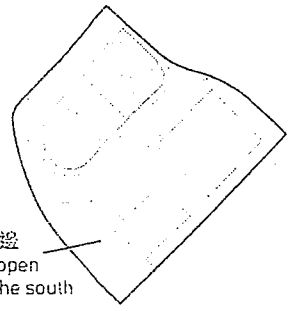
附圖一
Figure 1



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香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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tpbpd

TPB/R/S/H7/20-
550 to 560

寄件者: [redacted]
寄件日期: 22日07月2019年星期一 13:52
收件者: tpbpd
主旨: 就S/H7/20圖則提交申述（六）
附件: carolinehill_190719121858-0001.pdf; carolinehill_190719121748-0001.pdf; carolinehill_190719121811-0001.pdf; carolinehill_190719121837-0001.pdf; carolinehill_190719121728-0001.pdf; carolinehill_190719121640-0001.pdf; carolinehill_190719121618-0001.pdf; carolinehill_190719121703-0001.pdf; carolinehill_190719121557-0001.pdf; carolinehill_190719121531-0001.pdf; carolinehill_190719121502-0001.pdf

致　城市規劃委員會：

附件內有 11 份就 S/H7/20 提出之申述，請參閱，謝謝。

楊雪盈議員辦事處　謹啟
二零一九年七月廿二日

TPB/R/S/H7/20-550 20190718

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

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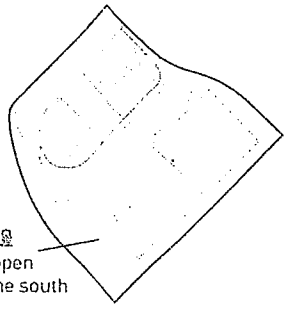

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TPB/R/S/H7/20-551 20190718

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電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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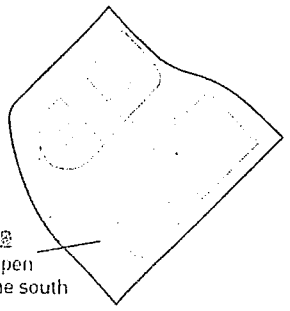

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☑ 本人 傅君達 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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☑ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☐ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☐ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such

☑ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

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☑ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

☐ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

☐ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

☐ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

本人要求：

☑ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☑ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☑ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☑ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）

☑ 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。

☑ 擱置小巴站搬遷的建議。

其他要求 Other Requests:

I hereby request the Town Planning Board to:

☐ Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.

☐ Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.

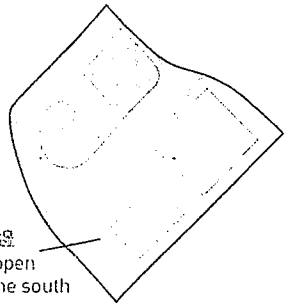
☐ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

☐ Relocate the open space to the south othe the site, to separate the District Court Complex and residential buildings at Caroline Hill Road. The refined layout can enhance the accessibility of the open space and keep adequate sunlight and ventilation. (Figure 1)

☐ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☐ Shelve the plan to relocate the GMB terminus.

附圖一
Figure 1



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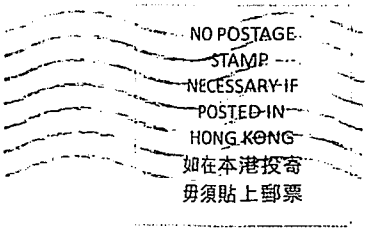

楊雪盈議員辦事處
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銅鑼灣高士威道16-22號
高威樓9樓F室

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TPB/R/S/H7/20-553

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): LEUNG YUK SHAN

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 Leung Yuk Shan 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以✓表示，可多選）

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實欺騙議員，妨礙公眾就發展方案提出意見。

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☑ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☑ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

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☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

✓ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為借機牲居民裨益。

Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

✓ 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。

The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

✓ 擬建的四標大樓嚴重影響銅鑼灣區街道的視覺、日照和通風。

The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons: ① 現时銅鑼灣利園一帶，禮頓道、加路連山道/連道一帶，交通經常極之擁塞，如果再加上兩幢零售/商業、兩幢GIC建築，情況將更惡化；② 銅鑼灣已經有太多零售/大商場，而且傾向越建越高檔，也不是以本地人為主要服務對象。

本人要求： I hereby request the Town Planning Board to:

✓ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

Shrink the development scale at commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.

✓ 大幅降低「政府、機構及社區用地」的高度限制，減少對鄰近樓宇視和通風的影響。

Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.

✓ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

✓ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）

Relocate the open space to the south othe the site, to separate the District Court Complex and residential buildings at Caroline Hill Road. The refined layout can enhance the accessibility of the open space and keep adequate sunlight and ventilation. (Figure 1)

✓ 保育用地內兩標古樹名木，一標重要樹木及具歷史價值的石牆，並在新發展內納入如此珍貴的社區資源。

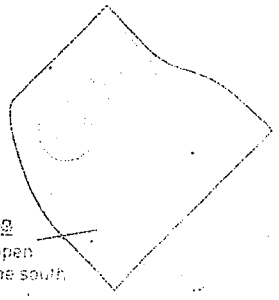
Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

✓ 擱置小巴站搬遷的建議。

Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests: ① 取消零售/商業部份，改為綠化/休憩用地，減少交通負荷之餘，也改善環境

附圖一
Figure 1



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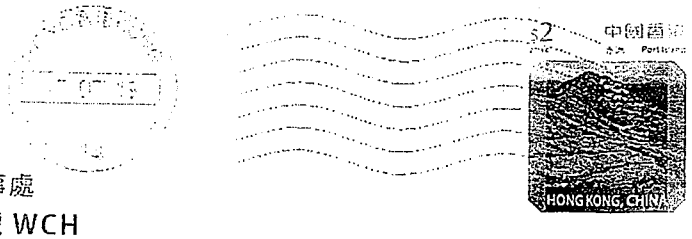

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銅鑼灣高士威道16-22號
高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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TPB/R/S/H7/20-554

姓名（與身分證相同）：
Full Name (As printed in ID Card): LEUNG YUET TONG

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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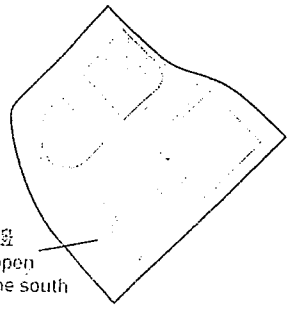

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-555

姓名（與身分證相同）：
Full Name (As printed in ID Card): Li Wai-ling. Sosia

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: /

地址：
Home Address: [redacted]

簽署：
Signature: Li Wai Ling

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

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I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature: Li Wai Ling

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☐ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

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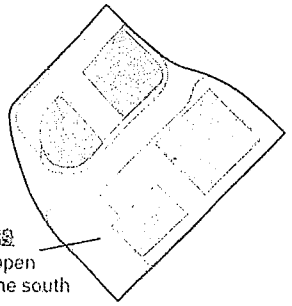

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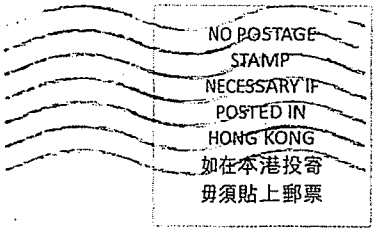

楊雪盈議員辦事處
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TPB/R/S/H7/20-556

姓名（與身分證相同）：
Full Name (As printed in ID Card): LOK KEE HING ELAINE

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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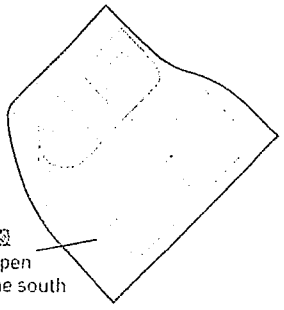

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TPB/R/S/H7/20-557

姓名（與身分證相同）：
Full Name (As printed in ID Card): TAM HELEN KA YAN

電話：
Phone No.:

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

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☑ 本人 TAM HELEN KA YAN 授權楊雪盈議員辦事處為此申述的代理人。
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Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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Please tape the edges

405

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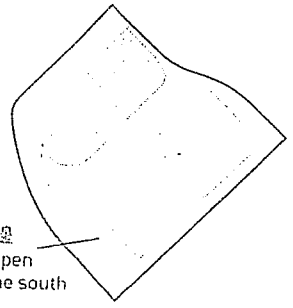

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楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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20190718

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-558

姓名（與身分證相同）：
Full Name (As printed in ID Card): YAN LIN FU

電話：
Phone No.:

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address:

地址：
Home Address: [redacted]

簽署：
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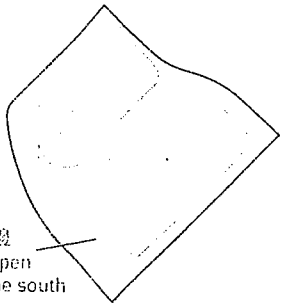

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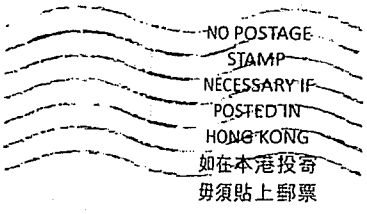

楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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TPB/R/S/H7/20-559 20190718

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): IVANOV, ANTON

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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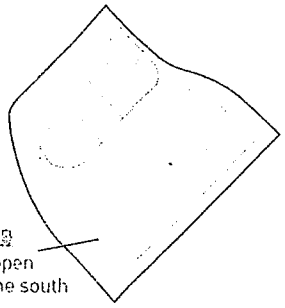
附圖一
Figure 1



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楊雪盈議員辦事處
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香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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TPB/R/S/H7/20-560 20190718

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): HEDLEY Paul

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature: Paul Hedley

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, PAUL HEDLEY, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature: Paul Hedley

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

☐ 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。

☐ 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。

☐ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☐ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☐ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☑ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☑ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☑ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such

☐ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

☐ 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。

☐ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

☑ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

☑ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

☑ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

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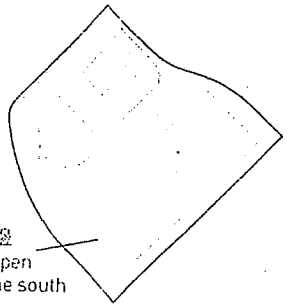

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香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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tpbpd

TPB/R/S/H7/20-
561 to 567

寄件者: [redacted]
寄件日期: 24日07月2019年星期三 16:44
收件者: tpbpd
主旨: 就S/H7/20圖則提交申述（十）
附件: carolinehill_190724132922-0001.pdf; carolinehill_190724133132-0001.pdf; carolinehill_190724132957-0001.pdf; carolinehill_190724133104-0001.pdf; carolinehill_190724132856-0001.pdf; carolinehill_190724132815-0001.pdf; carolinehill_190724132834-0001.pdf

致　城市規劃委員會：

附件內有 7 份就 S/H7/20 提出之申述，請參閱，謝謝。

楊雪盈議員辦事處　謹啟
二零一九年七月廿四日

784 -790

TPB/R/S/H7/20-561

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及
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姓名（與身分證相同）：
Full Name (As printed in ID Card):

電話：
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身份證號碼英文字母及首三位數字：
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旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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☐ 本人 Cheung Suk Ming 授權楊雪盈議員辦事處為此申述的代理人。
I, Cheung Suk Ming, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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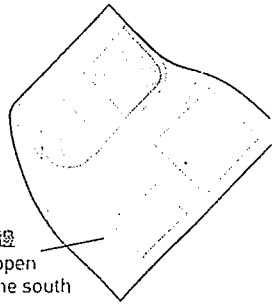

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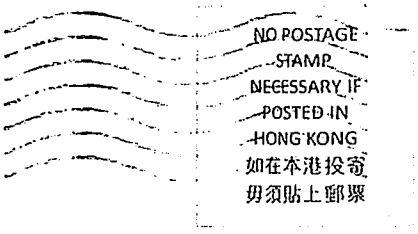

楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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TPB/R/S/H7/20-562

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): LEE TSZ CHUN

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
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地址：
Home Address: [redacted]

簽署：
Signature: Ron Lee

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 LEE TSZ CHUN 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature: Ron Lee

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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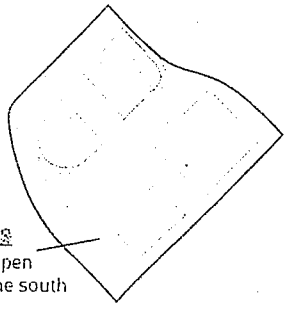
附圖一
Figure 1



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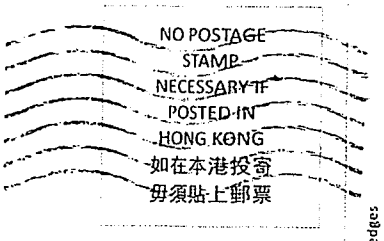

楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

請以膠紙封口 Please tape the edges

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TPB/R/S/H7/20-563

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): NG WING YEE AMY

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature: AN

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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其他理由 Other Reasons:

- Government's presentation on 8 January to WCDC did not show the assessment results of other road junctions farther from the rezoning site. Junctions up Broadwood Road and in core Causeway Bay area seem to be working at capacity with substantial delay and tailbacks have been frequently seen.
- Impact on pedestrians travelling from the GMB terminus to the Causeway Bay area for exchange to other mode of transport should be considered.

本人要求：

☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

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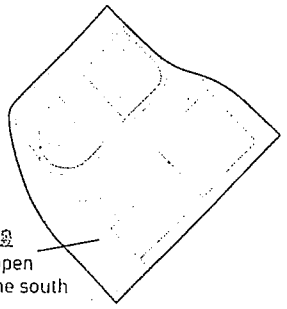
Figure 1



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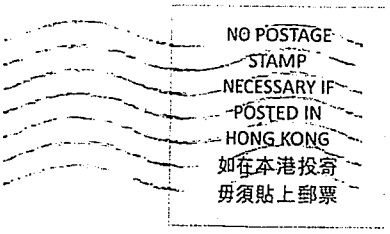

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TPB/R/S/H7/20-564

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): 商婉玲

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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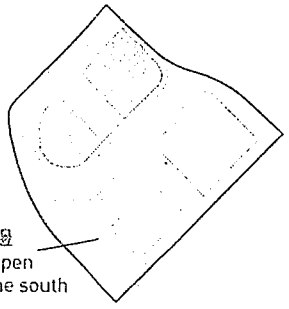

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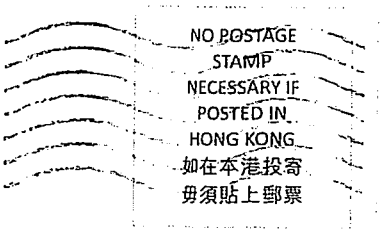

楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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TPB/R/S/H7/20-565

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): 張秀珍

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature: [redacted]

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☑ 本人 張秀珍 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

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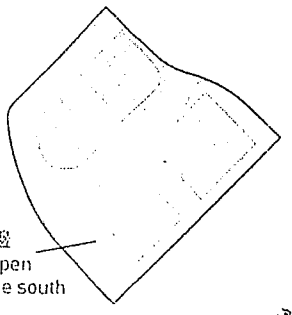

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TPB/R/S/H7/20-566

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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電話：
Phone No.: [redacted]

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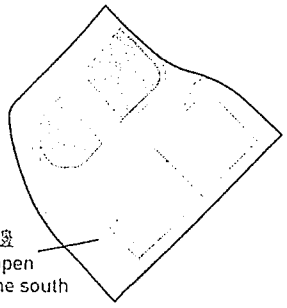

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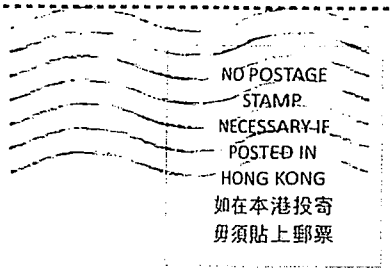

楊雪盈議員辦事處
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香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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TPB/R/S/H7/20-567

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): CARSON, LUC A.R.

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
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☑ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, Luc Carson, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

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（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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☑ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

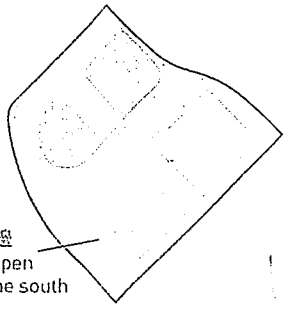
☑ Relocate the open space to the south othe the site, to separate the District Court Complex and residential buildings at Caroline Hill Road. The refined layout can enhance the accessibility of the open space and keep adequate sunlight and ventilation. (Figure 1)

☑ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☐ Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests:

附圖一
Figure 1



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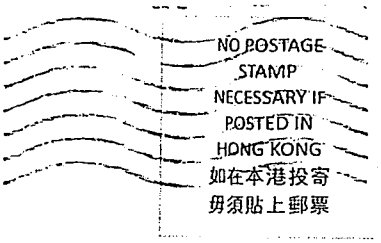

楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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tpbpd

TPB/R/S/H7/20-
568 to 593

寄件者: [redacted]
寄件日期: 24日07月2019年星期三 16:20
收件者: tpbpd
主旨: 就S/H7/20圖則提交申述（八）
附件: carolinehill_20190724_done.pdf; carolinehill_20190724_done2.pdf; carolinehill_20190724_done3.pdf; Scan 22 Jul 2019 at 9.21 AM (1).pdf

致　城市規劃委員會：

附件內有 26 份就 S/H7/20 提出之申述，請參閱，謝謝。

楊雪盈議員辦事處　謹啟
二零一九年七月廿四日

Scan 21 Jul 2019 at 4.22 PM (1).pdf

791 – 816

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-568

姓名（與身分證相同）：
Full Name (As printed in ID Card): WHILE, SHARON JOY

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card:

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

- 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。
- Please fill in the information in block letters. According to Town Planning Board Guidelines 29B, the representer shall provide the above information to validate the submission. TPB collects ID card number to verify the authenticity of the submission and prevent duplicate submissions. The Office of Clarisse Yeung will keep the data strictly confidential.

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☐ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, SHARON JOY WHILE, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

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其他理由 Other Reasons: WE DON'T NEED MORE POLLUTING CARS & THEIR PARKING IN C.W.B. MAKE THIS DEVELOPMENT ELECTRIC CARS & BUSES ONLY!

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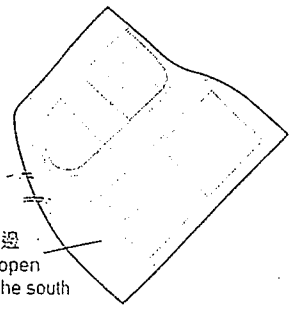

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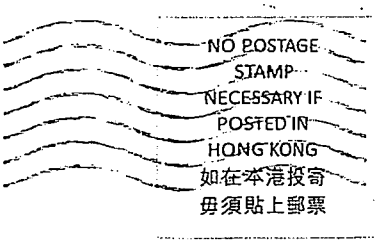

楊雪盈議員辦事處
簡便回郵37號 WCH
香港
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高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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TPB/R/S/H7/20-569

姓名（與身分證相同）：
Full Name (As printed in ID Card): An Pui Yuz

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
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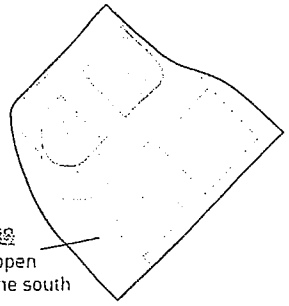

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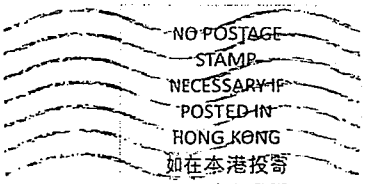

楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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TPB/R/S/H7/20-570

姓名（與身分證相同）：
Full Name (As printed in ID Card): Allen Chun Lung Chan

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
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☑ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, Allen Chan, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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☐ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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☑ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

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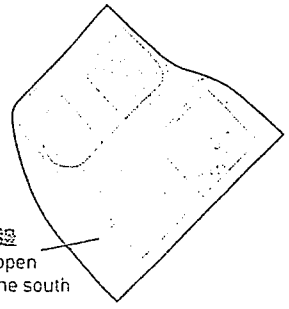

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TPB/R/S/H7/20-571

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姓名（與身分證相同）：
Full Name (As printed in ID Card): MAISIE CHEUNG MEE SHEUNG

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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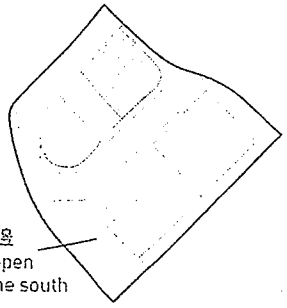

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高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): CHEUNG SIN YAN CINDY

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：[redacted]
Leading alphabet & first 3 letters of ID Card

電郵：
Email Address:

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I, Cheung Sin Yan Cindy, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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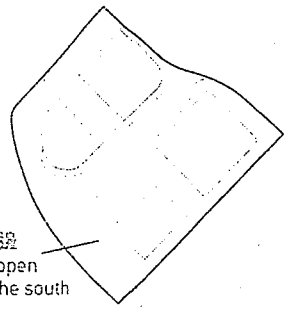

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高威樓9樓F室

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TPB/R/S/H7/20-573

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): CHEUNG SIU LING

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
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地址：
Home Address: [redacted]

簽署：
Signature:

- 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。
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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

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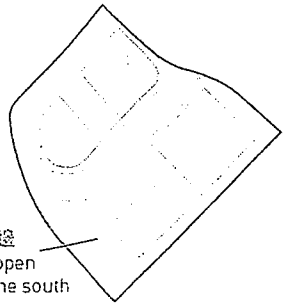

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TPB/R/S/H7/20-574

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): CHING PUI YEE PHOEBE

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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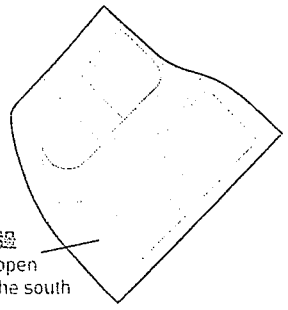
附圖一
Figure 1



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簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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TPB/R/S/H7/20-575

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the 'Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): HO SHERWIN SHIU WANG

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

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Email Address: [redacted]

地址：
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- 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。
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I would opt-out from joining the contact list. I understand that I will not be able to receive further information from Office of Clarisse Yeung.

城規會會就是次修訂召開會議，並邀請你親自出席發言。如你願意授權本辦事處代表出席，表達你的意見，請剔選以下空格、填上姓名及簽署。

Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☐ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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☐ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☐ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☑ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☐ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☑ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

☐ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

☐ 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。

☐ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

☑ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

☑ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

☑ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

本人要求：

☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☐ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☐ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☐ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）

☐ 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。

☐ 擱置小巴站搬遷的建議。

I hereby request the Town Planning Board to:

☑ Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.

☑ Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.

☑ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

☑ Relocate the open space to the south othe the site, to separate the District Court Complex and residential buildings at Caroline Hill Road. The refined layout can enhance the accessibility of the open space and keep adequate sunlight and ventilation. (Figure 1)

☑ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☑ Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests:

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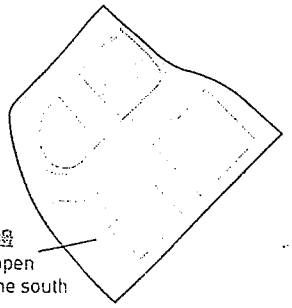

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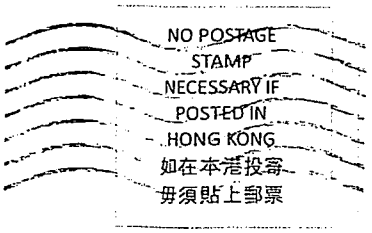

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TPB/R/S/H7/20-576

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): KO CHUNG LING OPHELIA

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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簽署：
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其他要求 Other Requests:

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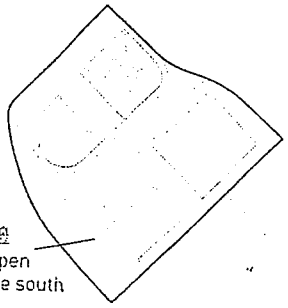

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高威樓9樓F室

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TPB/R/S/H7/20-577

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): LAM KWOK FAI RAGENCE

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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☑ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

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800

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☐ Shelve the plan to relocate the GMB terminus.

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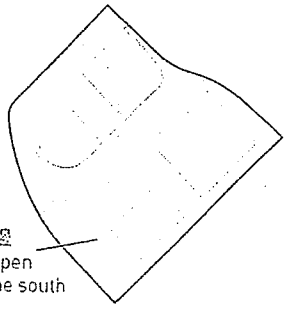
Figure 1



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銅鑼灣高士威道16-22號
高威樓9樓F室

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TPB/R/S/H7/20-578

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): LAU CHO YUEN

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address:

地址：
Home Address: [redacted]

簽署：
Signature:

- 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。
- Please fill in the information in block letters. According to Town Planning Board Guidelines 29B, the representer shall provide the above information to validate the submission. TPB collects ID card number to verify the authenticity of the submission and prevent duplicate submissions. The Office of Clarisse Yeung will keep the data strictly confidential.

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 LAU CHO YUEN 授權楊雪盈議員辦事處為此申述的代理人。
I, LAU CHO YUEN, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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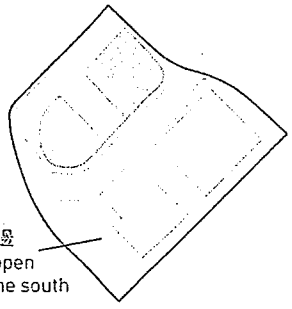

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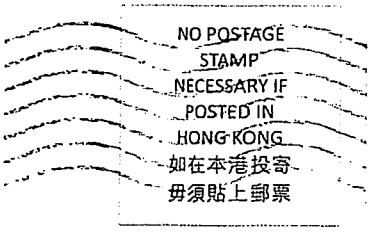

楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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TPB/R/S/H7/20-579

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

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姓名（與身分證相同）：
Full Name (As printed in ID Card): LIAU TAT WAI DAVID

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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電郵：
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Signature:

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（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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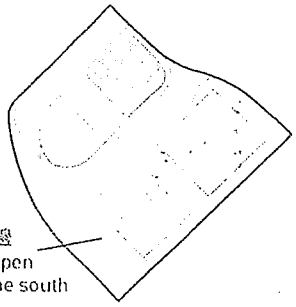

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TPB/R/S/H7/20-580

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): 比 Hoi 比比

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address:

簽署：
Signature: Noelle

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, 比 Hoi 比比, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature: Noelle

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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☐ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☐ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

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☐ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

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本人要求：

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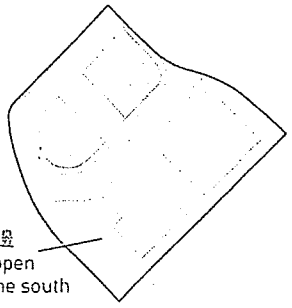
☐ Shelve the plan to relocate the GMB terminus.

附圖一
Figure 1



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楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): NG, BING CHIU RAYMOND

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

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地址：
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簽署：
Signature: Raymond Ng

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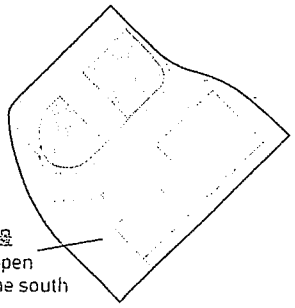
其他要求 Other Requests:

Develop a workable and acceptable plan to ease the traffic congestion as a result of new district court complex and other buildings before proceeding with the development.

附圖一
Figure 1



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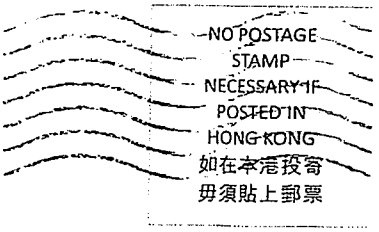

楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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TPB/R/S/H7/20-582

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姓名（與身分證相同）：
Full Name (As printed in ID Card): Pan Yuk Man Sharon

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature: Sharon

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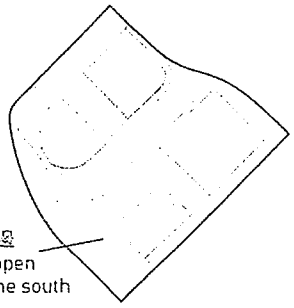

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高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-583

姓名（與身分證相同）：
Full Name (As printed in ID Card): TAI YVONNE

Phone No.:

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

- 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。
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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☐ 本人 TAI YVONNE 授權楊雪盈議員辦事處為此申述的代理人。
I, TAI YVONNE, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

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☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☑ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

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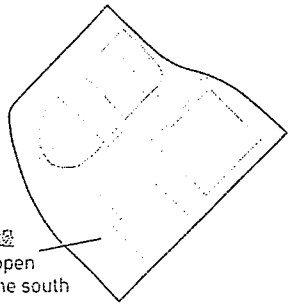

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簡便回郵37號 WCH
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高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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TPB/R/S/H7/20-584

姓名（與身分證相同）：
Full Name (As printed in ID Card): TO CHAK YAN WILLIAM

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

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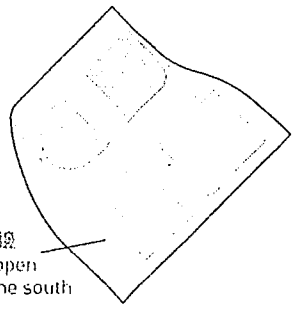

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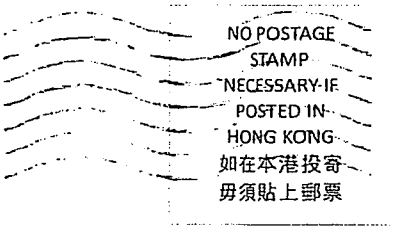

楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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TPB/R/S/H7/20-585

姓名（與身分證相同）：
Full Name (As printed in ID Card): Frances Tong

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
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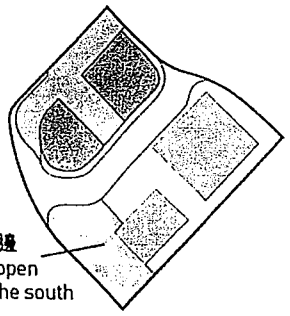
附圖一
Figure 1



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楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-586

姓名（與身分證相同）：
Full Name (As printed in ID Card): 童毓思 TUNG, Yuk Zse

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

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簽署：
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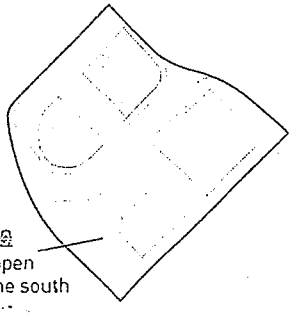

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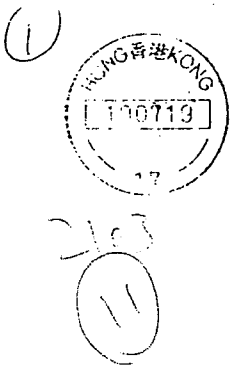

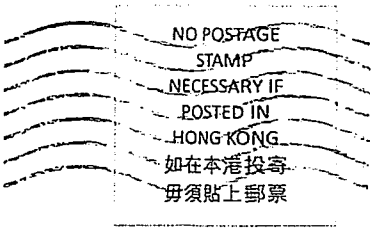

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署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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TPB/R/S/H7/20-587

姓名（與身分證相同）：
Full Name (As printed in ID Card): WONG YUEK CHEE FIONA

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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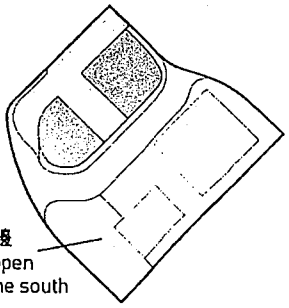
附圖一
Figure 1



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銅鑼灣高士威道16-22號
高威樓9樓F室

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TPB/R/S/H7/20-588

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): YEUNG LAI YI

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address:

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 Yeung Lai Yi 授權楊雪盈議員辦事處為此申述的代理人。
I, _____. hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☑ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong island.

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- ☑ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。
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- ☑ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

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本人要求：

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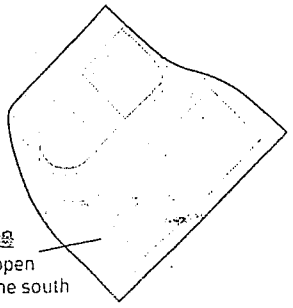
- ☑ Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests:

- 保留現有的樹木
- 增建兒童遊樂場，籃球場，排球場，網球場，室內運動場

附圖一
Figure 1



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高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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TPB/R/S/H7/20-589

姓名（與身分證相同）：
Full Name (As printed in ID Card): PRITCHARD TIMOTHY HUGH

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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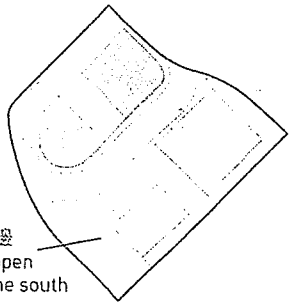

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香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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TPB/R/S/H7/20-590

姓名（與身分證相同）：
Full Name (As printed in ID Card): 雷卓光

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address:

地址：
Home Address: [redacted]

簽署：
Signature: Harry Lowie

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

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I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature: Harry Lowie

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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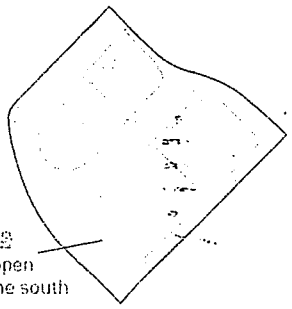

摺線 Folding line

楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

NO POSTAGE STAMP NECESSARY IF POSTED IN HONG KONG
如在本港投寄毋須貼上郵票

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TPB/R/S/H7/20-591

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): 黃慧蘭

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

* Please fill in the information in block letters. According to Town Planning Board Guidelines 29B, the representer shall provide the above information to validate the submission. TPB collects ID card number to verify the authenticity of the submission and prevent duplicate submissions. The Office of Clarisse Yeung will keep the data strictly confidential.

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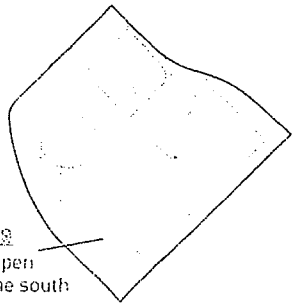

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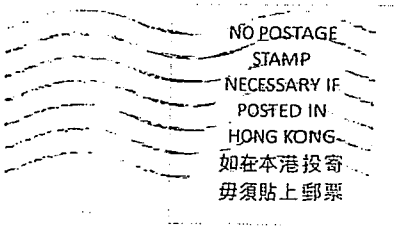

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簡便回郵37號 WCH
香港
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高威樓9樓F室

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TPB/R/S/H7/20-592

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): Ng Tsz Chun Shunichi

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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☐ Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.

☐ Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.

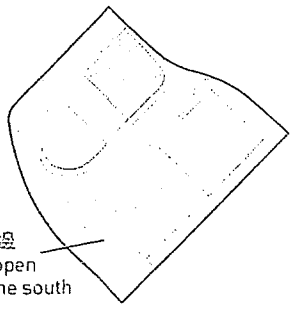
☐ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

☐ Relocate the open space to the south othe the site, to separate the District Court Complex and residential buildings at Caroline Hill Road. The refined layout can enhance the accessibility of the open space and keep adequate sunlight and ventilation. (Figure 1)

☐ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☐ Shelve the plan to relocate the GMB terminus.

附圖一
Figure 1



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NO POSTAGE
STAMP
NECESSARY IF
POSTED IN
HONG KONG
如在本港投寄
毋須貼上郵票

楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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請以膠紙封口 Please tape the edges

請以膠紙封口 Please tape the edges

TPB/R/S/H7/20-593

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): PANG LO MEI

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address:

地址：
Home Address: [redacted]

簽署：
Signature: Pang Lo Mei

- 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。
- Please fill in the information in block letters. According to Town Planning Board Guidelines 29B, the representer shall provide the above information to validate the submission. TPB collects ID card number to verify the authenticity of the submission and prevent duplicate submissions. The Office of Clarisse Yeung will keep the data strictly confidential.

☐ 請不必將我加入通訊名單，我明白此舉將使我無法接收日後由楊雪盈議員辦事處發放的相關資訊。
I would opt-out from joining the contact list. I understand that I will not be able to receive further information from Office of Clarisse Yeung.

城規會會就是次修訂召開會議，並邀請你親自出席發言。如你願意授權本辦事處代表出席，表達你的意見，請剔選以下空格、填上姓名及簽署。

Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☐ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

☐ 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。

☐ 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。

☐ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☐ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☑ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☑ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☑ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☑ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such

☐ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

☐ 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。

☐ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

☑ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

☑ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

☑ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

本人要求：

☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☐ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☐ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☐ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）

☐ 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。

☐ 擱置小巴站搬遷的建議。

其他要求 Other Requests:

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☑ Shelve the plan to relocate the GMB terminus.

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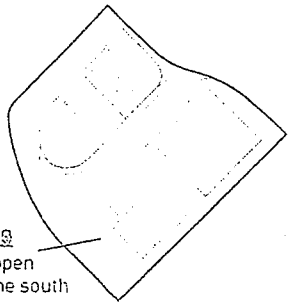

摺線 Folding line

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簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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TPB/R/S/H7/20-594

閣下亦可填寫以下選項，本議員辦事處可代為反映意見。

☑ 支持 / ☐ 不支持 跑灣區關注組修訂規劃

☐ 對政府原修訂規劃意見：

RECEIVED
24 JUL 2019
Town Planning Board

姓名：廖潔玲 (選填) 聯絡電話或電郵：[redacted]

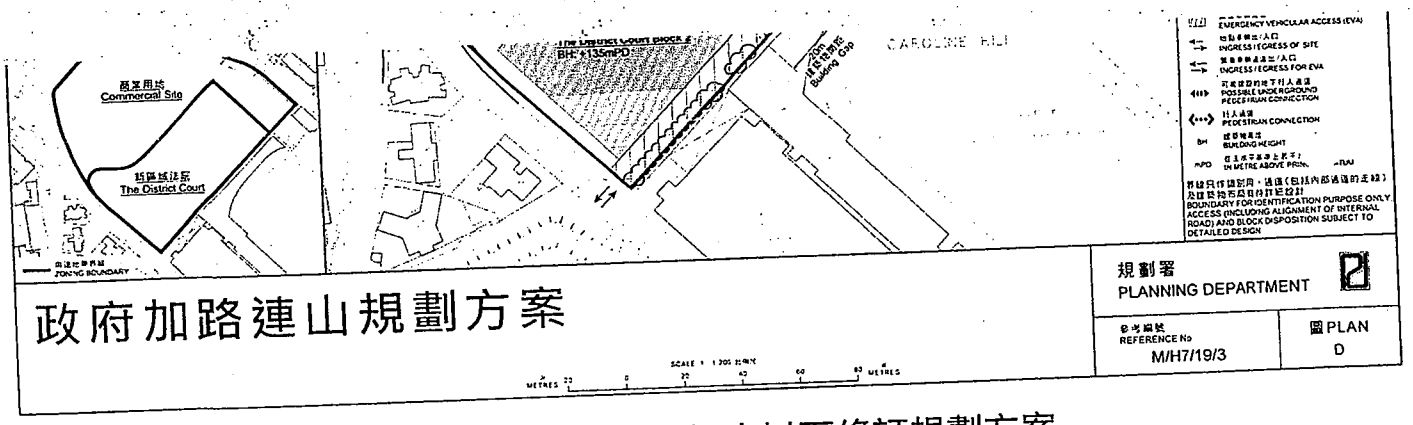
地址：[redacted]

簽署：Bella K. C. Liu 日期：14/07/2019

填寫意見後，可透過以下方式傳至本議員辦事處

Whatsapp: 9673 3777 Email : info@tsewaichun.org

530



因應政府原規劃缺點，跑灣區規劃關注組提出以下修訂規劃方案

「跑灣區規劃關注組」召集人：洪浩澄（加路連花園管理委員會主席、義務建築規劃顧問、建築師、政府認可人仕）
副召集人：李耀熙（華翠臺業主立案法團主席兼力生軒業主立案法團主席）秘書長兼法律顧問：葉鳳仙律師（樂活之友協會主席）
副秘書長：吳樹桑（樂活之友協會秘書長）顧問團：石禮謙（立法會議員，地產界） 交通顧問：陳沛翔

月24日將是城規會接收規劃意見期限，請於限期前將意見書透過下列方式，**向城規會提交建議：**

TPB/R/S/H7/20-595

(a) 地址：香港北角渣華道333號北角政府合署15樓）

(b) 傳真（號碼：2877 0245或2522 8426）；

(c) 電郵（地址：tpbpd@pland.gov.hk）；或

(d) 在城規會網站遞交:
https://www.info.gov.hk/tpb/tc/plan_making/draft_plan.html

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RECEIVED
24 JUL 2019
Town Planning Board

☑ 支持 / ☐ 不支持 跑灣區關注組修訂規劃

☐ 對政府原修訂規劃意見：

1) Lack of survey data on road traffics on regular days with heavier traffic eg. before & after nearby school, Friday afternoon, Saturday (especially near South China Athletics Association), Horse racing day & special event day in HK stadium

2) Lack of survey data on pedestrian routings eg. to & from nearby MTR entrances

3) Lack of traffic analysis of Leighton Road & Broadwood Rd

4) Redevelopment works of the site shall paralyze traffic of Causeway Bay.

姓名：Bonnie Wong （選填）聯絡電話或電郵：[redacted]

地址：[redacted]

簽署：[signature] 日期：20-7-2019

填寫意見後，可透過以下方式傳至本議員辦事處

Whatsapp: 9673 3777 Email: info@tacwaichun.org

531

因應政府原規劃缺點，跑灣區規劃關注組提出以下修訂規劃方案

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RECEIVED
24 JUL 2019
Town Planning Board

☑ 支持 / ☑ 不支持 跑灣區關注組修訂規劃

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3) Lack of traffic queue analysis of Leighton Road & Broadwood Rd

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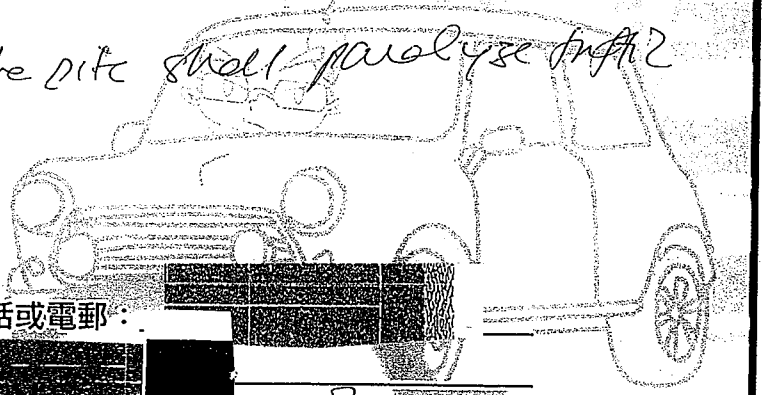

姓名：Carson Chan （選填）聯絡電話或電郵：[redacted]

地址：[redacted]

簽署：[signature] 日期：20-7-2019

填寫意見後，可透過以下方式傳至本議員辦事處

532

Whatsapp: 9673 3777 Email : info@tsewaichun.org

因應政府原規劃缺點，跑灣區規劃關注組提出以下修訂規劃方案

「跑灣區規劃關注組」召集人：洪浩澄（加路連花園管理委員會主席、義務建築規劃顧問、建築師、政府認可人仕）
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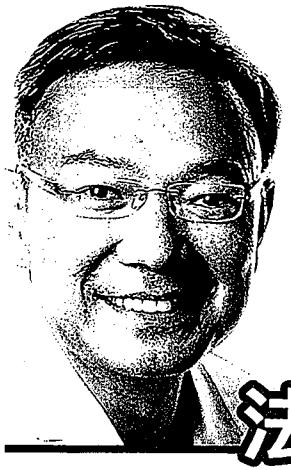

灣仔樂活區議員

謝偉俊

Paul Tse Wai Chun

地址：香港銅鑼灣羅素街50-52號
德發大廈6樓 B室
電話：2575 5889
電郵：info@tsewaichun.org

法院、商廈建加山 交通勁塞雪加霜

府擬在加路連山道機電工程署原址，興建兩幢高135米法院大樓及兩幢
30層高商業大樓及600個泊車位。規劃將大大增加區內車流人流，禮頓
、連道、樂活道等路段，勢必塞上加塞。高聳法院大樓及商廈亦將阻礙
內樓宇空氣流通及採光度。

悉，政府規劃依據2017年平常日子人車流量作交通評估，評估數據滯後、
面，脫離現實，忽視賽馬日及大球場舉行大型活動期間人車激增流量，更
計及2017年至今，每年數以萬計車輛增幅。

活區加路連花園、力生軒、比華利山、樂翠臺及樂景臺等業主立案法團均
對政府規劃。7月4日我在區議會動議反對政府規劃，議案以12票贊成1票
對絕大比數通過。區內跑灣區關注組（Happy Bay Concern Group）亦
提出修訂規劃（詳見後頁）。

月24日將是城規會接收規劃意見期限，請於限期前將意見書透過下列
方式，**向城規會提交建議：**

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閣下亦可填寫以下選項，本議員辦事處可代為反映意見。

RECEIVED 24 JUL 2019 Town Planning Board

☑ 支持 / ☐ 不支持 跑灣區關注組修訂規劃

☐ 對政府原修訂規劃意見：

強烈要求政府按照跑灣區規劃关注组的新設計，重新修訂原有不合理規劃，以免对民生造成嚴重滋擾！

TPB/R/S/H7/20-597

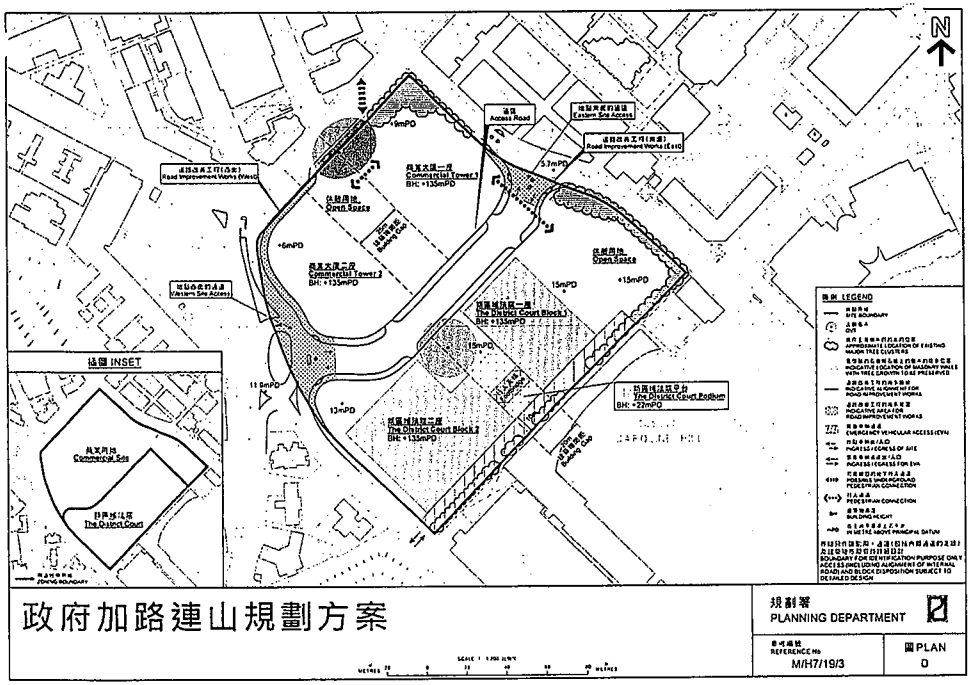
姓名：陳垂洋 （選填）聯絡電話或電郵：[redacted]

地址：[redacted]

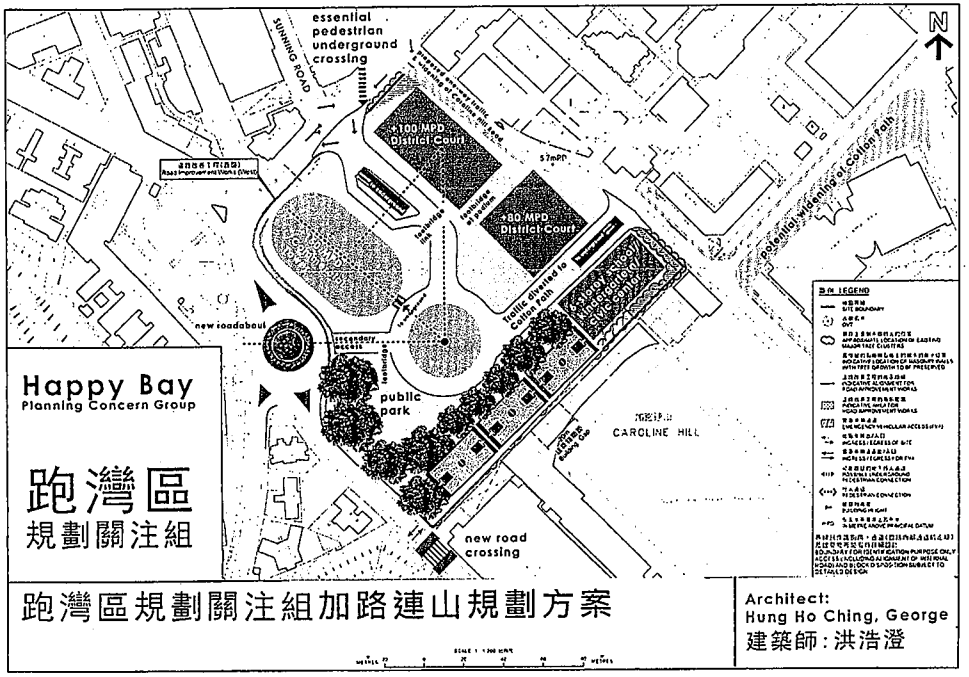
簽署：CHAN 日期：2019年7月17日

填寫意見後，可透過以下方式傳至本議員辦事處

541



因應政府原規劃缺點，跑灣區規劃關注組提出以下修訂規劃方案



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Concerns on the Results and Methodologies of Traffic Impact Assessment ("TIA") conducted by Transport Department ("TD")
對運輸署提供的交通評估的結果及方法的憂慮

- Road Reserve Capacity for vehicles on Leighton Road is sub-standard to TD's minimal acceptance level (15%).
- 禮頓道馬路的通行儲備能力低於運輸署的最低可接受水平(最低為15%）。

- Level of Service for pedestrian path on Leighton Road is sub-standard to TD's minimal acceptance level (Grade C)
- 禮頓道行人路的服務水平低於運輸署的最低可接受水平(最低為C 級)。

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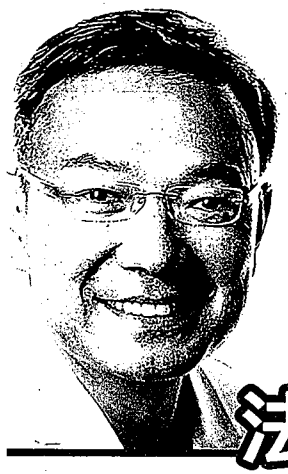

灣仔樂活區議員

謝偉俊

Paul Tse Wai Chun

地址：香港銅鑼灣羅素街50–52號
德發大廈6樓 B室
電話：2575 5889
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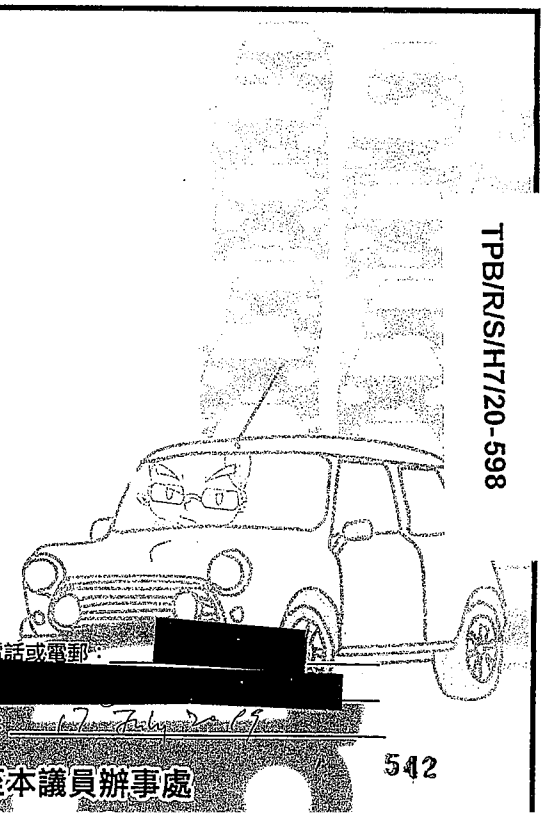
閣下亦可填寫以下選項，本議員辦事處可代為反映意見。

RECEIVED 24 JUL 2019 Town Planning Board

☑ 支持 / ☐ 不支持 跑灣區關注組修訂規劃

☐ 對政府原修訂規劃意見：

建社區設施
減低商用樓.

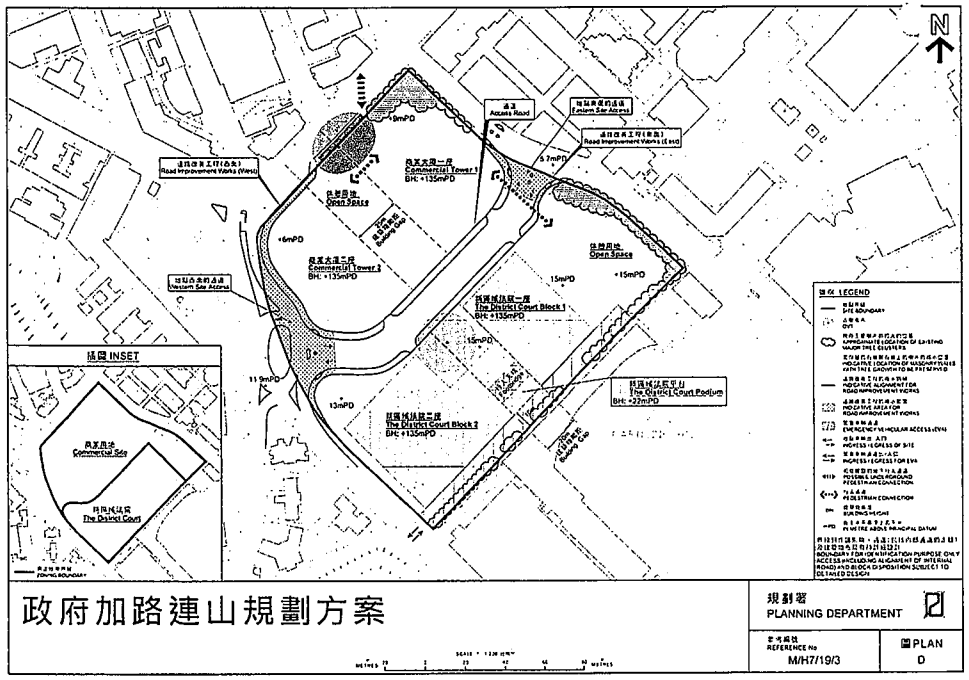


TPB/R/S/H7/20-598

姓名：CHRIS KWOK （選填）聯絡電話或電郵：[redacted]
地址：[redacted]
簽署：Chris Kwok 日期：[illegible]

填寫意見後，可透過以下方式傳至本議員辦事處

542



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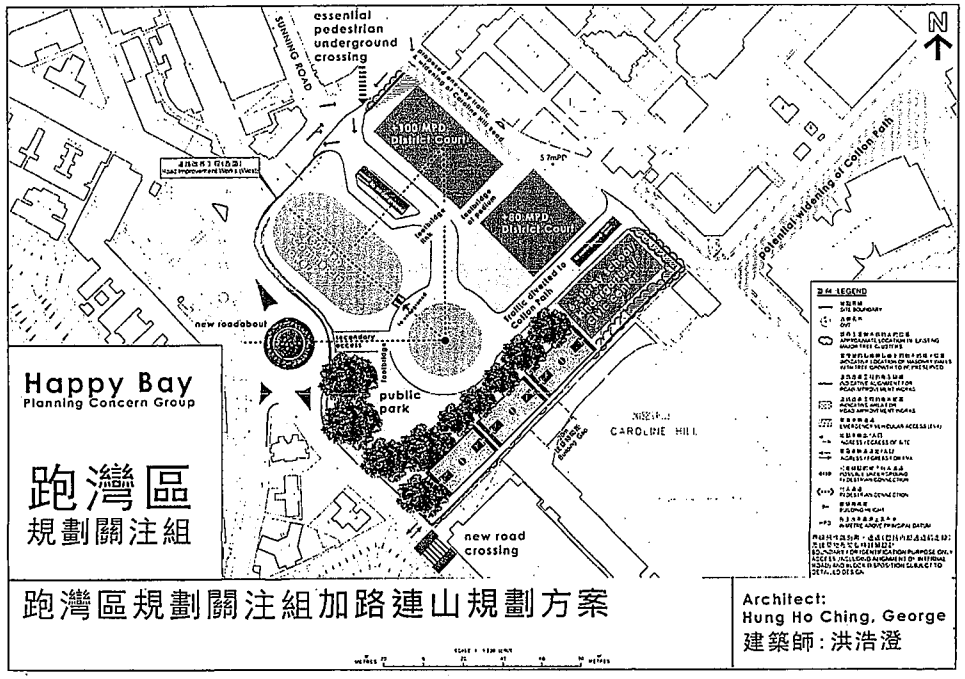

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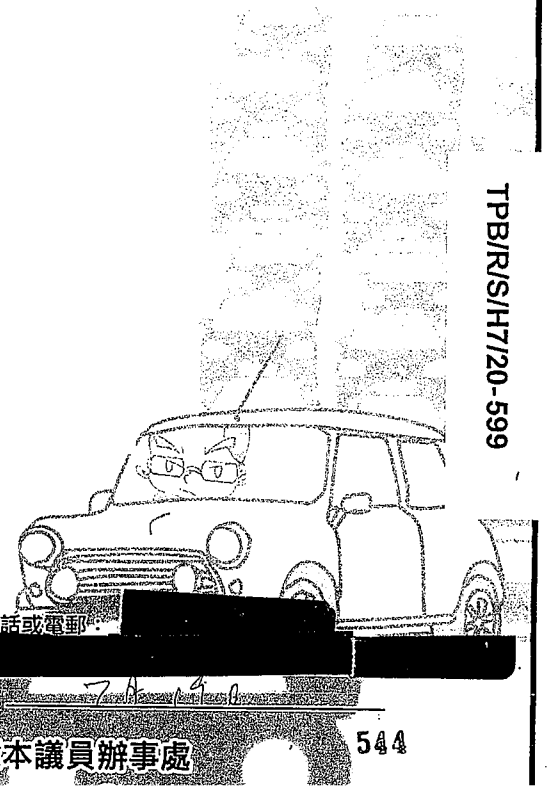
RECEIVED 24 JUL 2019 Town Planning Board

☑ 支持 / ☐ 不支持 跑灣區關注組修訂規劃

☐ 對政府原修訂規劃意見：

增加綠洲！
不要石屎森林！



TPB/R/S/H7/20-599

姓名：FIONA HUNG （選填）聯絡電話或電郵：[redacted]
地址：[redacted]
簽署：Fiona 日期：[redacted]

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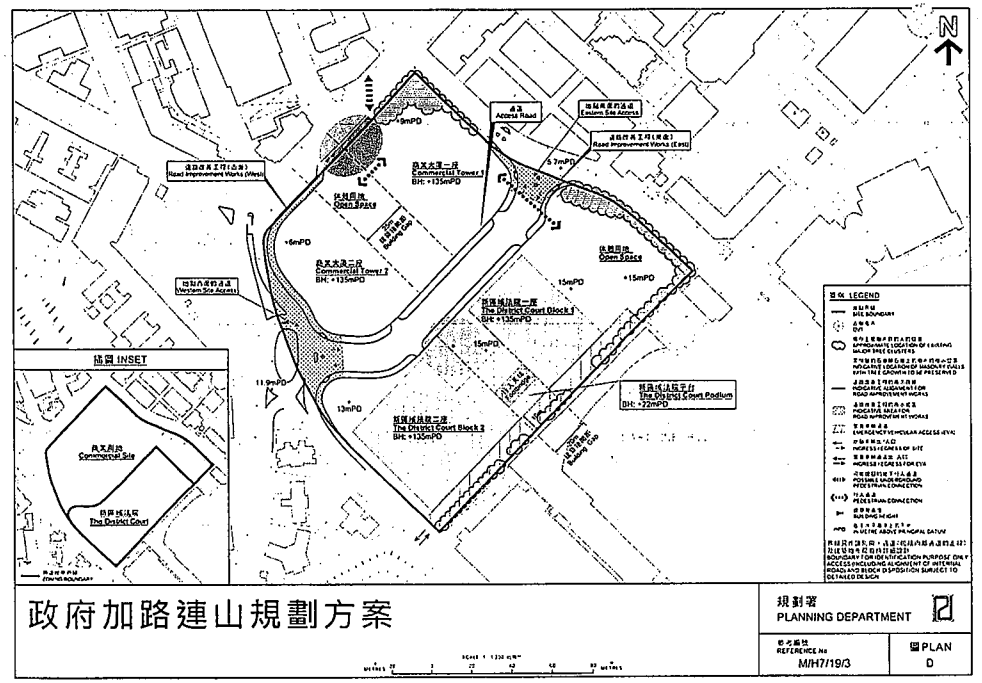
544



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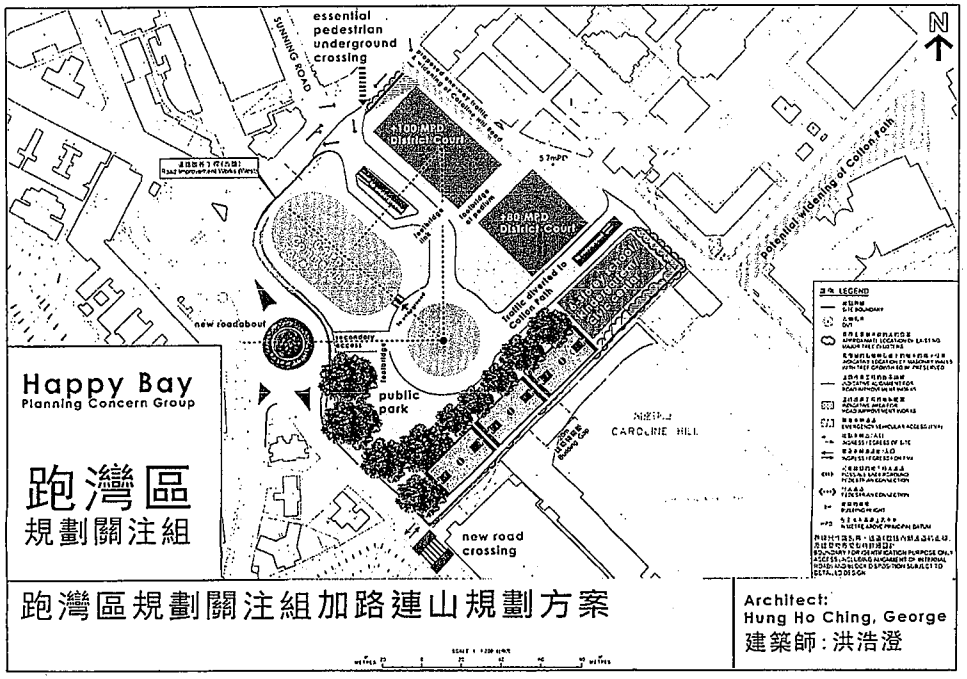

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☐ 支持 / ☑ 不支持 跑灣區關注組修訂規劃

☐ 對政府原修訂規劃意見：

[redacted]

姓名：許宗熾 （選填）聯絡電話或電郵：[redacted]

地址：

簽署：C. C. Hui 日期：20-7-2019

填寫意見後，可透過以下方式傳至本議員辦事處

Whatsapp: 9673 3777 Email: info@tsewaichun.org

554

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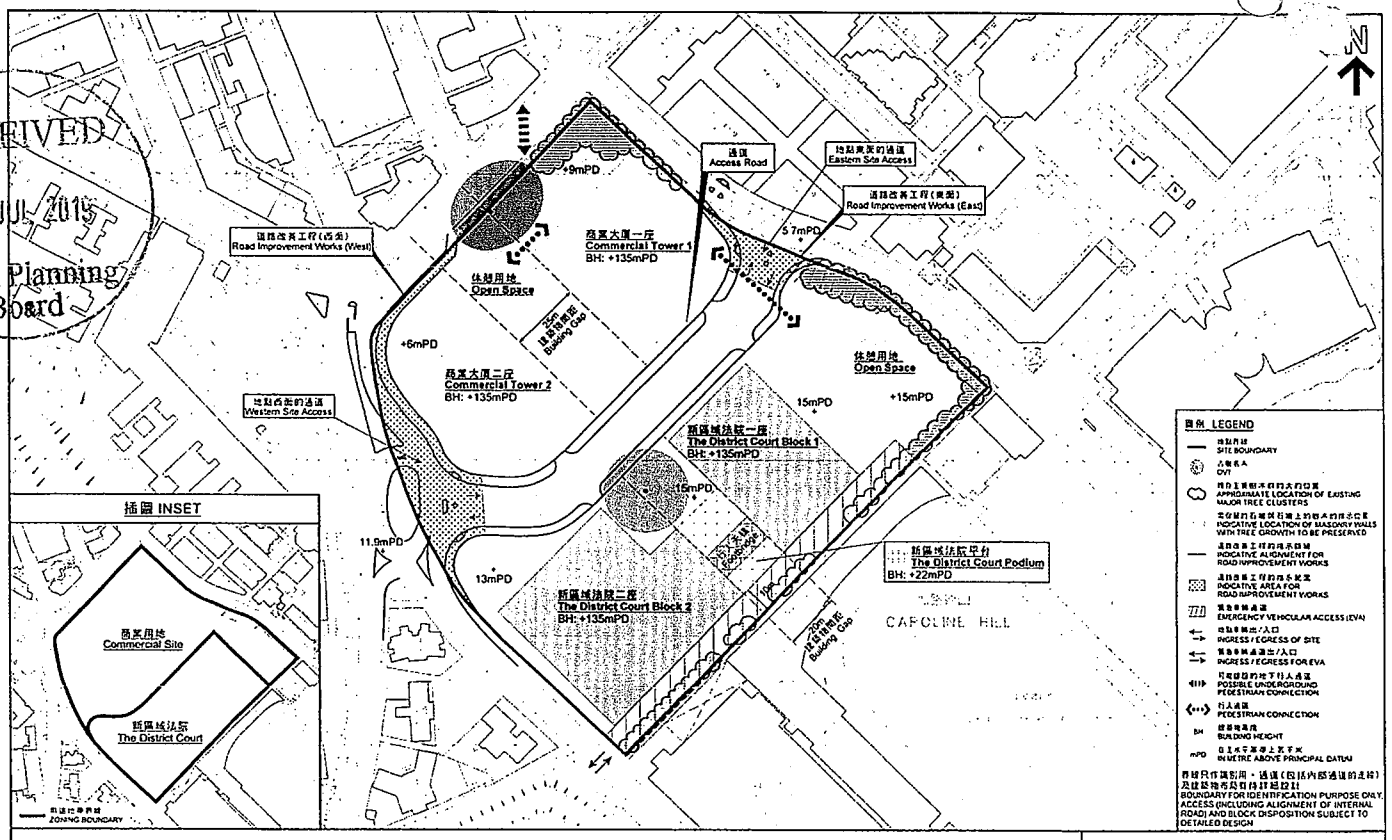
19 JUL 2015
Town Planning Board



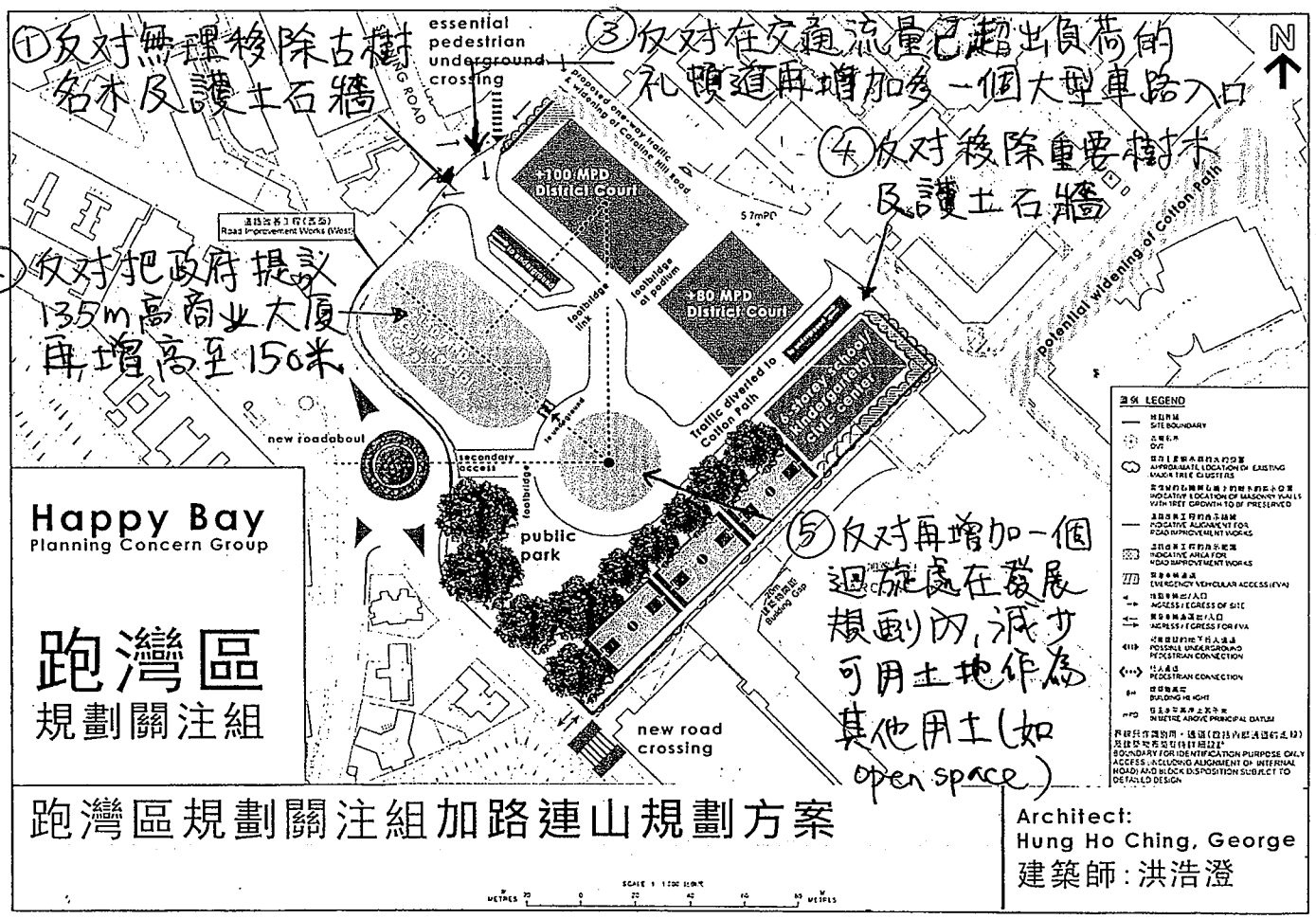
政府加路連山規劃方案

規劃署
PLANNING DEPARTMENT

參考編號 REFERENCE No M/H7/19/3

圖 PLAN D

因應政府原規劃缺點，跑灣區規劃關注組提出以下修訂規劃方案



跑灣區規劃關注組加路連山規劃方案

Architect:
Hung Ho Ching, George
建築師：洪浩澄

「跑灣區規劃關注組」召集人：洪浩澄（加路連花園管理委員會主席、義務建築規劃顧問、建築師、政府認可人仕）
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https://www.info.gov.hk/tpb/tc/plan_making/draft_plan.html

閣下亦可填寫以下選項，本議員辦事處可代為反映意見。

☐ 支持 / ☑ 不支持 跑灣區關注組修訂規劃

☐ 對政府原修訂規劃意見：

ID [redacted]

姓名：Hui Sze Chung （選填）聯絡電話或電郵：[redacted]

地址：

簽署：Candy Hui 日期：18-07-2019

555

填寫意見後，可透過以下方式傳至本議員辦事處

Whatsapp: 9673 3777 Email : info@tsewaichun.org

月20日將是城規會接收規劃意見期限，請於限期前將意見書透過下列方式，**向城規會提交建議**：

TPB/R/S/H7/20-602

(a) 地址：香港北角渣華道333號北角政府合署15樓)

(b) 傳真（號碼：2877 0245或2522 8426）；

(c) 電郵（地址：tpbpd@pland.gov.hk）；或

(d) 在城規會網站遞交:
https://www.info.gov.hk/tpb/tc/plan_making/draft_plan.html

閣下亦可填寫以下選項，本議員辦事處可代為反映意見。

☐ 支持 / ☑ 不支持 跑灣區關注組修訂規劃

☐ 對政府原修訂規劃意見：

[redacted]

姓名：Alice Yung Woon Cheung （選填）聯絡電話或電郵：[redacted]

地址：

簽署：Ayung 日期：18-7-2019

556

填寫意見後，可透過以下方式傳至本議員辦事處

Whatsapp: 9673 3777 Email : info@tsewaichun.org

TPB/R/S/H7/20-603

Dr. Ferdinand Chu
[redacted]

9th Jul 2019

Tel : [redacted]

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10 JUL 2019
Town Planning Board

Town Panning Board Secretary
15th North Point Government Offices
333, Java Rd. North Point, Hong Kong.

Dear Sir/Madam,

I am a resident of Beverly Hill, [redacted]

I strongly oppose Town Planning Board's amendments to the approved Wong Nai Chung Outline Zoning Plan No S/H7/19 on two grounds :

1, Traffic – a large scale commercial development, district court and 600 parking spaces will aggravate the traffic in this area. Not only it will affect residents along the entire broadwood Rd. It will also impede access to Tung Wah East Hospital and St. Paul's Hospital. Since Leighton Rd. is a major route, in case of traffic pile up at the Leighton rd/Coroline Hill Rd. traffic lights, it will also block emergency ambulance access to Ruttonjee hospital. A side issue, cars are permanently illegally parked outside South China Athletic Club and St. Paul's Convent School in afternoons (including Saturday afternoons), within minimal police/traffic warden intervention, essentially reducing Caroline Hill Rd to single lane bidirectional traffic and Leighton Rd. to 2 lane traffic.

2, Recreational space –

The Government stadium is NOT open to public use. Victorian Park is occupied every weekend by foreign domestic workers and protests on both side of political camps. The race course is not open on racing days. Residents of Happy Valley and Causeway Bay area is desparately in need of a recreational park with open space available to resident's use 7 days a week.

In view of the above reasons, I strongly oppose any structural development in the above land other than park/open space.

Yours faithfully

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-604

參考編號
Reference Number: 190714-125249-19198

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 14/07/2019 12:52:49

「申述人」全名
Full Name of "Representer": 先生 Mr. Paul Kam Kong Mak

「獲授權代理人」全名
Full Name of "Authorized Agent" :

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 Subject Matters	性質 Nature	理由 Reason
Traffic concern	反對 Oppose	The area between Po Leung Kuk and the new construction site is already congested.
Pollution	反對 Oppose	Causeway bay is already well known as the most polluted area in Hong Kong. I'm worried about more pollution may be produced from cars and retails, as well as trapped air from tall buildings.
Mini bus	反對 Oppose	It's very far from MTR station, hence not convenient for residents

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

- Lower the height limit of buildings: less traffic and less pollution
- look for another potential site near MTR station for mini bus handling
- build more parks, save the trees (especially the 3 main huge, meaningful trees in the site).

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就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-605

參考編號
Reference Number: 190714-122415-42095

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 14/07/2019 12:24:15

「申述人」全名
Full Name of "Representer": 女士 Ms. Genevieve Yang

「獲授權代理人」全名
Full Name of "Authorized Agent" :

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 Subject Matters	性質 Nature	理由 Reason
Plan No. S/H7/20	反對 Oppose	This area is already extremely congested. I believe the new plans will make traffic even worse as well as obstruct the landscape and sunshine causing pollution to be even higher than it already is.

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

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就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-606

參考編號
Reference Number: 190715-214622-46448

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 15/07/2019 21:46:22

「申述人」全名
Full Name of "Representer": 先生 Mr. Leung Wai On

「獲授權代理人」全名
Full Name of "Authorized Agent" :

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
Item A – Rezoning of the northern and eastern part of the Caroline Hill Road (CHR) Site fronting Leighton Road from "Other Specified Uses" annotated "Sports and Recreation Club" ("OU (SRC)") and "Government, Institution or Community" ("G/IC") to "Commercial (2)" ("C (2)") with revision to the maximum building height from 2 storeys and 3 storeys to 135mPD.	反對 Oppose	1. Loss of a sports and community area to commercial purposes • The area is dedicated for sports activities. When it was leased to C&W Ltd and Post Office for staff sports activities, the soccer field was also available to external parties/users on weekends and public holidays • Green trees around its periphery have been there over 60 years and are a Causeway Bay icon 2. Traffic congestion is a daily phenomenon in Leighton Rd, Caroline Hill Rd and Link Rd. The conversion to a commercial area will aggravate the traffic congestion 3. Lifting height restriction from 2-storeys to 135m will create • a shielding effect along the narrow section (2+1 lan

		es) of these roads; • Harmful fumes and sooty smokes will be trapped by heavy road vehicle traffic; and • Block fresh air and sunlight to the area
Item B – Rezoning of the southern part of the CHR Site from "G/IC" to "G/IC (2)" with revision to the maximum building height from 3 storeys to 135mPD.	反對 Oppose	1 Traffic congestion is a daily phenomenon along Leighton Road, Caroline Hill Rd and Link Rd 2 The conversion of this 3-storey area (with scanty vehicle use) to a 135m one will bring along heavy vehicle traffic and aggravate the traffic congestion in these roads. 3 The lifting of height restriction to 135m will create • A shielding effect along this narrow (2+ 1 lanes) section of Leighton Rd, and Caroline Hill Rd. • Harmful fumes and sooty smokes engendered by heavy vehicle traffic will be trapped along these roads, and • Block fresh air and sunlight to the area.

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

TPB/R/S/H7/20-607

城市規劃委員秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

18 July 2019

Dear Sir,

Re: Objection to
黃泥涌分區計劃大綱核准圖
(OZP No. S/H7/19)

I would like to lodge my strong objection to the amendments to the approved Wong Nai Chung Outline Zoning Plan (OZP No. S/H7/19) proposed by the Town Planning Board in the meeting held on 24 May 2019. The proposed amendments include the development of a District Court House and large-scale commercial developments at the junction of Link Road/Caroline Hill Road and Leighton Road plus the addition of a large scale of over 600 parking spaces, over 100 of which will be open to the public. My objection grounds are as follows –

a) I am a resident in the Beverly Hill Estate ("rBH"), situated at the Broadwood Road, which is the only access road from the Estate to Causeway Bay. Also, the Broadwood Road is the only exit from the other neighboring estates and at Jardine's Lookout ("JL") down to Causeway Bay. Please note that there are around 700 flats in the Beverly Hill Estate, so you can estimate the total number of the flats along the Broadwood Road and at "JL" that are using the Broadwood Road are heavy and further anticipate that the proposed amendments (which increase the traffic burden of the Broadwood Road) will cause great traffic problem to the public.
b) Another reason is that we, the "rBH", have been experiencing traffic congestion along the Broadwood Road, in particular, during noon time on Fridays, Saturdays and public holidays. If after commissioning of the development project, the tremendous increase of the traffic will exacerbate the congestion and even obstruct emergency vehicles accessing or leaving the Beverly Hill Estate and "JL". This development project will not benefit the "rBH" but harm the safety of "rBH" as well as the public.
c) Consultation – the consultation on the development project has not thoroughly extended to the "rBH" and "JL". The consultation papers prepared by the Town Planning Board were rough and not professional, they just picked up the traffic statistics selected at 2 years ago on 2 days (9 March 2017 and 10 March 2017 respectively). Based on these outdated, rough and inadequate statistics, the Town Planning Board now decided and proposed the amendments. I reckon that the traffic statistics used in the redevelopment project are not acceptable and detrimentally affect the lives and safety of the "rBH" and residents at "JL".

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22 JUL 2019
Town Planning Board

d) So, I consider that the Town Planning Board should seriously re-visit the amendments to the OZP No. S/H 7/19, conduct the consultation with the collection of updated traffic statistics for the preparation of the amendments to the approved OZP No. S/H7/19 again.

Thank You.

Yours sincerely,

Name: Arthur Leung
ID # [redacted]
Ema[redacted]

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-608

參考編號
Reference Number: 190724-141447-19322

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 14:14:47

「申述人」全名
Full Name of "Representer": 女士 Ms. NG KAI MAN CARMEN

「獲授權代理人」全名
Full Name of "Authorized Agent" :

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 Subject Matters	性質 Nature	理由 Reason
1, 2	反對 Oppose	Caroline Hill Road has always been congested and the proposed commercial landuse would only worsen the situation. There are quite a number of schools and nurseries nearby, with worsen traffic, there may impose a threat to childrens safety.

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

better plan for minimizing traffic impact needed.
and meanwhile appreciate if any improvement can be made to existing traffic in happy valley.

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-609

參考編號
Reference Number: 190724-173355-10794

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 17:33:55

「申述人」全名
Full Name of "Representer": 女士 Ms. 楊

「獲授權代理人」全名
Full Name of "Authorized Agent" : 謝偉俊

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
政府原加老連山用地方案	反對 Oppose	本辦事處收到灣仔市民楊小姐意見： 由於禮頓道來回方向路面， 以及樂活道經由連道的上落路面並沒有擴闊或增加行車線的可能性， 大量增加加路連山規劃用地的商業或政府樓宇而相繼產生的行車及路人流量，將對於高士威道轉入禮頓道, 禮頓道轉出邊寧頓街， 以及近紀利華木球會對出的禮頓道，以至附近的皇后大道東及連道，都會造成極大的擠塞。 由於本人在連道居住，所以對於附近交通都有留意。在平日下午4時許並未到真正放工的時段，或星期六下午1時左右， 本人曾經多次從金鐘經皇后大道東坐巴士到保良局附近下車， 都要花上大概45至50分鐘， 主因是由於時有大量私家車或的士，會經由禮頓道轉入時代廣場泊車或接客， 以致在附近需要埋站的巴士大排長龍，再加上其他車輛便塞上加塞。早上亦言，尤其在高士威道轉入禮頓道，常因聖保祿學校外的校巴及私家車上落，而引

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		致巴士及其他交通工具未能暢通地由高士威道轉入禮頓道。 另外，大概在平日下午六點左右的時分，從樂活道經由連道再出禮頓道的車輛亦都會出現長龍， 原因是禮頓道去時代廣場及香港仔隧道方向只有一至兩條行車線， 令到交通難以疏導。 綜合以上情況，本人並不同意附近的道路是可以容納額外的車輛流量。莫講將要興建四棟高過100多米的大廈，運輸交匯處就算是在地底興建，進出時根本亦會對於路面有影響。 停車場的興建雖然有助舒緩附缺乏停車位的問題， 但當車輛排隊進出停車場時，亦很難避免有如時代廣場停車場外大排車龍的場面。 屆時"雙管齊下" ，即時代廣場及保良局對出的禮頓道的雙向的車龍，會產生極大的交通擠塞問題，難以負荷。

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

該事主有以下意見：

本人認為興建一棟有特別設計的低密度商業樓宇（例如設有室外或頂層空中花園），大概十數層高， 以及兩座同樣十數層高度的區域法院，加上撥出不少於3分1的土地用作戶外地方/公園/運動空間，而放棄運輸交匯處及停車場，才乎合周邊道路及居民需要，又能提升整體環境空間。

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-610

參考編號
Reference Number: 190724-184926-09553

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 18:49:26

「申述人」全名
Full Name of "Representer": 先生 Mr. 陳敏灝

「獲授權代理人」全名
Full Name of "Authorized Agent" : 謝偉俊

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 Subject Matters	性質 Nature	理由 Reason
S/H7/20 A項及B項	反對 Oppose	現時銅鑼灣一帶交通非常繁忙，平日下午4時以後、禮頓道一帶時常交通擠塞、加路連山道右轉連道亦經常因巴士、大型車輛、學習駕駛車輛阻塞，交通極為不暢順，不時輪候30分鐘仍未能轉入銅鑼灣；當加路連山道工程上馬，大量大型工程車停泊定必加劇已屆臨屆點的交通，我們居民根本無法出行。 另方面，落成後兩幢大型商廈及600個車位，本區根本無法容納，屆時居民必定群起聲討！

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

支持謝偉俊議員及跑灣區關注組建議！

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就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-611

參考編號
Reference Number: 190724-161339-87449

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 16:13:39

「申述人」全名
Full Name of "Representer": 先生 Mr. 蔡家輝

「獲授權代理人」全名
Full Name of "Authorized Agent" : 謝偉俊

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
S/H7/20	反對 Oppose	現時跑馬地經連道轉禮頓道，繁忙時間不時塞爆，來回銅鑼灣跑馬地樂活道家居，動軏45分鐘。一旦新增更多商廈及６００車位，現時居民必定遭逢巨劫！交通出行時間，恐增加不少，特此反對修訂！

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

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就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-612

參考編號
Reference Number: 190724-173007-32619

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 17:30:07

「申述人」全名
Full Name of "Representer": 先生 Mr. Cho Clement

「獲授權代理人」全名
Full Name of "Authorized Agent" : 謝偉俊

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
加老連山用地規劃	反對 Oppose	There will be traffic explosion on the vanity, as the existing road networks are over half a century 50 years.

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

支持跑灣區關注組修訂規劃

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就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-613

參考編號
Reference Number: 190724-172126-85577

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 17:21:26

「申述人」全名
Full Name of "Representer": 先生 Mr. 岑亨緯

「獲授權代理人」全名
Full Name of "Authorized Agent" : 謝偉俊

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 Subject Matters	性質 Nature	理由 Reason
對政府加老連山用地規劃	反對 Oppose	法院興建在住宅（力生軒、加路連山花園）對面，嚴重影響交通及陽光

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

支持「跑灣區關注組修訂規劃」

828

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-614

參考編號
Reference Number: 190724-172410-84889

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 17:24:10

「申述人」全名
Full Name of "Representer": 先生 Mr. Chow King Chee

「獲授權代理人」全名
Full Name of "Authorized Agent" : 謝偉俊

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
政府原加老連山道用地規劃	反對 Oppose	有市民反映: 政府只要派員在每天中午十二時至二時和六時至七時觀察，便可清楚樂活道、大坑道直至禮頓道有多塞。我們已不下數次要步行上、下山！！

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

829

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-615

參考編號
Reference Number: 190724-222502-82829

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 22:25:02

「申述人」全名
Full Name of "Representer": 先生 Mr. Hung Man Ping

「獲授權代理人」全名
Full Name of "Authorized Agent" : 謝偉俊

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
S/H7/20 Item A & Item B	反對 Oppose	Not compatible with the neighbourhood

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

- Lack of survey data on pedestrian routings eg. to/from nearby MTR entrances.
- 沒有行人人流分析數據，例如往返港鐵站的人流。
- Lack of traffic queue analysis of Leighton Road and Broadwood Road.
- 沒有禮頓道及樂活道的車龍分析。
- Redevelopment Works of the site shall paralyze traffic of Causeway Bay.
- 重建工程將癱瘓銅鑼灣的交通。

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-616

參考編號
Reference Number: 190724-230305-85629

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 23:03:05

「申述人」全名
Full Name of "Representer": 先生 Mr. Hung Ho Chak

「獲授權代理人」全名
Full Name of "Authorized Agent" : 謝偉俊

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 Subject Matters	性質 Nature	理由 Reason
S/H7/20 Item A & Item B	反對 Oppose	Traffic will be paralyzed.

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

- Decrease overall plot ratio by 30% minimum to reduce traffic impact.
- 將總體地積比率下調最少30%以減少對交通的影響。
- Propose one commercial building instead of two to free up open space for public.
- 建議只建一棟商業大廈而不是兩棟, 以釋放地上空間予公眾。
- Minimize occupancy of ground space by relocating transport facilities to underground: drop of f/pick up point, loading/ unloading zone, public transport interchange.
- 遷移部份交通設施去地底以減少佔用地面空間，例如上落客區，上落貨區，公眾運輸交滙處等。

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-617

參考編號
Reference Number: 190724-171844-34822

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 17:18:44

「申述人」全名
Full Name of "Representer": 先生 Mr. Hung Ho Ching

「獲授權代理人」全名
Full Name of "Authorized Agent" :

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 Subject Matters	性質 Nature	理由 Reason
S/H7/20	反對 Oppose	The proposed planning shall paralyze traffic in the district and destroy the quiet neighbourhood.

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

- Decrease overall plot ratio by 30% minimum to reduce traffic impact.
- 將總體地積比率下調最少30%以減少對交通的影響。 - Propose one commercial building instead of two to free up open space for public.
- 建議只建一棟商業大廈而不是兩棟, 以釋放地上空間予公眾。
- Minimize occupancy of ground space by relocating transport facilities to underground: drop off/pick up point, loading/ unloading zone, public transport interchange.
- 遷移部份交通設施去地底以減少佔用地面空間，例如上落客區，上落貨區，公眾運輸交滙處等。
- Increase entry/exit points of the proposed development from two to three for direct access to Leighton Road eastbound, Link Road and Cotton Path.
- 將擬議發展的入口/出口點由兩個增至三個，以直達禮頓道東行，連道及棉花徑。
- Expand vehicle lanes on Caroline Hill Road and Cotton Path.
- 增加加路連山道及棉花徑的行車線。
- Build decent size roundabout at the junction of Link Road, Caroline Hill Road and Leighton Road to expedite traffic outflow from Broadwood Road.
- 在連道，加路連山道及禮頓行交界增設標準回旋處，以舒緩樂活道落山的車龍。
- Provide underground pedestrian walkway to connect MTR stations.
- 提供地下行人隧道將擬議發展連接港鐵站。
- Provide sports ground to compensate partial loss of Victoria Park and Moreton Terrace.
- 提供運動場地以彌補銅鑼灣維多利亞公園和摩頓臺損失的運動場地面積。
- Provide Community Facilities to serve residents of Happy Valley and Causeway Bay.
- 提供社區設施，直接為跑馬地及銅鑼灣居民服務。

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-618

參考編號
Reference Number: 190724-231410-98484

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 23:14:10

「申述人」全名
Full Name of "Representer": 先生 Mr. Hung Kwok Yiu Duncan

「獲授權代理人」全名
Full Name of "Authorized Agent" : Hung Ho Ching

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
S/H7/20 Item A & Item B	反對 Oppose	will paralyze the traffic of the district

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

- Decrease overall plot ratio by 30% minimum to reduce traffic impact.
- 將總體地積比率下調最少30%以減少對交通的影響。
- Propose one commercial building instead of two to free up open space for public.
- 建議只建一棟商業大廈而不是兩棟, 以釋放地上空間予公眾。
- Minimize occupancy of ground space by relocating transport facilities to underground: drop of f/pick up point, loading/ unloading zone, public transport interchange.
- 遷移部份交通設施去地底以減少佔用地面空間，例如上落客區，上落貨區，公眾運輸交滙處等。
- Increase entry/exit points of the proposed development from two to three for direct access to L eighton Road eastbound, Link Road and Cotton Path.
- 將擬議發展的入口/出口點由兩個增至三個，以直達禮頓道東行，連道及棉花徑。

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-619

參考編號
Reference Number: 190724-231658-96665

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 23:16:58

「申述人」全名
Full Name of "Representer": 先生 Mr. Hung Kwok Hei Lyndon

「獲授權代理人」全名
Full Name of "Authorized Agent" : Hung Ho Ching

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
S/H7/20 Item A & Item B	反對 Oppose	Not suitable to move district court to Causeway Way which is already busy enough.

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

- Decrease overall plot ratio by 30% minimum to reduce traffic impact.
- 將總體地積比率下調最少30%以減少對交通的影響。
- Propose one commercial building instead of two to free up open space for public.
- 建議只建一棟商業大廈而不是兩棟, 以釋放地上空間予公眾。
- Minimize occupancy of ground space by relocating transport facilities to underground: drop off/pick up point, loading/ unloading zone, public transport interchange.
- 遷移部份交通設施去地底以減少佔用地面空間，例如上落客區，上落貨區，公眾運輸交滙處等。
- Increase entry/exit points of the proposed development from two to three for direct access to Leighton Road eastbound, Link Road and Cotton Path.
- 將擬議發展的入口/出口點由兩個增至三個，以直達禮頓道東行，連道及棉花徑。

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-620

參考編號
Reference Number: 190724-231124-29686

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 23:11:24

「申述人」全名
Full Name of "Representer": 先生 Mr. Hung Kwok Kit Gordon

「獲授權代理人」全名
Full Name of "Authorized Agent" : Hung Ho Ching

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 Subject Matters	性質 Nature	理由 Reason
S/H7/20 Item A & Item B	反對 Oppose	the development is too congested

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

- Decrease overall plot ratio by 30% minimum to reduce traffic impact.
- 將總體地積比率下調最少30%以減少對交通的影響。
- Propose one commercial building instead of two to free up open space for public.
- 建議只建一棟商業大廈而不是兩棟, 以釋放地上空間予公眾。
- Minimize occupancy of ground space by relocating transport facilities to underground: drop of f/pick up point, loading/ unloading zone, public transport interchange.
- 遷移部份交通設施去地底以減少佔用地面空間，例如上落客區，上落貨區，公眾運輸交滙處等。
- Increase entry/exit points of the proposed development from two to three for direct access to L eighton Road eastbound, Link Road and Cotton Path.
- 將擬議發展的入口/出口點由兩個增至三個，以直達禮頓道東行，連道及棉花徑。

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-621

參考編號
Reference Number: 190724-223832-61943

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 22:38:32

「申述人」全名
Full Name of "Representer": 女士 Ms. Hung Yuen Yu

「獲授權代理人」全名
Full Name of "Authorized Agent" : Hung Ho Ching

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
S/H7/20 Item A & Item B	反對 Oppose	bad for the neighbhourhood

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

- Decrease overall plot ratio by 30% minimum to reduce traffic impact.
- 將總體地積比率下調最少30%以減少對交通的影響。
- Propose one commercial building instead of two to free up open space for public.
- 建議只建一棟商業大廈而不是兩棟, 以釋放地上空間予公眾。
- Minimize occupancy of ground space by relocating transport facilities to underground: drop of f/pick up point, loading/ unloading zone, public transport interchange.
- 遷移部份交通設施去地底以減少佔用地面空間，例如上落客區，上落貨區，公眾運輸交滙處等。
- Increase entry/exit points of the proposed development from two to three for direct access to L eighton Road eastbound, Link Road and Cotton Path.
- 將擬議發展的入口/出口點由兩個增至三個，以直達禮頓道東行，連道及棉花徑。

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-622

參考編號
Reference Number: 190724-224332-23738

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 22:43:32

「申述人」全名
Full Name of "Representer": 先生 Mr. Kwok Chiu

「獲授權代理人」全名
Full Name of "Authorized Agent" : Hung Ho Ching

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
S/H7/20 Item A & Item B	反對 Oppose	bad for the district

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

- Decrease overall plot ratio by 30% minimum to reduce traffic impact.
- 將總體地積比率下調最少30%以減少對交通的影響。
- Propose one commercial building instead of two to free up open space for public.
- 建議只建一棟商業大廈而不是兩棟, 以釋放地上空間予公眾。
- Minimize occupancy of ground space by relocating transport facilities to underground: drop of f/pick up point, loading/ unloading zone, public transport interchange.
- 遷移部份交通設施去地底以減少佔用地面空間，例如上落客區，上落貨區，公眾運輸交滙處等。

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-623

參考編號
Reference Number: 190724-225914-00760

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 22:59:14

「申述人」全名
Full Name of "Representer": 先生 Mr. Kwok Tsun

「獲授權代理人」全名
Full Name of "Authorized Agent" : Hung Ho Ching

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 Subject Matters	性質 Nature	理由 Reason
S/H7/20 Item A & Item B	反對 Oppose	The proposed planning will destroy the n eighbourhood

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

- Decrease overall plot ratio by 30% minimum to reduce traffic impact.
- 將總體地積比率下調最少30%以減少對交通的影響。
- Propose one commercial building instead of two to free up open space for public.
- 建議只建一棟商業大廈而不是兩棟, 以釋放地上空間予公眾。
- Minimize occupancy of ground space by relocating transport facilities to underground: drop of f/pick up point, loading/ unloading zone, public transport interchange.
- 遷移部份交通設施去地底以減少佔用地面空間，例如上落客區，上落貨區，公眾運輸交滙處等。

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-624

參考編號
Reference Number: 190724-204825-15969

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 20:48:25

「申述人」全名
Full Name of "Representer": 先生 Mr. Lo Kai Yuen Harrison

「獲授權代理人」全名
Full Name of "Authorized Agent" :

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
Item A	反對 Oppose	反對增設零售和辦公室設施，因為這會帶來大量人流和車流，使加路連山道，禮頓道一帶的交通不勝負苛。即使署方提出擴闊道路，但是此舉只是杯水車薪，只能剛好滿足新增的交通需求，即是交通擠塞問題依舊，以大埔公路沙田段為例，即使經歷多次的道路改善工程，但是交通擠塞仍然依舊，因為該路段的車流量不段增加。再者，署方所提供的交通數據統計方法未能反映實際情況，因為加路連山道，禮頓道，連道一帶的道路最多車的時間是星期一至五中午,放學時段和星期六下午，但是署方只是在星期一至五兩繁進行調查

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

1.興建公共交通交匯處，容納2-3條巴士線，因為現時銅鑼灣的巴士坑位只是剛好夠用，加上隨著新界西發展，加上新界西（如屯門）一直以來均要求署方開設往返銅鑼灣的巴士服務。再者，現時金紫荊廣場一帶的旅遊巴泊位不足，銅鑼灣有新增車坑可讓現時以灣仔北為總站的路線延長至銅鑼灣（如930,961)
2.要求這塊地新增旅遊巴泊位+卸貨區+15分鐘免費停車區，因為現時銅鑼灣一帶的短期停車位不足，加上禮頓道一帶的大廈不設卸貨區和上落客區，以致車輛在路邊停泊，阻

塞交通
3.為配合本人建議新增旅遊巴和校巴泊位，要求聖保祿學校校巴泊入在加路連山道用地中的旅遊巴泊位等學童，並採用即上即落即走模式在校門前上落客
4.有關小巴搬站問題，本人認為不一定要小巴30,21m,14m搬進該站，建議把其他接駁鐵路功能低的路線停該站，如28,36x
5.因應本人建議在這塊地新增15分鐘免費停車區，本人要求軒尼詩道東行電業城門外星期一至六1000-2000禁停車,伊榮街近富豪酒店和禮頓道東行雲翠大廈每日0700-2100禁停車，因為現時軒尼詩道東行電業城門外有大量巴士線埋站，而停泊在這裏的車輛阻礙巴士埋站以致巴士需在二線埋站，引致交通擠塞問題出現。伊榮街和雲翠大廈方面，停在該處的車輛使該處的行車面積收窄，以致塞車問題出現。
6.大幅降低商業發展規模，刪除零售樓面和辦公室，減少對交通的影響。

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-625

參考編號
Reference Number: 190724-221645-49423

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 22:16:45

「申述人」全名
Full Name of "Representer": 女士 Ms. Tai Fai Kee

「獲授權代理人」全名
Full Name of "Authorized Agent" : 謝偉俊

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 Subject Matters	性質 Nature	理由 Reason
S/H7/20	反對 Oppose	Do not match with the neighbourhood

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

- Decrease overall plot ratio by 30% minimum to reduce traffic impact.
- 將總體地積比率下調最少30%以減少對交通的影響。
- Propose one commercial building instead of two to free up open space for public.
- 建議只建一棟商業大廈而不是兩棟, 以釋放地上空間予公眾。
- Minimize occupancy of ground space by relocating transport facilities to underground: drop of f/pick up point, loading/ unloading zone, public transport interchange.
- 遷移部份交通設施去地底以減少佔用地面空間，例如上落客區，上落貨區，公眾運輸交滙處等。

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-626

參考編號
Reference Number: 190724-201341-09973

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 20:13:41

「申述人」全名
Full Name of "Representer": 先生 Mr. Ting Lup Wong

「獲授權代理人」全名
Full Name of "Authorized Agent" :

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
Plan No. S/H7/20	反對 Oppose	The data and information collected by the Government Departments to support the proposed plan have been collected and collated on a selective and biased basis with a view to ensuring its approval by the Town Planning Board with little or no objection from the misled public. Consequently, this is an ill conceived and drafted plan which does not take into account the real and actual needs of the immediate area involved as well as its surrounding areas. The proposed development plan will not only severely adversely impact on the surrounding area's (as far as Jardine's Lookout, North Point, Wanchai, and Happy Valley) vehicular and pedestrian transport, commercial, residents livelihood, but is totally against the cardinal principal of town planning of optimum and proper use of previous public land in HK for the benefits of most of the HK public - the ultimate owners of the land. The plan as it is proposed now will only benefit the HK oligarchic property development magnates who have already controlled almost most of Hk's land and social and economic development. It is high time that HKSARG

		plans for the HK people, rather than for t he furtherance of the interests of the HK oligarchic property development magnat es. Further supplements will be supplied as and when necessary.

對草圖的建議修訂(如有的話)

Proposed Amendments to Draft Plan(if any):

The site should be fully 100% devoted for use by and benefits for the maximum number of HK citizens through designating it as a 'Government, Institution and Community ("GIC"') with badly needed facilities in the area such as clinics, kindergartens, nurseries, elderly centres, public open spaces, pedestrian passage and vehicular access, e.g. walkways, footbridges and rights of way o nly. The area should mostly be developed into an open space covered with greenery including th e preserving of the centuries old Bayan and other rare and precious species of threes that have li ved and grown in the site for hundred of years.

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-627

參考編號
Reference Number: 190724-172709-14480

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 17:27:09

「申述人」全名
Full Name of "Representer": 先生 Mr. Yu Tak Wai

「獲授權代理人」全名
Full Name of "Authorized Agent" : 謝偉俊

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
政府原對加老連山道用地劃意	反對 Oppose	只會令到交通非常擁擠。

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

據了解，該業主非常支持「跑灣區關注組修訂規劃」修正方案。

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-628

參考編號
Reference Number: 190724-224826-04995

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 22:48:26

「申述人」全名
Full Name of "Representer": 先生 Mr. Wong Tai Sang

「獲授權代理人」全名
Full Name of "Authorized Agent" : Hung Ho Ching

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 Subject Matters	性質 Nature	理由 Reason
S/H7/20 Item A & Item B	反對 Oppose	Undesirable design and disposition of buildings

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

- Decrease overall plot ratio by 30% minimum to reduce traffic impact.
- 將總體地積比率下調最少30%以減少對交通的影響。
- Propose one commercial building instead of two to free up open space for public.
- 建議只建一棟商業大廈而不是兩棟, 以釋放地上空間予公眾。
- Minimize occupancy of ground space by relocating transport facilities to underground: drop off/pick up point, loading/ unloading zone, public transport interchange.
- 遷移部份交通設施去地底以減少佔用地面空間，例如上落客區，上落貨區，公眾運輸交滙處等。

tpbpd

TPB/R/S/H7/20-629

寄件者: [redacted]
寄件日期: 14日06月2019年星期五 18:35
收件者: tpbpd@pland.gov.hk
主旨: 黃泥涌分區計劃大綱核准圖編號 S/H7/19 反對陳述

黃泥涌分區計劃大綱核准圖編號 S/H7/19

敬啟者：
本人. 陳蔓蕾 ， 持香港居民身分證[redacted]現強烈反對加路連山道用地改劃作商業發展用途及區域法院綜合大樓計劃作出反對，理由如下：

一、在銅鑼灣已有多幢新的商業大廈即將落成，而現有的商業大廈，例如利苑最新的期數，均未顯示飽和跡象。因此本人並不覺得銅鑼灣急需商業用地。其實港九新界各地均有規劃商業用地，為何所有的商業需要都要放在銅鑼灣區？

二、而反對的主要原因是禮頓道交通擠塞，居民以長期飽受塞車困擾，如果把加路連山道用地規劃成商業用地、商場及公眾停車場，所帶來之交通負荷將百上加斤。禮頓道只是一條狹窄的道路，最初的設計並未計及繁重的交通。城規會的提議在加路連山道口設立一個迴旋處，這設計並不會舒緩交通擠塞。

迴旋處一向的作用只是提供較彈性的使用道路方法，並不能解決車輛擠塞的問題。迴旋處在香港各地均有使用，但對於交通擠塞的改善其實作用不大。例如，青衣北橋連接荃灣部份最初也是一個迴旋處，結果長年塞車。最後，是需要把每一個目標地點有一條公路直往該處，即有一條路直通往屯門、荃灣、葵涌及九龍，才能疏導該區的交通問題。

另外一個例子便是九龍塘，該處到處有迴旋處，的確能提供一個彈性的路面使用途徑。但是，每當上下課的時間，九龍塘學校區不是水洩不通嗎？

試問一個狹窄的加路連山道路口，如何可以做到青衣北橋般有數條幹線往各地？加上加路連山道道路狹窄，所能設置的迴旋處亦遠低於標準迴旋處應有的路面闊度及容許長車轉彎的長度。而且的流量亦遠比九龍塘的內街為高。（我們這區也有大量學校和大型屋苑混集，並不是九龍塘般有大量低密度住宅）

議員曾經提及過，如果有長車，其實根本不能通過這狹窄而彎的迴旋處。迴旋處的另外一個弊病是如交通意外便會癱瘓整迴旋處及其有關的道路。

因此，政府須在交通擠塞方面提出更有效的道路設計，在此之前絕不能輕率批出商業用地。

1

三、在商業用地的設計中，提及有四線車路把加路連山道到東及加路連山道西連接起，聲稱借此便能解決交通擠塞的問題。本人有以下回應：由於所有車輛最後都是回歸到主要道路，即禮頓道，無論加路連山道東西之間道路如何寬闊，也不能解決車輛最後進入禮頓道之問題。

四、據稱政府所謂評估實際交通流量的情況，原來只有一天的數據。究竟是那一天的數據？要知道一年365日，如果在暑假、長假期前後、學校假期跟正常日子有很大分別；如果天氣晴朗、和落雨日子亦有天淵之別。而且，數據收集時間是大家上班上學的繁忙時間嗎？如果不是量度繁忙時間交通流量，怎能夠知悉真正情況？試問單憑一天的數據又如何有足夠資料評估禮頓道的車輛流量呢？難道要居民每天都遲1小時上班遲1小時回家嗎？其實每天上班時間，整條連道已完全排滿車輛，倒塞上樂活道，甚至倒塞回各屋苑的私家路中，已至連停車場閘口也未能出到。在塞車的日子，由家中停車場出發，經過樂活道、連道、到達禮頓道需時15分鐘甚至更長。

五、請問政府曾計算交通流量時，有沒有預計緊急情況？例如消防車如何在擠滿汽車道路上通過？東華東院是一間小醫院，但是如有病人情況轉差，急需轉往較大的醫院，單憑這條狹小的道路如何令救護車順利穿過？政府有沒有考慮病人的健康問題？

六、再者、我們居住於銅鑼灣灣仔一帶，絕大部份社區用地均已是商業用地，社區設施貧乏，對我們居民有欠公道。建議商業用地地積比率應降低，增加更多社區區設施在內，取消公眾停車場或改為月租停車場。

懇請政府各部門考慮當區居民的利益，先想出解決方案，和社區討論並達成共識，重新規劃該幅土地。

敬啟者

此致

城規會主席

Sent from my iPhone

tpbpd

TPB/R/S/H7/20-630

寄件者: [redacted]
寄件日期: 16日06月2019年星期日 19:06
收件者: tpbpd@pland.gov.hk
主旨: 黃泥涌分區計劃大綱核准圖編號 S/H7/19

黃泥涌分區計劃大綱核准圖編號 S/H7/19

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敬啟者

此致

城規會主席

Sent from my iPhone

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-631

參考編號
Reference Number: 190724-222842-71429

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 22:28:42

「申述人」全名
Full Name of "Representer": 女士 Ms. Wong Ying Esther

「獲授權代理人」全名
Full Name of "Authorized Agent" : Hung Ho Ching

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 Subject Matters	性質 Nature	理由 Reason
S/H7/20 Item A & Item B	反對 Oppose	paralyze the traffic in the district

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

- Lack of survey data on pedestrian routings eg. to/from nearby MTR entrances.
- 沒有行人人流分析數據，例如往返港鐵站的人流。
- Lack of traffic queue analysis of Leighton Road and Broadwood Road.
- 沒有禮頓道及樂活道的車龍分析。
- Redevelopment Works of the site shall paralyze traffic of Causeway Bay.
- 重建工程將癱瘓銅鑼灣的交通。

tpbpd

寄件者: [redacted]

TPB/R/S/H7/20-632

寄件日期: 29日08月2019年星期四 18:05
收件者: tpbpd@pland.gov.hk
主旨: RE: 關於加路連山規劃方案意見

謝卓恩女士,
上次本人在電郵中提及提交的申述/意見所相關的規劃申請個案/草圖編號是 S/H7/20

本人姓名：楊家敏 Yeung Ka Man
HKID: [redacted]

謝謝

Sent from Yahoo Mail on Android

On Thu, 29 Aug 2019 at 18:00, tpbpd <tpbpd@pland.gov.hk> wrote:

先生/女士:

城市規劃委員會(城規會)收到你 2019 年 7 月 15 日的電郵。

由於電郵中沒有提及提交的申述/意見所相關的規劃申請個案/草圖編號，因此請你於 2019 年 8 月 30 或之前補充上述資料，以便城規會作出跟進。

此外，任何提交的申述、對申述的意見及進一步申述應符合城規會規劃指引編號 29B 的規定，特別是申述人、提意見人及進一步申述人如沒有根據規劃指引的規定提供全名及香港身份證／護照號碼的首四個字母數字字符，則有關申述、對申述的意見及進一步申述會視為不曾作出。

如有任何疑問，請致電 2231 4323 與本人聯絡。

城市規劃委員會秘書處

(謝卓恩女士)

From: [redacted]
Sent: Monday, July 15, 2019 10:35 PM

To: tpbpd@pland.gov.hk
Subject: 關於加路連山規劃方案意見

致城規會有關人士，

本人想反映有關加路連山規劃的意見。

由於禮頓道來回方向路面， 以及樂活道經由連道的上落路面並沒有擴闊或增加行車線的可能性，大量增加加路連山規劃用地的商業或政府樓宇而相繼產生的行車及路人流量，將對於高士威道轉入禮頓道, 禮頓道轉出邊寧頓街， 以及近紀利華木球會對出的禮頓道，以至附近的皇后大道東及連道都會造成極大的擠塞。

由於本人在連道居住，所以對於附近交通都有留意。在平日下午 4 時許並未到真正放工的時段，或星期六下午 1 時左右， 本人曾經多次從金鐘經皇后大道東坐巴士到保良局附近下車， 都要花上大概 45 至 50 分鐘， 主因是由於時有大量私家車或的士，會經由禮頓道轉入時代廣場泊車或接客， 以致在附近需要埋站的巴士大排長龍，再加上其他車輛便塞上加塞。早上亦言，尤其在高士威道轉入禮頓道，常因聖保祿學校外的校巴及私家車上落，而引致巴士及其他交通工具未能暢通地由高士威道轉入禮頓道。 另外，大概在平日下午六點左右的時分，從樂活道經由連道再出禮頓道的車輛亦都會出現長龍， 原因是禮頓道去時代廣場及香港仔隧道方向只有一至兩條行車線， 令到交通難以疏導。

綜合以上情況，本人並不同意附近的道路是可以容納額外的車輛流量。莫講將要興建四棟高過 100 多米的大廈， 運輸交匯處就算是在地底興建，進出時根本亦會對於路面有影響。 停車場的興建雖然有助舒緩附缺乏停車位的問題， 但當車輛排隊進出停車場時，亦很難避免有如時代廣場停車場外大排車龍的場面。 屆時"雙管齊下" ，即時代廣場及保良局對出的禮頓道的雙向的車龍，會產生極大的交通擠塞問題，難以負荷。

本人認為興建一棟有特別設計的低密度商業樓宇（例如設有室外或頂層空中花園），大概十數層高， 以及兩座同樣十數層高度的區域法院，加上撥出不少於 3 分 1 的土地用作戶外地方/公園/運動空間，而放棄運輸交匯處及停車場，才乎合周邊道路及居民需要，又能提升整體環境空間。

如有需要，可於本人聯絡。

電話號碼：[redacted]

地址：[redacted]

楊家敏小姐上

TPB/R/S/H7/20-633

23 July 2019
Fan Lai
[redacted]

The Secretary,
Town Planning Board,
15 Floor,
North Point Government Offices,
333 Java Road,
North Point.

Dear Sirs,

Representation on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

There needs to be a good pedestrian crossing above or below Leighton Road from the site to Causeway Bay (and the MTR Station) otherwise there will be a lot of pedestrian crossing issues.

The site should not just be another normal Hong Kong Street block, which is what the plan looks like now. There needs to be innovative design to provide an environmentally, socially and economically sustainable development on the site. It is such a large, unique and important site on Hong Kong Island and it needs to be redeveloped in a way that adds to the community.

The public open space should be designed so that it is as large as possible and can be used by the public.

Yours Sincerely,

Fan Lai

22 JUL 2019
Town Planning Board

Form No. S6 表格第 S6 號

For Official Use Only 請勿填寫此欄	Reference No. 檔案編號	
	Date Received 收到日期	RECEIVED 23 JUL 2019 Town Planning Board

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

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

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

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

Full Name 姓名 / 名稱 (Mr. /Ms./Company/Organisation* 先生/女士/公司/機構*)

Lai Yun Fan

(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided)
(注意: 若個人提交，須填上與香港身份證／護照所載的全名)

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

Full Name 姓名 / 名稱 (Mr./ Ms./Company/Organisation* 先生/女士/公司/機構*)

(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided)
(注意: 若個人提交，須填上與香港身份證／護照所載的全名)

3. Details of the Representation 申述詳情

Draft plan to which the representation relates (please specify the name and number of the draft plan) 與申述相關的草圖 (請註明草圖名稱及編號)	Wong Nai Chung OZP No. S/H7/19

* Delete as appropriate 請刪去不適用者
Please fill in "NA" for not applicable item 請在不適用的項目填寫「 不適用 」

519 = 43

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

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

Subject matters 有關事項@	Are you supporting or opposing the subject matter? 你支持還是反對有關事項?	Reasons 理由
	☐ support 支持 ☐ oppose 反對	Please see proposed amendments below.
	☐ support 支持 ☐ oppose 反對	
	☐ support 支持 ☐ oppose 反對	

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

There needs to be a good pedestrian crossing above or below Leighton Road from the site to Causeway Bay (and the MTR Station) otherwise there will be a lot of pedestrian crossing issues.

The site should not just be another normal Hong Kong Street block, which is what the plan looks like now. There needs to be innovative design to provide an environmentally, socially and economically sustainable development on the site. It is such a large, unique and important site on Hong Kong Island and it needs to be redeveloped in a way that adds to the community.

The public open space should be designed so that it is as large as possible and can be used by the public.

If supporting documents (e.g. colour and/or large size plans, planning studies and technical assessments) is included in the representations, 90 copies (or 40 hard copies and 50 soft copies) of such information shall be provided.
若申述附有支持其論點的補充資料(例如彩色及／或大尺寸的圖則、規劃研究及技術評估)，則須提供 90 份複本(或 40 份印文本和 50 份電子複本)。

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

Please fill "NA" for not applicable item 請在不適用的項目填寫「 不適用 」

☑ at the appropriate box 請在適當的方格內加上 ☑ 號

tpbpd

寄件者: [redacted]

TPB/R/S/H7/20-634

寄件日期: 24日07月2019年星期三 14:57

收件者: tpbpd@pland.gov.hk

主旨: Suggestions on TRB Draft Plan for Wong Nai Chung District (S/H7/20)

Hi,

As a Happy Valley resident, I am writing to offer my suggestions on the TRB Draft Plan for Wong Nai Chung District (S/H7/20) posted on https://www.info.gov.hk/tpb/en/plan_making/draft_plan.html.

Since Causeway Bay is already highly developed and crowded, I hope the final plan will:

-Provide as much green/outdoor recreational space to the public as possible

-Preserve as many old and valuable trees as possible, especially the very big trees lining Leighton Road

-Include public service facilities, such as a public sports ground

-Design the traffic flow to minimize the traffic congestion on Leighton Road, Caroline Hill Road and Link Road

Thanks so much for your consideration.

Sincerely,

CHAN Ka Kong Edward

HKID: [redacted]

tpbpd

寄件者:	Clarisse Yeung <clarisseysy@gmail.com>	TPB/R/S/H7/20- C1 to C93
寄件日期:	27日09月2019年星期五 23:43	
收件者:	tpbpd	
主旨:	就《黃泥涌分區大綱草圖S/H7/20》的申述提出意見	
附件:	residents.pdf; wanchai.pdf; clarisse.pdf; arthur.pdf	

致　城規會秘書：

附上 105 份就《黃泥涌分區大綱草圖 S/H7/20》的申述提出的意見。謝謝。

楊雪盈議員辦事處
謹啟

二零一九年九月二十七日

13-117

TPB/R/S/H7/20-C1

楊雪盈議員辦事處 Office of Clarisse Yeung, District Councilor

香港銅鑼灣高士威道16-22號高威樓9樓F室
Unit F, 9/F, Causeway Tower, 16-22 Causeway Road, Causeway Bay, Hong Kong

5210 9120 clarisseysy@gmail.com 楊雪盈 Clarisse Yeung

致 城市規劃委員會：

就《黃泥涌分區大綱草圖S/H7/20》的申述提出意見

本人現就《黃泥涌分區大綱草圖S/H7/20》的申述提出以下意見：

1. 本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。

2. 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。

3. 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。

4. 本人反對於加山興建小巴總站取代蘭芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。

灣仔區議員
楊雪盈 謹啟

二零一九年九月二十七日

申述人姓名：楊雪盈
身份證號碼：[redacted]
電郵地址：clarisseysy@gmail.com

楊子雋 Arthur Yeung

灣仔起步 Kickstart Wan Chai

樂活社區專員 Community Organiser, Broadwood

☎ [redacted] 楊子雋 Arthur Yeung

致　城市規劃委員會：

就《黃泥涌分區大綱草圖S/H7/20》的申述提出意見

本人現就《黃泥涌分區大綱草圖S/H7/20》的申述提出以下意見：

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灣仔起步
樂活社區專員
楊子雋　謹啟

二零一九年九月二十七日

申述人姓名：楊子雋
身份證號碼：[redacted]
電郵地址：[redacted]

灣仔起步
Kickstart Wan Chai !

致　城市規劃委員會：

就《黃泥涌分區大綱草圖S/H7/20》的申述提出意見

本組織現就《黃泥涌分區大綱草圖S/H7/20》的申述提出以下意見：

1. 本組織反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。

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灣仔起步

二零一九年九月二十七日

申述團體：灣仔起步
申述人代表姓名：張倩盈
身份證號碼：[redacted]
電郵地址：[redacted]

		姓名	身份證號碼	電話	電郵	地址	就《黃泥涌分區大綱草圖S/H7/20》的申述提出意見
16	1	Tsang yiu keung			TPB/R/S/H7/20-C4	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將襲蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易運、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
17	2	ng yee fong			TPB/R/S/H7/20-C5	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將襲蝕附近寧靜的社區環境。 本人支持興建方便易運、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
18	3	ng yee fong	= C5	[redacted]	[redacted]	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將襲蝕附近寧靜的社區環境。 本人支持興建方便易運、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
19	4	Fung Ho San			TPB/R/S/H7/20-C6	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將襲蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易運、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
20	5	Chung siu ming			TPB/R/S/H7/20-C7	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將襲蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易運、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
21	6	Wong Yick Wan Judy			TPB/R/S/H7/20-C8	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將襲蝕附近寧靜的社區環境。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
22	7	Lau hak heung			TPB/R/S/H7/20-C9	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將襲蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
23	8	Wong lai sze			TPB/R/S/H7/20-C10	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將襲蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易運、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
24	9	Chan chi wai			TPB/R/S/H7/20-C11	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將襲蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易運、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
25	10	FONG TING NIKITA			TPB/R/S/H7/20-C12	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將襲蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
26	11	Chu Wan Kam			TPB/R/S/H7/20-C13	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將襲蝕附近寧靜的社區環境。 本人支持興建方便易運、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。
27	12	HONG HIU WING			TPB/R/S/H7/20-C14	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將襲蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易運、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
28	13	Cheung Siu Fun Sylvia			TPB/R/S/H7/20-C15	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將襲蝕附近寧靜的社區環境。 本人支持興建方便易運、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
29	14	Genevieve Yang			TPB/R/S/H7/20-C16	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將襲蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易運、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
30	15	Ng Law Bik Kwan Danny			TPB/R/S/H7/20-C17	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將襲蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易運、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
31	16	HOLLAND, Trevor Alan			TPB/R/S/H7/20-C18	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將襲蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易運、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
32	17	Lai Kam Cheung			TPB/R/S/H7/20-C19	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將襲蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易運、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。

[redacted]

34	19	lang ka lam alan	TPB/R/S/H7/20-C20	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
35	20	Li Chun Yin	TPB/R/S/H7/20-C21	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
36	21	Lai Kwan Wai	TPB/R/S/H7/20-C22	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
37	22	grayson cheung	TPB/R/S/H7/20-C23	本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
38	23	Wong Tsz wan	TPB/R/S/H7/20-C24	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
39	24	Cynthia Cheng	TPB/R/S/H7/20-C25	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
40	25	Tse Wing Han	TPB/R/S/H7/20-C26	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
41	26	TSE SUN LUNG ALAN	TPB/R/S/H7/20-C27	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
42	27	Lee Ching Lam Donna	TPB/R/S/H7/20-C28	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
43	28	Debbie Sin Yee Lai	TPB/R/S/H7/20-C29	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。

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45	30	林衍庶	TPB/R/S/H7/20-C30	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
46	31	Lam Pik kwan	TPB/R/S/H7/20-C31	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
47	32	Tse Wai Yue	TPB/R/S/H7/20-C32	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
48	33	MOK KA MAN	TPB/R/S/H7/20-C33	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
49	34	Leung Hau Hong	TPB/R/S/H7/20-C34	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。

50	35	Mok Ka Man	= C33				本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代蘭芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成麻煩不便。
51	36	CHU Ka Kin Kenneth	TPB/R/S/H7/20-C35				本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代蘭芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成麻煩不便。
52	37	Gigi Wong	TPB/R/S/H7/20-C36				本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代蘭芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成麻煩不便。
53	38	Lam Cheuk Tat	TPB/R/S/H7/20-C37				本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代蘭芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成麻煩不便。
54	39	Wan, Chun Yau	TPB/R/S/H7/20-C38				本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代蘭芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成麻煩不便。
55	40	Chan Wai Ying	TPB/R/S/H7/20-C39				本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代蘭芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成麻煩不便。
56	41	YIU Ho Wa	TPB/R/S/H7/20-C40				本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代蘭芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成麻煩不便。
57	42	NG YEUK NAM	TPB/R/S/H7/20-C41				本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代蘭芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成麻煩不便。
58	43	YIP HO LEUNG LAURENCE	TPB/R/S/H7/20-C42				本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代蘭芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成麻煩不便。
59	44	YIP HO LEUNG LAURENCE	= C42				本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代蘭芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成麻煩不便。
60	45	Yuen Yee Man Angie	TPB/R/S/H7/20-C43				本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代蘭芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成麻煩不便。
61	46	yuen po yu grace	TPB/R/S/H7/20-C44				本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代蘭芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成麻煩不便。
62	47	Lam Kwan Yee	TPB/R/S/H7/20-C45				本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代蘭芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成麻煩不便。
63	48	Kenny CHUN KUEN Ma	TPB/R/S/H7/20-C46				本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。
64	49	Fung Tsz Ying Karina	TPB/R/S/H7/20-C47				本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代蘭芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成麻煩不便。
65	50	Elizabeth Yuen Shan Lau	TPB/R/S/H7/20-C48				本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代蘭芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成麻煩不便。

66	51	Ho Sui Wa	TPB/R/S/H7/20-C49	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將襲蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
67	52	Tsoi Kin Wan	TPB/R/S/H7/20-C50	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將襲蝕附近寧靜的社區環境。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
68	53	KONG CHUN LAM LESLIE	TPB/R/S/H7/20-C51	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將襲蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
69	54	Fung Yuen Shan	TPB/R/S/H7/20-C52	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將襲蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
70	55	Chan Yee Lok	TPB/R/S/H7/20-C53	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將襲蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
[redacted]				
72	57	Leung WAi On	TPB/R/S/H7/20-C54	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將襲蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
73	58	Vivian Lau	TPB/R/S/H7/20-C55	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將襲蝕附近寧靜的社區環境。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
[redacted]				
75	60	翁振傑	TPB/R/S/H7/20-C56	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將襲蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
76	61	Bui Wai Mei	TPB/R/S/H7/20-C57	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將襲蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
77	62	Divya Vaze	TPB/R/S/H7/20-C58	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將襲蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
78	63	陳建榮	TPB/R/S/H7/20-C59	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將襲蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
[redacted]				
80	65	Ng K.L.	TPB/R/S/H7/20-C60	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將襲蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
81	66	Lo Yat Kai Stanley	TPB/R/S/H7/20-C61	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將襲蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。

82	67	Leung Su Wing Connie	TPB/R/S/H7/20-C62	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將嚴蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
[redacted]				
84	69	TANG Lai Mui Rosemarie	TPB/R/S/H7/20-C63	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將嚴蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
85	70	Wu Man Leung	TPB/R/S/H7/20-C64	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將嚴蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。
86	71	Chan yin wan	TPB/R/S/H7/20-C65	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將嚴蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
87	72	Chen Ka Pang	TPB/R/S/H7/20-C66	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將嚴蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
88	73	Benson Zhenghao Chen	TPB/R/S/H7/20-C67	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將嚴蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
89	74	Eric Zhengbin Chen	TPB/R/S/H7/20-C68	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將嚴蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
90	75	cheng wai yee	TPB/R/S/H7/20-C69	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將嚴蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
91	76	Lava can Eden bino	TPB/R/S/H7/20-C70	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將嚴蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
92	77	TANG MONG YING MONI	TPB/R/S/H7/20-C71	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將嚴蝕附近寧靜的社區環境。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
93	78	Paul Leslie Mallia	TPB/R/S/H7/20-C72	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將嚴蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
94	79	Kai Ming Po	TPB/R/S/H7/20-C73	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將嚴蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
95	80	Chan Wai wing helen	TPB/R/S/H7/20-C74	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將嚴蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
96	81	LAM YUN LEUNG	TPB/R/S/H7/20-C75	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將嚴蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
97	82	LAM KIT YING	TPB/R/S/H7/20-C76	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將嚴蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。

98	83	LAM KA KI	TPB/R/S/H7/20-C77	[redacted]	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
99	84	盧綺琪	TPB/R/S/H7/20-C78	[redacted]	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
100	85	Ma Chi Hang	TPB/R/S/H7/20-C79	[redacted]	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
101	86	Lam Wing Suet	TPB/R/S/H7/20-C80	[redacted]	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
[redacted]						
104	89	Ng Moon Tong	TPB/R/S/H7/20-C81	[redacted]	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
105	90	Kwok Oi Yin Maggie	TPB/R/S/H7/20-C82	[redacted]	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
106	91	Chan Yuk Ching Ellan	TPB/R/S/H7/20-C83	[redacted]	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
107	92	Chan Yuk Ching Ellan	C83	[redacted]	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
108	93	Pang Lo Mei	TPB/R/S/H7/20-C84	[redacted]	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
109	94	Hui Ming Chun Cindy	TPB/R/S/H7/20-C85	[redacted]	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
110	95	Yim Hong	TPB/R/S/H7/20-C86	[redacted]	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
111	96	Behrens Chee Sau Chun Bella	TPB/R/S/H7/20-C87	[redacted]	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
112	97	吳俊昌	TPB/R/S/H7/20-C88	[redacted]	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。

113	98	Connie Cheung	TPB/R/S/H7/20-C89		/	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
114	99	呂嘉慧子	TPB/R/S/H7/20-C90	[redacted]	/	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
115	100	Wong Pui Shan	TPB/R/S/H7/20-C91	[redacted]	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
116	101	Chan Ming Sing	TPB/R/S/H7/20-C92	[redacted]	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
117	102	Watt Ka Wah	TPB/R/S/H7/20-C93	[redacted]	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。

tpbpd

寄件者: [redacted]

寄件日期: 27日09月2019年星期五 0:14

TPB/R/S/H7/20-C94

收件者: tpbpd@pland.gov.hk

主旨: Caroline Hill Planning Concern Group comments on the Representations on OZP S/H7/20

附件: R6_hysan_comments.pdf; R35_Doctoral_comments.pdf

重要性: 高

Caroline Hill Planning Concern Group

27th September 2019

RE: Comments on the Representations on Outline Zoning Plan S/H7/20

Dear Secretary of the Town Planning Board,
We would like to make our comments in regard to the following Representations, on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19A) gazette in 24th May 2019.

1. Representation No. TBP/R/S/H7/20-6 (Representor: Hysan Development Projects Limited),
2. Representation No. TBP/R/S/H7/20-11 & 35 (Representor: Wan Chai District Councilor Ng Yuen-ting & Representor: Doctoral Exchange)

Please refer to the attached documents (R6_hysan_comments & R35_Doctoral_comments)for the details and reasons for our comments and/or objections to the above representation, for your kind consideration.

Yours Faithfully,

Caroline Hill Planning Concern Group

Representor: **Caroline Hill Planning Concern Group**

Full name of Representor's Representative: Hui Ming Chun Cindy

HKID No. of Representor's Representative: [redacted]

Email Address: [redacted]

Representation No. TPB/R/S/H7/20-6 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Representation No. R6	Descriptions	Reasons of our comments and/or objections to the representation
Item 1.3(a)	Objection to the Notes for the "C(2)" zone to stipulate the restriction on GFA and the requirements regarding the provision of GIC and a public open space.	• The government proposed development intensity of the CHR site is proposed with due regard to the carrying capacity of the local road network. The restriction on GFA had been drawn and stipulated in the Notes of the plan was based on the findings of the Traffic Review, which is supported by a Traffic Impact Assessment Report. • We would like to stress the importance of imposing restriction on GFA and other requirements on the OZP is not to hinder the long term future or "vision" of CHR site, but to ensure and safeguard the future development not to exacerbate the carrying capacity of the existing road network, environment, visual, density, as well as the overall context of the local district.
Item 5.1	The overwhelming impression given from the documentation related to the governments Conceptual Scheme is that it is designed on the basis of constraints on the site.	• CHR site is not a piece of virgin land sitting in the mid of nowhere. It has a strong relationship with surrounding neighborhoods, road networks and context. • The site itself has inherited a number of valuable characters, such as the OVTs, stone retaining walls together with the trees and the historical valued drainage pipes. All these should be preserved and form part of the constraints for any future development. • In order to ensure these special characters could be maintained and form part of the future development, constraints within the site as well as constraints from the adjacent neighborhood are unavoidable to form part of the requirements in the OZP.

Item 5.3	Proposed Government and Community Facilities	• We do not have adverse comment on the proposed additional community facilities. • However, as these additional facilities would likely to generate additional pedestrian and traffic flow, the community facilities as listed in Table 1(except District court) should be included in the total GFA of the Commercial Zone.
Item 6.3	The CHR site needs to be considered as a community focal point for the Wan Chai District.	• A community focal point means a local hub for a band of social, gathering, financial, office spaces, entertainment, retail, recreation, health centre, etc. With the aim of an integrated planning to draw people together and to enrich the lives of the local community and residents. • Ironically, Causeway Bay is already a community focal point for the Wan Chai district. Within this district, everywhere, every streets and every buildings are already a focal point. Every day, these landmarks attract millions of pedestrian and vehicles to cluster in this vibrant and lively district. • As a private developer, the above situation would of course bring in a huge revenue. However, we, as the local residents and community, **DO NOT NEED** another so-called **'community focal point'** in our neighborhood. This would only create another traffic loops and chaos, eventually extending the congestion zone beyond the boundary without limit, and in turn affect the environment and the health of the local residents.

Item 9.1 Item 9.1.1	Rezone the whole of the CHR site to CDA A comprehensive development to integrate the district court, commercial, the community uses and the open space.	• There are a number of merits to the CDA zoning, especially to facilitate a comprehensive layout and planning control over the development mix of commercial, community and the open space to form a coherence design, so as to enable easy accessibility and enjoyment by the public. • However, special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due to specific services provided therein, may cause unease and concern to the neighborhood. • For mutual security purposes, District Court require stand-alone sites and should preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location. • The Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We

		do not see there is a need to include the District Court and to rezone the whole of the CHR site to CDA.
Item 9.2.4	Submission of MLP under section 16 for the approval of TBP	• We have no objection in principle, but the following additional information should be included in the MLP submission: • To conduct a comprehensive and updated traffic impact assessment report, including at least one weekday and Saturday, and events at the Hong Kong Stadium and Happy Valley Racecourse, in order to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and to demonstrate the carrying capacity of the local road network could support the proposed development intensity of CHR site. • A master landscape plan indicating the concept of hard and soft landscaping and tree preservation and replanting proposals, including landscaping proposals for non-building areas/ setbacks. • Locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections. • Locations of vehicular ingress/egress points and parking, loading/ unloading facilities. • A market research to be conducted by a third party, indicating the forecast on the demand and supply of the floor area of Grade-A office and commercial properties in CWB.
Item 9.2.5	Changes to ES G/IC(2) Item 8.5.6	• As mentioned above, the district court require stand-alone sites and should preferably not be integrated closely with the adjacent non-sensitive community and commercial facilities. There is no need to change ES for G/IC(2) Item 8.5.6.

Appendix 1 Critique of AVA	Proposal for the Study Area	• We strongly object the disposition of the twin Commercial Towers and the District Courts being proposed in this study. • The proposal did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road southwest, Link Road and Broadwood Road. The tendency of clustering of the commercial and district court towers towards the quiet residential zone will inevitably create a wall effect, resulting blockage of sunlight, visual openness and affect the wind velocity to the immediate adjacent residential zone.
Item 9.2.6	Changes to ES G/IC(2) Item 8.5.6	• In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Broadwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line. This statement should be clearly stated in OZP and the ES in order to uphold the wellbeing of the local residents. • For the "C(2)" site, the community component will be provided by the commercial developer as part of the development. In order to ensure that the site is developed in a comprehensive manner, a layout plan with supporting technical information will be submitted for approval by the Board through a Section 16 application. Development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 100,000m2 of which not more than 10,000m2 shall be allocated to retail uses, with due consideration of the traffic capacity in the area. The community facilities will require a floor area of not less than 3,500m2 and will include a District Health Centre of about 1000m2, a Child Care Centre of about 572m2, a Community Hall of about 1,260m2, District Elderly Centre of about 572m2 and Study Rooms of about 200m2. A public transport facility for minibuses (underground), a public carpark (underground) of not less than 100 private car parking spaces and

		commercial vehicles parking spaces shall be provided. A minimum of 6,000m2 of open space shall also be provided and be open to the public. To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided at-grade in the southern portion facing Caroline Hill Road. A setback of not less than 40m in width from the southwestern site boundary immediate opposite Caroline Garden and Silverwood, shall be implemented, where no structure above ground level can be constructed beyond this setback line. The future developer will be required to submit a landscape plan under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved. Existing tress found within the site and tress situating on and/or abutting the stone retaining walls shall also be preserved as far as possible. The future developer shall undertake a quantitative AVA at the detailed design stage to identify the optimal location for the proposed building(s) and provision of adequate air ventilation to the site and surround areas. Podium-free design is also encourage with a view to maximizing the opportunities for at-grade greening, tree preservation and enhancement of air ventilation at pedestrian level. Besides, the future developer shall include locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections.

Conclusion

Hysan has a long history in Causeway Bay. The construction of iconic skyscrapers, large shopping malls and office buildings along Lee Garden Road, Hysan Ave, Yun Ping Road and the overall district indeed attracts many tourists, shoppers, office workers, and provide many commercial activities and opportunities to the neighborhood. However, this in turn create many problems such as traffic, environment, pollution and high density to the area. We are deeply regret that these problems have never been addressed and resolved, but yet new problems are emerging. With the recent opening of the Lee Garden Three, the traffic situation is further worsened by the queuing up of vehicles into the carpark, which often taking up a whole traffic lane during weekends and public holidays. And at the same time, the other traffic lane is always being occupied by illegal parking. The consequence is backlog and tailing back of traffic to Hysan Ave, Leighton Road and Yun Ping Road, and subsequent to the whole district.

We are disappointed on Hysan's proposal of its lacking any insight or sincerity to solve the foreseeable traffic problems that would be generated for such a large scale redevelopment, but instead switching the public attention to implement a new important community focal point with the commercial development.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Moreover, the integrity of the quiet residential neighborhood should not be undermined. The massive building blocks immediate fronting the residential zone along Caroline Hill Road South and Link Road will tremendously reduce the sunlight penetration to the residential units and adversely affect the visual amenity as well as air ventilation of the residents. In this regard, any future planning and developments should give due weight to the livability of the local residents. A substantial setbacks of future developments should be implemented to the planning documents to ensure a livable environment to the neighborhood.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

Representation No. TPB/R/S/H7/20-11 & TPB/R/S/H7/20-35 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Below items proposed by the above Representations have drawn our special concern and we would like to raise our following comments and objections, for the Town Planning Board further consideration:

Items proposed by the Representation No. R11 & R35:

1. The subject Site should be redeveloped under one parcel of land instead of two segregated lots.
2. The subject Lot to be disposed as one entity in that the construction of the District Court would be entrusted to the developer who wins the bid.
3. Provisions of an urban green open space and open amphitheatre for the residents in the Wanchai District.
4. The design, disposition and height of the District Court.
5. Provision of one vehicular ingress and egress at the rear part of the site.
6. Alternative options of allocating commercial areas.

Our Comments and or/ Objections to the above items:

1. The idea of amalgamation of G/IC site with commercial site to form a single development in order to facilitate development mix of commercial, community and the open space to form a coherence design is applicable to many other site, but not at CHR site. The reason for this is the presence of a District Court.

    - Special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due

to specific services provided therein, may cause unease and concern to the neighborhood.

- For mutual security purposes, District Court require stand-alone sites and should
  preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location.
- Since the Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We do not see there is a need to integrate the District Court and to rezone the whole of the CHR site to one single lot.

2. To entrust a private developer to design and construct a Government facility of highly sensitive nature and with strict surveillance is not practical and vulnerable. Given the fact that the Government will be the end user, the District Court and the other development should be implemented separately by different agents.

3. We welcomed the provision of more green open space in CHR site. However, we are of great concern as our city has poor track record of ensuring these privately owned open spaces are well managed and for the real enjoyment of the public.

   - The open space dedicated for public use is located on private land. The title of the land belongs to the private developer, who has the obligation to manage the open space. The lease and deed of dedication did not set out detailed design or management requirements, leaving private managers largely free to do whatever they wanted. The social concern over privately owned public spaces began in 2008, when Times Square was found to have forbidden people from sitting or lingering in its open space. In 2018, the High Court approved Time's Square's request to ban street performance at the ground floor piazza and open walkways. As this representation proposed to provide a 12,000m2 open space and plaza, we really doubt this large piece of privately managed open spaces will serve its true function for public enjoyment.
   - The situation is further complicated by the proposed of an amphitheatre, which take up a certain amount open space right in the middle of the site as shown in the proposed layout. An amphitheatre is an open-air venue designed for performances, promotion events, outdoor exhibitions, band concerts and other entertainment events. The activities carried out may generate abundant noise, create nuisance and obstruct pedestrians. Many of us can still recalled Canton-pop singer, Alan Tam's concert held at HK Stadium in 1994, drew hundreds of noise complaints from the neighborhood. As CHR site is located in

a close proximity to the quiet residential area, even a low level of noise or nuisance is very irritating to the residents. Therefore, it is not difficult to see the result is banning of the events and activities by the management. The amphitheatre will soon losing its function for social gathering and activities, but just a hard-paved open space. Therefore in terms of its nature, location, noise and nuisances that may cause, obstruction to the pedestrian and from management point of view, we strongly object the proposal to implement an amphitheatre.

4. The design and appearance of the District Court is inconsistent and incompatible with the surrounding context and land use character. The disposition of the block will create a huge wall effect despite the opening of a "hole" in the middle. The reflective glass effect of the huge curtain wall is disastrous to the environment. Together with the enormous height, this massive structure is awkward and detrimental to the overall context of the district. This super block would result in significant adverse environmental, visual and air ventilation impact which is totally unacceptable by the general public.

5. According to the layout, a new access road is proposed at the rear part of the site in a southeastern to northwestern direction to serve the whole development.

    - For such a large scale mixed development resulting in an additional over 600 parking spaces, including L/UL facilities, facilities for Correctional Services Department, minibus and taxi stops, the provision of only one number of one-way vehicular access from the southern part of Caroline Hill Road to the eastern part of Caroline Hill Road is not acceptable. It is foreseeable that large amount of traffic will be queuing into the development via a "back lane" from Caroline Hill Road south, and then discharge into a sub-standard road at Caroline Hill Road east, in which the road design obviously cannot cater for such a traffic column.
    - As the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. The extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road at the rear part of the site will only impose burden on the existing road network, and in turn creating more bottlenecks.
    - Furthermore, a drop-off area is proposed to be located at the junction of Caroline Hill Road and Link Road. It is one of the busiest junction serving the uphill vehicles and Caroline Hill Road. Queuing up of vehicles for dropping off

and picking up passengers will result in blockage of the traffic lane. The consequence is tailing back of traffic to Leighton Road.

6. We strongly opposed the combination of hotel uses to CHR site. As Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.
    - Four alternative options are detrimental to the adjacent context and neighborhood, in respect of their scale and disposition.
    - Hundreds of alternative approaches could be drawn. Therefore the basis for setting up the parameters is of the utmost importance. If one of the important basis is the TIA, we strongly urged the Government or the developers to conduct a comprehensive and updated TIA to justify the development schedule.

Conclusion

In terms of the scale, planning, layout, design, disposition, traffic, environmental impact, this proposal failed to deliver a scheme that can tailor with the overall context and the environment. We are deeply regret that the inherit traffic problem is yet to be resolved, but the new proposal not only cannot provide a good overall planning, it actually result in serious impacts on the livability of the local residents.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the Government or the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the

redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

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寄件日期: 27日09月2019年星期五 0:17
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主旨: Jardine's Lookout Concern Group comments on the Representations on OZP S/H7/20
附件: R6_hysan_comments.pdf; R35_Doctoral_comments.pdf

重要性: 高

TPB/R/S/H7/20-C95

Jardine's Lookout Concern Group

27th September 2019

RE: Comments on the Representations on Outline Zoning Plan S/H7/20

Dear Secretary of the Town Planning Board,
We would like to make our comments in regard to the following Representations, on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19A) gazette in 24th May 2019.

1. Representation No. TBP/R/S/H7/20-6 (Representor: Hysan Development Projects Limited),
2. Representation No. TBP/R/S/H7/20-11 & 35 (Representor: Wan Chai District Councilor Ng Yuen-ting & Representor: Doctoral Exchange)

Please refer to the attached documents (R6_hysan_comments & R35_Doctoral_comments)for the details and reasons for our comments and/or objections to the above representation, for your kind consideration.

Yours Faithfully,

Jardine's Lookout Concern Group

Representor: **Jardine's Lookout Concern Group**

Full name of Representor's Representative: Hui Ming Chun Cindy

HKID No. of Representor's Representative: [redacted]

Email Address: [redacted]

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Representation No. TPB/R/S/H7/20-6 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Representation No. R6	Descriptions	Reasons of our comments and/or objections to the representation
Item 1.3(a)	Objection to the Notes for the "C(2)" zone to stipulate the restriction on GFA and the requirements regarding the provision of GIC and a public open space.	• The government proposed development intensity of the CHR site is proposed with due regard to the carrying capacity of the local road network. The restriction on GFA had been drawn and stipulated in the Notes of the plan was based on the findings of the Traffic Review, which is supported by a Traffic Impact Assessment Report. • We would like to stress the importance of imposing restriction on GFA and other requirements on the OZP is not to hinder the long term future or "vision" of CHR site, but to ensure and safeguard the future development not to exacerbate the carrying capacity of the existing road network, environment, visual, density, as well as the overall context of the local district.
Item 5.1	The overwhelming impression given from the documentation related to the governments Conceptual Scheme is that it is designed on the basis of constraints on the site.	• CHR site is not a piece of virgin land sitting in the mid of nowhere. It has a strong relationship with surrounding neighborhoods, road networks and context. • The site itself has inherited a number of valuable characters, such as the OVTs, stone retaining walls together with the trees and the historical valued drainage pipes. All these should be preserved and form part of the constraints for any future development. • In order to ensure these special characters could be maintained and form part of the future development, constraints within the site as well as constraints from the adjacent neighborhood are unavoidable to form part of the requirements in the OZP.

Item 5.3	Proposed Government and Community Facilities	• We do not have adverse comment on the proposed additional community facilities. • However, as these additional facilities would likely to generate additional pedestrian and traffic flow, the community facilities as listed in Table 1(except District court) should be included in the total GFA of the Commercial Zone.
Item 6.3	The CHR site needs to be considered as a community focal point for the Wan Chai District.	• A community focal point means a local hub for a band of social, gathering, financial, office spaces, entertainment, retail, recreation, health centre, etc. With the aim of an integrated planning to draw people together and to enrich the lives of the local community and residents. • Ironically, Causeway Bay is already a community focal point for the Wan Chai district. Within this district, everywhere, every streets and every buildings are already a focal point. Every day, these landmarks attract millions of pedestrian and vehicles to cluster in this vibrant and lively district. • As a private developer, the above situation would of course bring in a huge revenue. However, we, as the local residents and community, **DO NOT NEED** another so-called '**community focal point**' in our neighborhood. This would only create another traffic loops and chaos, eventually extending the congestion zone beyond the boundary without limit, and in turn affect the environment and the health of the local residents.

Item 9.1 Item 9.1.1	Rezone the whole of the CHR site to CDA A comprehensive development to integrate the district court, commercial, the community uses and the open space.	• There are a number of merits to the CDA zoning, especially to facilitate a comprehensive layout and planning control over the development mix of commercial, community and the open space to form a coherence design, so as to enable easy accessibility and enjoyment by the public. • However, special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due to specific services provided therein, may cause unease and concern to the neighborhood. • For mutual security purposes, District Court require stand-alone sites and should preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location. • The Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We

		do not see there is a need to include the District Court and to rezone the whole of the CHR site to CDA.
Item 9.2.4	Submission of MLP under section 16 for the approval of TBP	• We have no objection in principle, but the following additional information should be included in the MLP submission: • To conduct a comprehensive and updated traffic impact assessment report, including at least one weekday and Saturday, and events at the Hong Kong Stadium and Happy Valley Racecourse, in order to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and to demonstrate the carrying capacity of the local road network could support the proposed development intensity of CHR site. • A master landscape plan indicating the concept of hard and soft landscaping and tree preservation and replanting proposals, including landscaping proposals for non-building areas/ setbacks. • Locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections. • Locations of vehicular ingress/egress points and parking, loading/ unloading facilities. • A market research to be conducted by a third party, indicating the forecast on the demand and supply of the floor area of Grade-A office and commercial properties in CWB.
Item 9.2.5	Changes to ES G/IC(2) Item 8.5.6	• As mentioned above, the district court require stand-alone sites and should preferably not be integrated closely with the adjacent non-sensitive community and commercial facilities. There is no need to change ES for G/IC(2) Item 8.5.6.

Appendix 1 Critique of AVA	Proposal for the Study Area	• We strongly object the disposition of the twin Commercial Towers and the District Courts being proposed in this study. • The proposal did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road southwest, Link Road and Broadwood Road. The tendency of clustering of the commercial and district court towers towards the quiet residential zone will inevitably create a wall effect, resulting blockage of sunlight, visual openness and affect the wind velocity to the immediate adjacent residential zone.
Item 9.2.6	Changes to ES G/IC(2) Item 8.5.6	• In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Broadwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line. This statement should be clearly stated in OZP and the ES in order to uphold the wellbeing of the local residents. • For the "C(2)" site, the community component will be provided by the commercial developer as part of the development. In order to ensure that the site is developed in a comprehensive manner, a layout plan with supporting technical information will be submitted for approval by the Board through a Section 16 application. Development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 100,000m2 of which not more than 10,000m2 shall be allocated to retail uses, with due consideration of the traffic capacity in the area. The community facilities will require a floor area of not less than 3,500m2 and will include a District Health Centre of about 1000m2, a Child Care Centre of about 572m2, a Community Hall of about 1,260m2, District Elderly Centre of about 572m2 and Study Rooms of about 200m2. A public transport facility for minibuses (underground), a public carpark (underground) of not less than 100 private car parking spaces and

		commercial vehicles parking spaces shall be provided. A minimum of 6,000m2 of open space shall also be provided and be open to the public. To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided at-grade in the southern portion facing Caroline Hill Road. A setback of not less than 40m in width from the southwestern site boundary immediate opposite Caroline Garden and Silverwood, shall be implemented, where no structure above ground level can be constructed beyond this setback line. The future developer will be required to submit a landscape plan under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved. Existing tress found within the site and tress situating on and/or abutting the stone retaining walls shall also be preserved as far as possible. The future developer shall undertake a quantitative AVA at the detailed design stage to identify the optimal location for the proposed building(s) and provision of adequate air ventilation to the site and surround areas. Podium-free design is also encourage with a view to maximizing the opportunities for at-grade greening, tree preservation and enhancement of air ventilation at pedestrian level. Besides, the future developer shall include locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections.

Conclusion

Hysan has a long history in Causeway Bay. The construction of iconic skyscrapers, large shopping malls and office buildings along Lee Garden Road, Hysan Ave, Yun Ping Road and the overall district indeed attracts many tourists, shoppers, office workers, and provide many commercial activities and opportunities to the neighborhood. However, this in turn create many problems such as traffic, environment, pollution and high density to the area. We are deeply regret that these problems have never been addressed and resolved, but yet new problems are emerging. With the recent opening of the Lee Garden Three, the traffic situation is further worsened by the queuing up of vehicles into the carpark, which often taking up a whole traffic lane during weekends and public holidays. And at the same time, the other traffic lane is always being occupied by illegal parking. The consequence is backlog and tailing back of traffic to Hysan Ave, Leighton Road and Yun Ping Road, and subsequent to the whole district.

We are disappointed on Hysan's proposal of its lacking any insight or sincerity to solve the foreseeable traffic problems that would be generated for such a large scale redevelopment, but instead switching the public attention to implement a new important community focal point with the commercial development.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Moreover, the integrity of the quiet residential neighborhood should not be undermined. The massive building blocks immediate fronting the residential zone along Caroline Hill Road South and Link Road will tremendously reduce the sunlight penetration to the residential units and adversely affect the visual amenity as well as air ventilation of the residents. In this regard, any future planning and developments should give due weight to the livability of the local residents. A substantial setbacks of future developments should be implemented to the planning documents to ensure a livable environment to the neighborhood.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

Representation No. TPB/R/S/H7/20-11 & TPB/R/S/H7/20-35 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Below items proposed by the above Representations have drawn our special concern and we would like to raise our following comments and objections, for the Town Planning Board further consideration:

Items proposed by the Representation No. R11 & R35:

1. The subject Site should be redeveloped under one parcel of land instead of two segregated lots.
2. The subject Lot to be disposed as one entity in that the construction of the District Court would be entrusted to the developer who wins the bid.
3. Provisions of an urban green open space and open amphitheatre for the residents in the Wanchai District.
4. The design, disposition and height of the District Court.
5. Provision of one vehicular ingress and egress at the rear part of the site.
6. Alternative options of allocating commercial areas.

Our Comments and or/ Objections to the above items:

1. The idea of amalgamation of G/IC site with commercial site to form a single development in order to facilitate development mix of commercial, community and the open space to form a coherence design is applicable to many other site, but not at CHR site. The reason for this is the presence of a District Court.

    - Special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due

to specific services provided therein, may cause unease and concern to the neighborhood.

- For mutual security purposes, District Court require stand-alone sites and should
  preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location.
- Since the Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We do not see there is a need to integrate the District Court and to rezone the whole of the CHR site to one single lot.

2. To entrust a private developer to design and construct a Government facility of highly sensitive nature and with strict surveillance is not practical and vulnerable. Given the fact that the Government will be the end user, the District Court and the other development should be implemented separately by different agents.

3. We welcomed the provision of more green open space in CHR site. However, we are of great concern as our city has poor track record of ensuring these privately owned open spaces are well managed and for the real enjoyment of the public.

   - The open space dedicated for public use is located on private land. The title of the land belongs to the private developer, who has the obligation to manage the open space. The lease and deed of dedication did not set out detailed design or management requirements, leaving private managers largely free to do whatever they wanted. The social concern over privately owned public spaces began in 2008, when Times Square was found to have forbidden people from sitting or lingering in its open space. In 2018, the High Court approved Time's Square's request to ban street performance at the ground floor piazza and open walkways. As this representation proposed to provide a 12,000m2 open space and plaza, we really doubt this large piece of privately managed open spaces will serve its true function for public enjoyment.
   - The situation is further complicated by the proposed of an amphitheatre, which take up a certain amount open space right in the middle of the site as shown in the proposed layout. An amphitheatre is an open-air venue designed for performances, promotion events, outdoor exhibitions, band concerts and other entertainment events. The activities carried out may generate abundant noise, create nuisance and obstruct pedestrians. Many of us can still recalled Canton-pop singer, Alan Tam's concert held at HK Stadium in 1994, drew hundreds of noise complaints from the neighborhood. As CHR site is located in

a close proximity to the quiet residential area, even a low level of noise or nuisance is very irritating to the residents. Therefore, it is not difficult to see the result is banning of the events and activities by the management. The amphitheatre will soon losing its function for social gathering and activities, but just a hard-paved open space. Therefore in terms of its nature, location, noise and nuisances that may cause, obstruction to the pedestrian and from management point of view, we strongly object the proposal to implement an amphitheatre.

4. The design and appearance of the District Court is inconsistent and incompatible with the surrounding context and land use character. The disposition of the block will create a huge wall effect despite the opening of a "hole" in the middle. The reflective glass effect of the huge curtain wall is disastrous to the environment. Together with the enormous height, this massive structure is awkward and detrimental to the overall context of the district. This super block would result in significant adverse environmental, visual and air ventilation impact which is totally unacceptable by the general public.

5. According to the layout, a new access road is proposed at the rear part of the site in a southeastern to northwestern direction to serve the whole development.

   - For such a large scale mixed development resulting in an additional over 600 parking spaces, including L/UL facilities, facilities for Correctional Services Department, minibus and taxi stops, the provision of only one number of one-way vehicular access from the southern part of Caroline Hill Road to the eastern part of Caroline Hill Road is not acceptable. It is foreseeable that large amount of traffic will be queuing into the development via a "back lane" from Caroline Hill Road south, and then discharge into a sub-standard road at Caroline Hill Road east, in which the road design obviously cannot cater for such a traffic column.
   - As the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. The extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road at the rear part of the site will only impose burden on the existing road network, and in turn creating more bottlenecks.
   - Furthermore, a drop-off area is proposed to be located at the junction of Caroline Hill Road and Link Road. It is one of the busiest junction serving the uphill vehicles and Caroline Hill Road. Queuing up of vehicles for dropping off

and picking up passengers will result in blockage of the traffic lane. The consequence is tailing back of traffic to Leighton Road.

6. We strongly opposed the combination of hotel uses to CHR site. As Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.
    - Four alternative options are detrimental to the adjacent context and neighborhood, in respect of their scale and disposition.
    - Hundreds of alternative approaches could be drawn. Therefore the basis for setting up the parameters is of the utmost importance. If one of the important basis is the TIA, we strongly urged the Government or the developers to conduct a comprehensive and updated TIA to justify the development schedule.

Conclusion

In terms of the scale, planning, layout, design, disposition, traffic, environmental impact, this proposal failed to deliver a scheme that can tailor with the overall context and the environment. We are deeply regret that the inherit traffic problem is yet to be resolved, but the new proposal not only cannot provide a good overall planning, it actually result in serious impacts on the livability of the local residents.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the Government or the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the

redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

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主旨: The Owners Corporation Committee of Linden Height comments on the Representations on OZP S/H7/20
附件: R6_hysan_comments.pdf; R35_Doctoral_comments.pdf

重要性: 高

TPB/R/S/H7/20-C96

The Owners Corporation Committee of Linden Height

27th September 2019

RE: Comments on the Representations on Outline Zoning Plan S/H7/20

Dear Secretary of the Town Planning Board,
We would like to make our comments in regard to the following Representations, on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19A) gazette in 24th May 2019.

1. Representation No. TBP/R/S/H7/20-6 (Representor: Hysan Development Projects Limited),
2. Representation No. TBP/R/S/H7/20-11 & 35 (Representor: Wan Chai District Councilor Ng Yuen-ting & Representor: Doctoral Exchange)

Please refer to the attached documents (R6_hysan_comments & R35_Doctoral_comments)for the details and reasons for our comments and/or objections to the above representation, for your kind consideration.

Yours Faithfully,

The Owners Corporation Committee of Linden Height

Representor: **The Owners Corporation Committee of Linden Height**

Full name of Representor's Representative: Hui Ming Chun Cindy

HKID No. of Representor's Representative: [redacted]

Email Address: [redacted]

3

Representation No. TPB/R/S/H7/20-6 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Representation No. R6	Descriptions	Reasons of our comments and/or objections to the representation
Item 1.3(a)	Objection to the Notes for the "C(2)" zone to stipulate the restriction on GFA and the requirements regarding the provision of GIC and a public open space.	• The government proposed development intensity of the CHR site is proposed with due regard to the carrying capacity of the local road network. The restriction on GFA had been drawn and stipulated in the Notes of the plan was based on the findings of the Traffic Review, which is supported by a Traffic Impact Assessment Report. • We would like to stress the importance of imposing restriction on GFA and other requirements on the OZP is not to hinder the long term future or "vision" of CHR site, but to ensure and safeguard the future development not to exacerbate the carrying capacity of the existing road network, environment, visual, density, as well as the overall context of the local district.
Item 5.1	The overwhelming impression given from the documentation related to the governments Conceptual Scheme is that it is designed on the basis of constraints on the site.	• CHR site is not a piece of virgin land sitting in the mid of nowhere. It has a strong relationship with surrounding neighborhoods, road networks and context. • The site itself has inherited a number of valuable characters, such as the OVTs, stone retaining walls together with the trees and the historical valued drainage pipes. All these should be preserved and form part of the constraints for any future development. • In order to ensure these special characters could be maintained and form part of the future development, constraints within the site as well as constraints from the adjacent neighborhood are unavoidable to form part of the requirements in the OZP.

Item 5.3	Proposed Government and Community Facilities	• We do not have adverse comment on the proposed additional community facilities. • However, as these additional facilities would likely to generate additional pedestrian and traffic flow, the community facilities as listed in Table 1(except District court) should be included in the total GFA of the Commercial Zone.
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Item 9.1 Item 9.1.1	Rezone the whole of the CHR site to CDA A comprehensive development to integrate the district court, commercial, the community uses and the open space.	• There are a number of merits to the CDA zoning, especially to facilitate a comprehensive layout and planning control over the development mix of commercial, community and the open space to form a coherence design, so as to enable easy accessibility and enjoyment by the public. • However, special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due to specific services provided therein, may cause unease and concern to the neighborhood. • For mutual security purposes, District Court require stand-alone sites and should preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location. • The Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We

		do not see there is a need to include the District Court and to rezone the whole of the CHR site to CDA.
Item 9.2.4	Submission of MLP under section 16 for the approval of TBP	• We have no objection in principle, but the following additional information should be included in the MLP submission: • To conduct a comprehensive and updated traffic impact assessment report, including at least one weekday and Saturday, and events at the Hong Kong Stadium and Happy Valley Racecourse, in order to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and to demonstrate the carrying capacity of the local road network could support the proposed development intensity of CHR site. • A master landscape plan indicating the concept of hard and soft landscaping and tree preservation and replanting proposals, including landscaping proposals for non-building areas/ setbacks. • Locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections. • Locations of vehicular ingress/egress points and parking, loading/ unloading facilities. • A market research to be conducted by a third party, indicating the forecast on the demand and supply of the floor area of Grade-A office and commercial properties in CWB.
Item 9.2.5	Changes to ES G/IC(2) Item 8.5.6	• As mentioned above, the district court require stand-alone sites and should preferably not be integrated closely with the adjacent non-sensitive community and commercial facilities. There is no need to change ES for G/IC(2) Item 8.5.6.

Appendix 1 Critique of AVA	Proposal for the Study Area	• We strongly object the disposition of the twin Commercial Towers and the District Courts being proposed in this study. • The proposal did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road southwest, Link Road and Broadwood Road. The tendency of clustering of the commercial and district court towers towards the quiet residential zone will inevitably create a wall effect, resulting blockage of sunlight, visual openness and affect the wind velocity to the immediate adjacent residential zone.
Item 9.2.6	Changes to ES G/IC(2) Item 8.5.6	• In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Broadwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line. This statement should be clearly stated in OZP and the ES in order to uphold the wellbeing of the local residents. • For the "C(2)" site, the community component will be provided by the commercial developer as part of the development. In order to ensure that the site is developed in a comprehensive manner, a layout plan with supporting technical information will be submitted for approval by the Board through a Section 16 application. Development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 100,000m2 of which not more than 10,000m2 shall be allocated to retail uses, with due consideration of the traffic capacity in the area. The community facilities will require a floor area of not less than 3,500m2 and will include a District Health Centre of about 1000m2, a Child Care Centre of about 572m2, a Community Hall of about 1,260m2, District Elderly Centre of about 572m2 and Study Rooms of about 200m2. A public transport facility for minibuses (underground), a public carpark (underground) of not less than 100 private car parking spaces and

		commercial vehicles parking spaces shall be provided. A minimum of 6,000m2 of open space shall also be provided and be open to the public. To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided at-grade in the southern portion facing Caroline Hill Road. A setback of not less than 40m in width from the southwestern site boundary immediate opposite Caroline Garden and Silverwood, shall be implemented, where no structure above ground level can be constructed beyond this setback line. The future developer will be required to submit a landscape plan under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved. Existing tress found within the site and tress situating on and/or abutting the stone retaining walls shall also be preserved as far as possible. The future developer shall undertake a quantitative AVA at the detailed design stage to identify the optimal location for the proposed building(s) and provision of adequate air ventilation to the site and surround areas. Podium-free design is also encourage with a view to maximizing the opportunities for at-grade greening, tree preservation and enhancement of air ventilation at pedestrian level. Besides, the future developer shall include locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections.

Conclusion

Hysan has a long history in Causeway Bay. The construction of iconic skyscrapers, large shopping malls and office buildings along Lee Garden Road, Hysan Ave, Yun Ping Road and the overall district indeed attracts many tourists, shoppers, office workers, and provide many commercial activities and opportunities to the neighborhood. However, this in turn create many problems such as traffic, environment, pollution and high density to the area. We are deeply regret that these problems have never been addressed and resolved, but yet new problems are emerging. With the recent opening of the Lee Garden Three, the traffic situation is further worsened by the queuing up of vehicles into the carpark, which often taking up a whole traffic lane during weekends and public holidays. And at the same time, the other traffic lane is always being occupied by illegal parking. The consequence is backlog and tailing back of traffic to Hysan Ave, Leighton Road and Yun Ping Road, and subsequent to the whole district.

We are disappointed on Hysan's proposal of its lacking any insight or sincerity to solve the foreseeable traffic problems that would be generated for such a large scale redevelopment, but instead switching the public attention to implement a new important community focal point with the commercial development.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Moreover, the integrity of the quiet residential neighborhood should not be undermined. The massive building blocks immediate fronting the residential zone along Caroline Hill Road South and Link Road will tremendously reduce the sunlight penetration to the residential units and adversely affect the visual amenity as well as air ventilation of the residents. In this regard, any future planning and developments should give due weight to the livability of the local residents. A substantial setbacks of future developments should be implemented to the planning documents to ensure a livable environment to the neighborhood.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

Representation No. TPB/R/S/H7/20-11 & TPB/R/S/H7/20-35 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Below items proposed by the above Representations have drawn our special concern and we would like to raise our following comments and objections, for the Town Planning Board further consideration:

Items proposed by the Representation No. R11 & R35:

1. The subject Site should be redeveloped under one parcel of land instead of two segregated lots.
2. The subject Lot to be disposed as one entity in that the construction of the District Court would be entrusted to the developer who wins the bid.
3. Provisions of an urban green open space and open amphitheatre for the residents in the Wanchai District.
4. The design, disposition and height of the District Court.
5. Provision of one vehicular ingress and egress at the rear part of the site.
6. Alternative options of allocating commercial areas.

Our Comments and or/ Objections to the above items:

1. The idea of amalgamation of G/IC site with commercial site to form a single development in order to facilitate development mix of commercial, community and the open space to form a coherence design is applicable to many other site, but not at CHR site. The reason for this is the presence of a District Court.

    - Special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due

to specific services provided therein, may cause unease and concern to the neighborhood.

- For mutual security purposes, District Court require stand-alone sites and should
  preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location.
- Since the Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We do not see there is a need to integrate the District Court and to rezone the whole of the CHR site to one single lot.

2. To entrust a private developer to design and construct a Government facility of highly sensitive nature and with strict surveillance is not practical and vulnerable. Given the fact that the Government will be the end user, the District Court and the other development should be implemented separately by different agents.

3. We welcomed the provision of more green open space in CHR site. However, we are of great concern as our city has poor track record of ensuring these privately owned open spaces are well managed and for the real enjoyment of the public.

   - The open space dedicated for public use is located on private land. The title of the land belongs to the private developer, who has the obligation to manage the open space. The lease and deed of dedication did not set out detailed design or management requirements, leaving private managers largely free to do whatever they wanted. The social concern over privately owned public spaces began in 2008, when Times Square was found to have forbidden people from sitting or lingering in its open space. In 2018, the High Court approved Time's Square's request to ban street performance at the ground floor piazza and open walkways. As this representation proposed to provide a 12,000m2 open space and plaza, we really doubt this large piece of privately managed open spaces will serve its true function for public enjoyment.
   - The situation is further complicated by the proposed of an amphitheatre, which take up a certain amount open space right in the middle of the site as shown in the proposed layout. An amphitheatre is an open-air venue designed for performances, promotion events, outdoor exhibitions, band concerts and other entertainment events. The activities carried out may generate abundant noise, create nuisance and obstruct pedestrians. Many of us can still recalled Canton-pop singer, Alan Tam's concert held at HK Stadium in 1994, drew hundreds of noise complaints from the neighborhood. As CHR site is located in

a close proximity to the quiet residential area, even a low level of noise or nuisance is very irritating to the residents. Therefore, it is not difficult to see the result is banning of the events and activities by the management. The amphitheatre will soon losing its function for social gathering and activities, but just a hard-paved open space. Therefore in terms of its nature, location, noise and nuisances that may cause, obstruction to the pedestrian and from management point of view, we strongly object the proposal to implement an amphitheatre.

4. The design and appearance of the District Court is inconsistent and incompatible with the surrounding context and land use character. The disposition of the block will create a huge wall effect despite the opening of a "hole" in the middle. The reflective glass effect of the huge curtain wall is disastrous to the environment. Together with the enormous height, this massive structure is awkward and detrimental to the overall context of the district. This super block would result in significant adverse environmental, visual and air ventilation impact which is totally unacceptable by the general public.

5. According to the layout, a new access road is proposed at the rear part of the site in a southeastern to northwestern direction to serve the whole development.

   - For such a large scale mixed development resulting in an additional over 600 parking spaces, including L/UL facilities, facilities for Correctional Services Department, minibus and taxi stops, the provision of only one number of one-way vehicular access from the southern part of Caroline Hill Road to the eastern part of Caroline Hill Road is not acceptable. It is foreseeable that large amount of traffic will be queuing into the development via a "back lane" from Caroline Hill Road south, and then discharge into a sub-standard road at Caroline Hill Road east, in which the road design obviously cannot cater for such a traffic column.
   - As the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. The extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road at the rear part of the site will only impose burden on the existing road network, and in turn creating more bottlenecks.
   - Furthermore, a drop-off area is proposed to be located at the junction of Caroline Hill Road and Link Road. It is one of the busiest junction serving the uphill vehicles and Caroline Hill Road. Queuing up of vehicles for dropping off

and picking up passengers will result in blockage of the traffic lane. The consequence is tailing back of traffic to Leighton Road.

6. We strongly opposed the combination of hotel uses to CHR site. As Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.
    - Four alternative options are detrimental to the adjacent context and neighborhood, in respect of their scale and disposition.
    - Hundreds of alternative approaches could be drawn. Therefore the basis for setting up the parameters is of the utmost importance. If one of the important basis is the TIA, we strongly urged the Government or the developers to conduct a comprehensive and updated TIA to justify the development schedule.

Conclusion

In terms of the scale, planning, layout, design, disposition, traffic, environmental impact, this proposal failed to deliver a scheme that can tailor with the overall context and the environment. We are deeply regret that the inherit traffic problem is yet to be resolved, but the new proposal not only cannot provide a good overall planning, it actually result in serious impacts on the livability of the local residents.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the Government or the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the

redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

tpbpd

寄件者: [redacted]

寄件日期: 27日09月2019年星期五 0:25

TPB/R/S/H7/20-C97

收件者: tpbpd@pland.gov.hk

主旨: The Owners Corporation Committee of Flora Garden comments on the Representations on OZP S/H7/20

附件: R6_hysan_comments.pdf; R35_Doctoral_comments.pdf

重要性: 高

The Owners Corporation Committee of Flora Garden

27th September 2019

RE: Comments on the Representations on Outline Zoning Plan S/H7/20

Dear Secretary of the Town Planning Board,
We would like to make our comments in regard to the following Representations, on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19A) gazette in 24th May 2019.

1. Representation No. TBP/R/S/H7/20-6 (Representor: Hysan Development Projects Limited),
2. Representation No. TBP/R/S/H7/20-11 & 35 (Representor: Wan Chai District Councilor Ng Yuen-ting & Representor: Doctoral Exchange)

Please refer to the attached documents (R6_hysan_comments & R35_Doctoral_comments)for the details and reasons for our comments and/or objections to the above representation, for your kind consideration.

Yours Faithfully,

The Owners Corporation Committee of Flora Garden

Representor: **The Owners Corporation Committee of Flora Garden**

Full name of Representor's Representative: Hui Ming Chun Cindy

HKID No. of Representor's Representative: [redacted]

Email Address: [redacted]

4

Representation No. TPB/R/S/H7/20-6 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Representation No. R6	Descriptions	Reasons of our comments and/or objections to the representation
Item 1.3(a)	Objection to the Notes for the "C(2)" zone to stipulate the restriction on GFA and the requirements regarding the provision of GIC and a public open space.	• The government proposed development intensity of the CHR site is proposed with due regard to the carrying capacity of the local road network. The restriction on GFA had been drawn and stipulated in the Notes of the plan was based on the findings of the Traffic Review, which is supported by a Traffic Impact Assessment Report. • We would like to stress the importance of imposing restriction on GFA and other requirements on the OZP is not to hinder the long term future or "vision" of CHR site, but to ensure and safeguard the future development not to exacerbate the carrying capacity of the existing road network, environment, visual, density, as well as the overall context of the local district.
Item 5.1	The overwhelming impression given from the documentation related to the governments Conceptual Scheme is that it is designed on the basis of constraints on the site.	• CHR site is not a piece of virgin land sitting in the mid of nowhere. It has a strong relationship with surrounding neighborhoods, road networks and context. • The site itself has inherited a number of valuable characters, such as the OVTs, stone retaining walls together with the trees and the historical valued drainage pipes. All these should be preserved and form part of the constraints for any future development. • In order to ensure these special characters could be maintained and form part of the future development, constraints within the site as well as constraints from the adjacent neighborhood are unavoidable to form part of the requirements in the OZP.

Item 5.3	Proposed Government and Community Facilities	• We do not have adverse comment on the proposed additional community facilities. • However, as these additional facilities would likely to generate additional pedestrian and traffic flow, the community facilities as listed in Table 1(except District court) should be included in the total GFA of the Commercial Zone.
Item 6.3	The CHR site needs to be considered as a community focal point for the Wan Chai District.	• A community focal point means a local hub for a band of social, gathering, financial, office spaces, entertainment, retail, recreation, health centre, etc. With the aim of an integrated planning to draw people together and to enrich the lives of the local community and residents. • Ironically, Causeway Bay is already a community focal point for the Wan Chai district. Within this district, everywhere, every streets and every buildings are already a focal point. Every day, these landmarks attract millions of pedestrian and vehicles to cluster in this vibrant and lively district. • As a private developer, the above situation would of course bring in a huge revenue. However, we, as the local residents and community, **DO NOT NEED** another so-called '**community focal point**' in our neighborhood. This would only create another traffic loops and chaos, eventually extending the congestion zone beyond the boundary without limit, and in turn affect the environment and the health of the local residents.

Item 9.1 Item 9.1.1	Rezone the whole of the CHR site to CDA A comprehensive development to integrate the district court, commercial, the community uses and the open space.	• There are a number of merits to the CDA zoning, especially to facilitate a comprehensive layout and planning control over the development mix of commercial, community and the open space to form a coherence design, so as to enable easy accessibility and enjoyment by the public. • However, special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due to specific services provided therein, may cause unease and concern to the neighborhood. • For mutual security purposes, District Court require stand-alone sites and should preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location. • The Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We

		do not see there is a need to include the District Court and to rezone the whole of the CHR site to CDA.
Item 9.2.4	Submission of MLP under section 16 for the approval of TBP	• We have no objection in principle, but the following additional information should be included in the MLP submission: • To conduct a comprehensive and updated traffic impact assessment report, including at least one weekday and Saturday, and events at the Hong Kong Stadium and Happy Valley Racecourse, in order to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and to demonstrate the carrying capacity of the local road network could support the proposed development intensity of CHR site. • A master landscape plan indicating the concept of hard and soft landscaping and tree preservation and replanting proposals, including landscaping proposals for non-building areas/ setbacks. • Locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections. • Locations of vehicular ingress/egress points and parking, loading/ unloading facilities. • A market research to be conducted by a third party, indicating the forecast on the demand and supply of the floor area of Grade-A office and commercial properties in CWB.
Item 9.2.5	Changes to ES G/IC(2) Item 8.5.6	• As mentioned above, the district court require stand-alone sites and should preferably not be integrated closely with the adjacent non-sensitive community and commercial facilities. There is no need to change ES for G/IC(2) Item 8.5.6.

Appendix 1 Critique of AVA	Proposal for the Study Area	• We strongly object the disposition of the twin Commercial Towers and the District Courts being proposed in this study. • The proposal did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road southwest, Link Road and Broadwood Road. The tendency of clustering of the commercial and district court towers towards the quiet residential zone will inevitably create a wall effect, resulting blockage of sunlight, visual openness and affect the wind velocity to the immediate adjacent residential zone.
Item 9.2.6	Changes to ES G/IC(2) Item 8.5.6	• In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Broadwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line. This statement should be clearly stated in OZP and the ES in order to uphold the wellbeing of the local residents. • For the "C(2)" site, the community component will be provided by the commercial developer as part of the development. In order to ensure that the site is developed in a comprehensive manner, a layout plan with supporting technical information will be submitted for approval by the Board through a Section 16 application. Development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 100,000m2 of which not more than 10,000m2 shall be allocated to retail uses, with due consideration of the traffic capacity in the area. The community facilities will require a floor area of not less than 3,500m2 and will include a District Health Centre of about 1000m2, a Child Care Centre of about 572m2, a Community Hall of about 1,260m2, District Elderly Centre of about 572m2 and Study Rooms of about 200m2. A public transport facility for minibuses (underground), a public carpark (underground) of not less than 100 private car parking spaces and

		commercial vehicles parking spaces shall be provided. A minimum of 6,000m2 of open space shall also be provided and be open to the public. To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided at-grade in the southern portion facing Caroline Hill Road. A setback of not less than 40m in width from the southwestern site boundary immediate opposite Caroline Garden and Silverwood, shall be implemented, where no structure above ground level can be constructed beyond this setback line. The future developer will be required to submit a landscape plan under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved. Existing tress found within the site and tress situating on and/or abutting the stone retaining walls shall also be preserved as far as possible. The future developer shall undertake a quantitative AVA at the detailed design stage to identify the optimal location for the proposed building(s) and provision of adequate air ventilation to the site and surround areas. Podium-free design is also encourage with a view to maximizing the opportunities for at-grade greening, tree preservation and enhancement of air ventilation at pedestrian level. Besides, the future developer shall include locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections.

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   - The situation is further complicated by the proposed of an amphitheatre, which take up a certain amount open space right in the middle of the site as shown in the proposed layout. An amphitheatre is an open-air venue designed for performances, promotion events, outdoor exhibitions, band concerts and other entertainment events. The activities carried out may generate abundant noise, create nuisance and obstruct pedestrians. Many of us can still recalled Canton-pop singer, Alan Tam's concert held at HK Stadium in 1994, drew hundreds of noise complaints from the neighborhood. As CHR site is located in

a close proximity to the quiet residential area, even a low level of noise or nuisance is very irritating to the residents. Therefore, it is not difficult to see the result is banning of the events and activities by the management. The amphitheatre will soon losing its function for social gathering and activities, but just a hard-paved open space. Therefore in terms of its nature, location, noise and nuisances that may cause, obstruction to the pedestrian and from management point of view, we strongly object the proposal to implement an amphitheatre.

4. The design and appearance of the District Court is inconsistent and incompatible with the surrounding context and land use character. The disposition of the block will create a huge wall effect despite the opening of a "hole" in the middle. The reflective glass effect of the huge curtain wall is disastrous to the environment. Together with the enormous height, this massive structure is awkward and detrimental to the overall context of the district. This super block would result in significant adverse environmental, visual and air ventilation impact which is totally unacceptable by the general public.

5. According to the layout, a new access road is proposed at the rear part of the site in a southeastern to northwestern direction to serve the whole development.

   - For such a large scale mixed development resulting in an additional over 600 parking spaces, including L/UL facilities, facilities for Correctional Services Department, minibus and taxi stops, the provision of only one number of one-way vehicular access from the southern part of Caroline Hill Road to the eastern part of Caroline Hill Road is not acceptable. It is foreseeable that large amount of traffic will be queuing into the development via a "back lane" from Caroline Hill Road south, and then discharge into a sub-standard road at Caroline Hill Road east, in which the road design obviously cannot cater for such a traffic column.
   - As the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. The extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road at the rear part of the site will only impose burden on the existing road network, and in turn creating more bottlenecks.
   - Furthermore, a drop-off area is proposed to be located at the junction of Caroline Hill Road and Link Road. It is one of the busiest junction serving the uphill vehicles and Caroline Hill Road. Queuing up of vehicles for dropping off

and picking up passengers will result in blockage of the traffic lane. The consequence is tailing back of traffic to Leighton Road.

6. We strongly opposed the combination of hotel uses to CHR site. As Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.
    - Four alternative options are detrimental to the adjacent context and neighborhood, in respect of their scale and disposition.
    - Hundreds of alternative approaches could be drawn. Therefore the basis for setting up the parameters is of the utmost importance. If one of the important basis is the TIA, we strongly urged the Government or the developers to conduct a comprehensive and updated TIA to justify the development schedule.

Conclusion

In terms of the scale, planning, layout, design, disposition, traffic, environmental impact, this proposal failed to deliver a scheme that can tailor with the overall context and the environment. We are deeply regret that the inherit traffic problem is yet to be resolved, but the new proposal not only cannot provide a good overall planning, it actually result in serious impacts on the livability of the local residents.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the Government or the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the

redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

tpbpd

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主旨: The Owners Corporation Committee of Cavendish Heights (Block 8) comments on the Representations on OZP S/H7/20
附件: R6_hysan_comments.pdf; R35_Doctoral_comments.pdf

重要性: 高

The Owners Corporation Committee of Cavendish Heights (Block 8)

27th September 2019

RE: Comments on the Representations on Outline Zoning Plan S/H7/20

Dear Secretary of the Town Planning Board,
We would like to make our comments in regard to the following Representations, on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19A) gazette in 24th May 2019.

1. Representation No. TBP/R/S/H7/20-6 (Representor: Hysan Development Projects Limited),
2. Representation No. TBP/R/S/H7/20-11 & 35 (Representor: Wan Chai District Councilor Ng Yuen-ting & Representor: Doctoral Exchange)

Please refer to the attached documents (R6_hysan_comments & R35_Doctoral_comments)for the details and reasons for our comments and/or objections to the above representation, for your kind consideration.

Yours Faithfully,

The Owners Corporation Committee of Cavendish Heights (Block 8)

Representor: **The Owners Corporation Committee of Cavendish Heights (Block 8)**

Full name of Representor's Representative: Hui Ming Chun Cindy

HKID No. of Representor's Representative: [redacted]

Email Address: [redacted]

5

Representation No. TPB/R/S/H7/20-6 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Representation No. R6	Descriptions	Reasons of our comments and/or objections to the representation
Item 1.3(a)	Objection to the Notes for the "C(2)" zone to stipulate the restriction on GFA and the requirements regarding the provision of GIC and a public open space.	• The government proposed development intensity of the CHR site is proposed with due regard to the carrying capacity of the local road network. The restriction on GFA had been drawn and stipulated in the Notes of the plan was based on the findings of the Traffic Review, which is supported by a Traffic Impact Assessment Report. • We would like to stress the importance of imposing restriction on GFA and other requirements on the OZP is not to hinder the long term future or "vision" of CHR site, but to ensure and safeguard the future development not to exacerbate the carrying capacity of the existing road network, environment, visual, density, as well as the overall context of the local district.
Item 5.1	The overwhelming impression given from the documentation related to the governments Conceptual Scheme is that it is designed on the basis of constraints on the site.	• CHR site is not a piece of virgin land sitting in the mid of nowhere. It has a strong relationship with surrounding neighborhoods, road networks and context. • The site itself has inherited a number of valuable characters, such as the OVTs, stone retaining walls together with the trees and the historical valued drainage pipes. All these should be preserved and form part of the constraints for any future development. • In order to ensure these special characters could be maintained and form part of the future development, constraints within the site as well as constraints from the adjacent neighborhood are unavoidable to form part of the requirements in the OZP.

Item 5.3	Proposed Government and Community Facilities	• We do not have adverse comment on the proposed additional community facilities. • However, as these additional facilities would likely to generate additional pedestrian and traffic flow, the community facilities as listed in Table 1(except District court) should be included in the total GFA of the Commercial Zone.
Item 6.3	The CHR site needs to be considered as a community focal point for the Wan Chai District.	• A community focal point means a local hub for a band of social, gathering, financial, office spaces, entertainment, retail, recreation, health centre, etc. With the aim of an integrated planning to draw people together and to enrich the lives of the local community and residents. • Ironically, Causeway Bay is already a community focal point for the Wan Chai district. Within this district, everywhere, every streets and every buildings are already a focal point. Every day, these landmarks attract millions of pedestrian and vehicles to cluster in this vibrant and lively district. • As a private developer, the above situation would of course bring in a huge revenue. However, we, as the local residents and community, **DO NOT NEED** another so-called '**community focal point**' in our neighborhood. This would only create another traffic loops and chaos, eventually extending the congestion zone beyond the boundary without limit, and in turn affect the environment and the health of the local residents.

Item 9.1 Item 9.1.1	Rezone the whole of the CHR site to CDA A comprehensive development to integrate the district court, commercial, the community uses and the open space.	• There are a number of merits to the CDA zoning, especially to facilitate a comprehensive layout and planning control over the development mix of commercial, community and the open space to form a coherence design, so as to enable easy accessibility and enjoyment by the public. • However, special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due to specific services provided therein, may cause unease and concern to the neighborhood. • For mutual security purposes, District Court require stand-alone sites and should preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location. • The Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We

		do not see there is a need to include the District Court and to rezone the whole of the CHR site to CDA.
Item 9.2.4	Submission of MLP under section 16 for the approval of TBP	• We have no objection in principle, but the following additional information should be included in the MLP submission: • To conduct a comprehensive and updated traffic impact assessment report, including at least one weekday and Saturday, and events at the Hong Kong Stadium and Happy Valley Racecourse, in order to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and to demonstrate the carrying capacity of the local road network could support the proposed development intensity of CHR site. • A master landscape plan indicating the concept of hard and soft landscaping and tree preservation and replanting proposals, including landscaping proposals for non-building areas/ setbacks. • Locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections. • Locations of vehicular ingress/egress points and parking, loading/ unloading facilities. • A market research to be conducted by a third party, indicating the forecast on the demand and supply of the floor area of Grade-A office and commercial properties in CWB.
Item 9.2.5	Changes to ES G/IC(2) Item 8.5.6	• As mentioned above, the district court require stand-alone sites and should preferably not be integrated closely with the adjacent non-sensitive community and commercial facilities. There is no need to change ES for G/IC(2) Item 8.5.6.

Appendix 1 Critique of AVA	Proposal for the Study Area	• We strongly object the disposition of the twin Commercial Towers and the District Courts being proposed in this study. • The proposal did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road southwest, Link Road and Broadwood Road. The tendency of clustering of the commercial and district court towers towards the quiet residential zone will inevitably create a wall effect, resulting blockage of sunlight, visual openness and affect the wind velocity to the immediate adjacent residential zone.
Item 9.2.6	Changes to ES G/IC(2) Item 8.5.6	• In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Broadwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line. This statement should be clearly stated in OZP and the ES in order to uphold the wellbeing of the local residents. • For the "C(2)" site, the community component will be provided by the commercial developer as part of the development. In order to ensure that the site is developed in a comprehensive manner, a layout plan with supporting technical information will be submitted for approval by the Board through a Section 16 application. Development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 100,000m2 of which not more than 10,000m2 shall be allocated to retail uses, with due consideration of the traffic capacity in the area. The community facilities will require a floor area of not less than 3,500m2 and will include a District Health Centre of about 1000m2, a Child Care Centre of about 572m2, a Community Hall of about 1,260m2, District Elderly Centre of about 572m2 and Study Rooms of about 200m2. A public transport facility for minibuses (underground), a public carpark (underground) of not less than 100 private car parking spaces and

		commercial vehicles parking spaces shall be provided. A minimum of 6,000m2 of open space shall also be provided and be open to the public. To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided at-grade in the southern portion facing Caroline Hill Road. A setback of not less than 40m in width from the southwestern site boundary immediate opposite Caroline Garden and Silverwood, shall be implemented, where no structure above ground level can be constructed beyond this setback line. The future developer will be required to submit a landscape plan under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved. Existing tress found within the site and tress situating on and/or abutting the stone retaining walls shall also be preserved as far as possible. The future developer shall undertake a quantitative AVA at the detailed design stage to identify the optimal location for the proposed building(s) and provision of adequate air ventilation to the site and surround areas. Podium-free design is also encourage with a view to maximizing the opportunities for at-grade greening, tree preservation and enhancement of air ventilation at pedestrian level. Besides, the future developer shall include locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections.

Conclusion

Hysan has a long history in Causeway Bay. The construction of iconic skyscrapers, large shopping malls and office buildings along Lee Garden Road, Hysan Ave, Yun Ping Road and the overall district indeed attracts many tourists, shoppers, office workers, and provide many commercial activities and opportunities to the neighborhood. However, this in turn create many problems such as traffic, environment, pollution and high density to the area. We are deeply regret that these problems have never been addressed and resolved, but yet new problems are emerging. With the recent opening of the Lee Garden Three, the traffic situation is further worsened by the queuing up of vehicles into the carpark, which often taking up a whole traffic lane during weekends and public holidays. And at the same time, the other traffic lane is always being occupied by illegal parking. The consequence is backlog and tailing back of traffic to Hysan Ave, Leighton Road and Yun Ping Road, and subsequent to the whole district.

We are disappointed on Hysan's proposal of its lacking any insight or sincerity to solve the foreseeable traffic problems that would be generated for such a large scale redevelopment, but instead switching the public attention to implement a new important community focal point with the commercial development.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Moreover, the integrity of the quiet residential neighborhood should not be undermined. The massive building blocks immediate fronting the residential zone along Caroline Hill Road South and Link Road will tremendously reduce the sunlight penetration to the residential units and adversely affect the visual amenity as well as air ventilation of the residents. In this regard, any future planning and developments should give due weight to the livability of the local residents. A substantial setbacks of future developments should be implemented to the planning documents to ensure a livable environment to the neighborhood.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

Representation No. TPB/R/S/H7/20-11 & TPB/R/S/H7/20-35 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Below items proposed by the above Representations have drawn our special concern and we would like to raise our following comments and objections, for the Town Planning Board further consideration:

Items proposed by the Representation No. R11 & R35:

1. The subject Site should be redeveloped under one parcel of land instead of two segregated lots.
2. The subject Lot to be disposed as one entity in that the construction of the District Court would be entrusted to the developer who wins the bid.
3. Provisions of an urban green open space and open amphitheatre for the residents in the Wanchai District.
4. The design, disposition and height of the District Court.
5. Provision of one vehicular ingress and egress at the rear part of the site.
6. Alternative options of allocating commercial areas.

Our Comments and or/ Objections to the above items:

1. The idea of amalgamation of G/IC site with commercial site to form a single development in order to facilitate development mix of commercial, community and the open space to form a coherence design is applicable to many other site, but not at CHR site. The reason for this is the presence of a District Court.

    - Special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due

to specific services provided therein, may cause unease and concern to the neighborhood.

- For mutual security purposes, District Court require stand-alone sites and should
  preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location.
- Since the Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We do not see there is a need to integrate the District Court and to rezone the whole of the CHR site to one single lot.

2. To entrust a private developer to design and construct a Government facility of highly sensitive nature and with strict surveillance is not practical and vulnerable. Given the fact that the Government will be the end user, the District Court and the other development should be implemented separately by different agents.

3. We welcomed the provision of more green open space in CHR site. However, we are of great concern as our city has poor track record of ensuring these privately owned open spaces are well managed and for the real enjoyment of the public.

   - The open space dedicated for public use is located on private land. The title of the land belongs to the private developer, who has the obligation to manage the open space. The lease and deed of dedication did not set out detailed design or management requirements, leaving private managers largely free to do whatever they wanted. The social concern over privately owned public spaces began in 2008, when Times Square was found to have forbidden people from sitting or lingering in its open space. In 2018, the High Court approved Time's Square's request to ban street performance at the ground floor piazza and open walkways. As this representation proposed to provide a 12,000m2 open space and plaza, we really doubt this large piece of privately managed open spaces will serve its true function for public enjoyment.
   - The situation is further complicated by the proposed of an amphitheatre, which take up a certain amount open space right in the middle of the site as shown in the proposed layout. An amphitheatre is an open-air venue designed for performances, promotion events, outdoor exhibitions, band concerts and other entertainment events. The activities carried out may generate abundant noise, create nuisance and obstruct pedestrians. Many of us can still recalled Canton-pop singer, Alan Tam's concert held at HK Stadium in 1994, drew hundreds of noise complaints from the neighborhood. As CHR site is located in

a close proximity to the quiet residential area, even a low level of noise or nuisance is very irritating to the residents. Therefore, it is not difficult to see the result is banning of the events and activities by the management. The amphitheatre will soon losing its function for social gathering and activities, but just a hard-paved open space. Therefore in terms of its nature, location, noise and nuisances that may cause, obstruction to the pedestrian and from management point of view, we strongly object the proposal to implement an amphitheatre.

4. The design and appearance of the District Court is inconsistent and incompatible with the surrounding context and land use character. The disposition of the block will create a huge wall effect despite the opening of a "hole" in the middle. The reflective glass effect of the huge curtain wall is disastrous to the environment. Together with the enormous height, this massive structure is awkward and detrimental to the overall context of the district. This super block would result in significant adverse environmental, visual and air ventilation impact which is totally unacceptable by the general public.

5. According to the layout, a new access road is proposed at the rear part of the site in a southeastern to northwestern direction to serve the whole development.

    - For such a large scale mixed development resulting in an additional over 600 parking spaces, including L/UL facilities, facilities for Correctional Services Department, minibus and taxi stops, the provision of only one number of one-way vehicular access from the southern part of Caroline Hill Road to the eastern part of Caroline Hill Road is not acceptable. It is foreseeable that large amount of traffic will be queuing into the development via a "back lane" from Caroline Hill Road south, and then discharge into a sub-standard road at Caroline Hill Road east, in which the road design obviously cannot cater for such a traffic column.
    - As the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. The extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road at the rear part of the site will only impose burden on the existing road network, and in turn creating more bottlenecks.
    - Furthermore, a drop-off area is proposed to be located at the junction of Caroline Hill Road and Link Road. It is one of the busiest junction serving the uphill vehicles and Caroline Hill Road. Queuing up of vehicles for dropping off

and picking up passengers will result in blockage of the traffic lane. The consequence is tailing back of traffic to Leighton Road.

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    - Four alternative options are detrimental to the adjacent context and neighborhood, in respect of their scale and disposition.
    - Hundreds of alternative approaches could be drawn. Therefore the basis for setting up the parameters is of the utmost importance. If one of the important basis is the TIA, we strongly urged the Government or the developers to conduct a comprehensive and updated TIA to justify the development schedule.

Conclusion

In terms of the scale, planning, layout, design, disposition, traffic, environmental impact, this proposal failed to deliver a scheme that can tailor with the overall context and the environment. We are deeply regret that the inherit traffic problem is yet to be resolved, but the new proposal not only cannot provide a good overall planning, it actually result in serious impacts on the livability of the local residents.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the Government or the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the

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TPB/R/S/H7/20-C99

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主旨: The Owners Corporation Committee of Cavendish Heights (Blocks 1-7) comments on the Representations on OZP S/H7/20

附件: R6_hysan_comments.pdf; R35_Doctoral_comments.pdf

重要性: 高

The Owners Corporation Committee of Cavendish Heights (Blocks 1-7)

27th September 2019

RE: Comments on the Representations on Outline Zoning Plan S/H7/20

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Please refer to the attached documents (R6_hysan_comments & R35_Doctoral_comments)for the details and reasons for our comments and/or objections to the above representation, for your kind consideration.

Yours Faithfully,

The Owners Corporation Committee of Cavendish Heights (Blocks 1-7)

Representor: **The Owners Corporation Committee of Cavendish Heights (Blocks 1-7)**

Full name of Representor's Representative: Hui Ming Chun Cindy

HKID No. of Representor's Representative: [redacted]

Email Address: [redacted]

6

Representation No. TPB/R/S/H7/20-6 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Representation No. R6	Descriptions	Reasons of our comments and/or objections to the representation
Item 1.3(a)	Objection to the Notes for the "C(2)" zone to stipulate the restriction on GFA and the requirements regarding the provision of GIC and a public open space.	• The government proposed development intensity of the CHR site is proposed with due regard to the carrying capacity of the local road network. The restriction on GFA had been drawn and stipulated in the Notes of the plan was based on the findings of the Traffic Review, which is supported by a Traffic Impact Assessment Report. • We would like to stress the importance of imposing restriction on GFA and other requirements on the OZP is not to hinder the long term future or "vision" of CHR site, but to ensure and safeguard the future development not to exacerbate the carrying capacity of the existing road network, environment, visual, density, as well as the overall context of the local district.
Item 5.1	The overwhelming impression given from the documentation related to the governments Conceptual Scheme is that it is designed on the basis of constraints on the site.	• CHR site is not a piece of virgin land sitting in the mid of nowhere. It has a strong relationship with surrounding neighborhoods, road networks and context. • The site itself has inherited a number of valuable characters, such as the OVTs, stone retaining walls together with the trees and the historical valued drainage pipes. All these should be preserved and form part of the constraints for any future development. • In order to ensure these special characters could be maintained and form part of the future development, constraints within the site as well as constraints from the adjacent neighborhood are unavoidable to form part of the requirements in the OZP.

Item 5.3	Proposed Government and Community Facilities	• We do not have adverse comment on the proposed additional community facilities. • However, as these additional facilities would likely to generate additional pedestrian and traffic flow, the community facilities as listed in Table 1(except District court) should be included in the total GFA of the Commercial Zone.
Item 6.3	The CHR site needs to be considered as a community focal point for the Wan Chai District.	• A community focal point means a local hub for a band of social, gathering, financial, office spaces, entertainment, retail, recreation, health centre, etc. With the aim of an integrated planning to draw people together and to enrich the lives of the local community and residents. • Ironically, Causeway Bay is already a community focal point for the Wan Chai district. Within this district, everywhere, every streets and every buildings are already a focal point. Every day, these landmarks attract millions of pedestrian and vehicles to cluster in this vibrant and lively district. • As a private developer, the above situation would of course bring in a huge revenue. However, we, as the local residents and community, **DO NOT NEED** another so-called '**community focal point**' in our neighborhood. This would only create another traffic loops and chaos, eventually extending the congestion zone beyond the boundary without limit, and in turn affect the environment and the health of the local residents.

Item 9.1 Item 9.1.1	Rezone the whole of the CHR site to CDA A comprehensive development to integrate the district court, commercial, the community uses and the open space.	• There are a number of merits to the CDA zoning, especially to facilitate a comprehensive layout and planning control over the development mix of commercial, community and the open space to form a coherence design, so as to enable easy accessibility and enjoyment by the public. • However, special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due to specific services provided therein, may cause unease and concern to the neighborhood. • For mutual security purposes, District Court require stand-alone sites and should preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location. • The Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We

		do not see there is a need to include the District Court and to rezone the whole of the CHR site to CDA.
Item 9.2.4	Submission of MLP under section 16 for the approval of TBP	• We have no objection in principle, but the following additional information should be included in the MLP submission: • To conduct a comprehensive and updated traffic impact assessment report, including at least one weekday and Saturday, and events at the Hong Kong Stadium and Happy Valley Racecourse, in order to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and to demonstrate the carrying capacity of the local road network could support the proposed development intensity of CHR site. • A master landscape plan indicating the concept of hard and soft landscaping and tree preservation and replanting proposals, including landscaping proposals for non-building areas/ setbacks. • Locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections. • Locations of vehicular ingress/egress points and parking, loading/ unloading facilities. • A market research to be conducted by a third party, indicating the forecast on the demand and supply of the floor area of Grade-A office and commercial properties in CWB.
Item 9.2.5	Changes to ES G/IC(2) Item 8.5.6	• As mentioned above, the district court require stand-alone sites and should preferably not be integrated closely with the adjacent non-sensitive community and commercial facilities. There is no need to change ES for G/IC(2) Item 8.5.6.

Appendix 1 Critique of AVA	Proposal for the Study Area	• We strongly object the disposition of the twin Commercial Towers and the District Courts being proposed in this study. • The proposal did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road southwest, Link Road and Broadwood Road. The tendency of clustering of the commercial and district court towers towards the quiet residential zone will inevitably create a wall effect, resulting blockage of sunlight, visual openness and affect the wind velocity to the immediate adjacent residential zone.
Item 9.2.6	Changes to ES G/IC(2) Item 8.5.6	• In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Broadwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line. This statement should be clearly stated in OZP and the ES in order to uphold the wellbeing of the local residents. • For the "C(2)" site, the community component will be provided by the commercial developer as part of the development. In order to ensure that the site is developed in a comprehensive manner, a layout plan with supporting technical information will be submitted for approval by the Board through a Section 16 application. Development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 100,000m2 of which not more than 10,000m2 shall be allocated to retail uses, with due consideration of the traffic capacity in the area. The community facilities will require a floor area of not less than 3,500m2 and will include a District Health Centre of about 1000m2, a Child Care Centre of about 572m2, a Community Hall of about 1,260m2, District Elderly Centre of about 572m2 and Study Rooms of about 200m2. A public transport facility for minibuses (underground), a public carpark (underground) of not less than 100 private car parking spaces and

		commercial vehicles parking spaces shall be provided. A minimum of 6,000m2 of open space shall also be provided and be open to the public. To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided at-grade in the southern portion facing Caroline Hill Road. A setback of not less than 40m in width from the southwestern site boundary immediate opposite Caroline Garden and Silverwood, shall be implemented, where no structure above ground level can be constructed beyond this setback line. The future developer will be required to submit a landscape plan under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved. Existing tress found within the site and tress situating on and/or abutting the stone retaining walls shall also be preserved as far as possible. The future developer shall undertake a quantitative AVA at the detailed design stage to identify the optimal location for the proposed building(s) and provision of adequate air ventilation to the site and surround areas. Podium-free design is also encourage with a view to maximizing the opportunities for at-grade greening, tree preservation and enhancement of air ventilation at pedestrian level. Besides, the future developer shall include locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections.

Conclusion

Hysan has a long history in Causeway Bay. The construction of iconic skyscrapers, large shopping malls and office buildings along Lee Garden Road, Hysan Ave, Yun Ping Road and the overall district indeed attracts many tourists, shoppers, office workers, and provide many commercial activities and opportunities to the neighborhood. However, this in turn create many problems such as traffic, environment, pollution and high density to the area. We are deeply regret that these problems have never been addressed and resolved, but yet new problems are emerging. With the recent opening of the Lee Garden Three, the traffic situation is further worsened by the queuing up of vehicles into the carpark, which often taking up a whole traffic lane during weekends and public holidays. And at the same time, the other traffic lane is always being occupied by illegal parking. The consequence is backlog and tailing back of traffic to Hysan Ave, Leighton Road and Yun Ping Road, and subsequent to the whole district.

We are disappointed on Hysan's proposal of its lacking any insight or sincerity to solve the foreseeable traffic problems that would be generated for such a large scale redevelopment, but instead switching the public attention to implement a new important community focal point with the commercial development.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Moreover, the integrity of the quiet residential neighborhood should not be undermined. The massive building blocks immediate fronting the residential zone along Caroline Hill Road South and Link Road will tremendously reduce the sunlight penetration to the residential units and adversely affect the visual amenity as well as air ventilation of the residents. In this regard, any future planning and developments should give due weight to the livability of the local residents. A substantial setbacks of future developments should be implemented to the planning documents to ensure a livable environment to the neighborhood.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

Representation No. TPB/R/S/H7/20-11 & TPB/R/S/H7/20-35 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Below items proposed by the above Representations have drawn our special concern and we would like to raise our following comments and objections, for the Town Planning Board further consideration:

Items proposed by the Representation No. R11 & R35:

1. The subject Site should be redeveloped under one parcel of land instead of two segregated lots.
2. The subject Lot to be disposed as one entity in that the construction of the District Court would be entrusted to the developer who wins the bid.
3. Provisions of an urban green open space and open amphitheatre for the residents in the Wanchai District.
4. The design, disposition and height of the District Court.
5. Provision of one vehicular ingress and egress at the rear part of the site.
6. Alternative options of allocating commercial areas.

Our Comments and or/ Objections to the above items:

1. The idea of amalgamation of G/IC site with commercial site to form a single development in order to facilitate development mix of commercial, community and the open space to form a coherence design is applicable to many other site, but not at CHR site. The reason for this is the presence of a District Court.

    - Special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due

to specific services provided therein, may cause unease and concern to the neighborhood.

- For mutual security purposes, District Court require stand-alone sites and should
  preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location.
- Since the Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We do not see there is a need to integrate the District Court and to rezone the whole of the CHR site to one single lot.

2. To entrust a private developer to design and construct a Government facility of highly sensitive nature and with strict surveillance is not practical and vulnerable. Given the fact that the Government will be the end user, the District Court and the other development should be implemented separately by different agents.

3. We welcomed the provision of more green open space in CHR site. However, we are of great concern as our city has poor track record of ensuring these privately owned open spaces are well managed and for the real enjoyment of the public.

   - The open space dedicated for public use is located on private land. The title of the land belongs to the private developer, who has the obligation to manage the open space. The lease and deed of dedication did not set out detailed design or management requirements, leaving private managers largely free to do whatever they wanted. The social concern over privately owned public spaces began in 2008, when Times Square was found to have forbidden people from sitting or lingering in its open space. In 2018, the High Court approved Time's Square's request to ban street performance at the ground floor piazza and open walkways. As this representation proposed to provide a 12,000m2 open space and plaza, we really doubt this large piece of privately managed open spaces will serve its true function for public enjoyment.
   - The situation is further complicated by the proposed of an amphitheatre, which take up a certain amount open space right in the middle of the site as shown in the proposed layout. An amphitheatre is an open-air venue designed for performances, promotion events, outdoor exhibitions, band concerts and other entertainment events. The activities carried out may generate abundant noise, create nuisance and obstruct pedestrians. Many of us can still recalled Canton-pop singer, Alan Tam's concert held at HK Stadium in 1994, drew hundreds of noise complaints from the neighborhood. As CHR site is located in

a close proximity to the quiet residential area, even a low level of noise or nuisance is very irritating to the residents. Therefore, it is not difficult to see the result is banning of the events and activities by the management. The amphitheatre will soon losing its function for social gathering and activities, but just a hard-paved open space. Therefore in terms of its nature, location, noise and nuisances that may cause, obstruction to the pedestrian and from management point of view, we strongly object the proposal to implement an amphitheatre.

4. The design and appearance of the District Court is inconsistent and incompatible with the surrounding context and land use character. The disposition of the block will create a huge wall effect despite the opening of a "hole" in the middle. The reflective glass effect of the huge curtain wall is disastrous to the environment. Together with the enormous height, this massive structure is awkward and detrimental to the overall context of the district. This super block would result in significant adverse environmental, visual and air ventilation impact which is totally unacceptable by the general public.

5. According to the layout, a new access road is proposed at the rear part of the site in a southeastern to northwestern direction to serve the whole development.

    - For such a large scale mixed development resulting in an additional over 600 parking spaces, including L/UL facilities, facilities for Correctional Services Department, minibus and taxi stops, the provision of only one number of one-way vehicular access from the southern part of Caroline Hill Road to the eastern part of Caroline Hill Road is not acceptable. It is foreseeable that large amount of traffic will be queuing into the development via a "back lane" from Caroline Hill Road south, and then discharge into a sub-standard road at Caroline Hill Road east, in which the road design obviously cannot cater for such a traffic column.
    - As the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. The extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road at the rear part of the site will only impose burden on the existing road network, and in turn creating more bottlenecks.
    - Furthermore, a drop-off area is proposed to be located at the junction of Caroline Hill Road and Link Road. It is one of the busiest junction serving the uphill vehicles and Caroline Hill Road. Queuing up of vehicles for dropping off

and picking up passengers will result in blockage of the traffic lane. The consequence is tailing back of traffic to Leighton Road.

6. We strongly opposed the combination of hotel uses to CHR site. As Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.
    - Four alternative options are detrimental to the adjacent context and neighborhood, in respect of their scale and disposition.
    - Hundreds of alternative approaches could be drawn. Therefore the basis for setting up the parameters is of the utmost importance. If one of the important basis is the TIA, we strongly urged the Government or the developers to conduct a comprehensive and updated TIA to justify the development schedule.

Conclusion

In terms of the scale, planning, layout, design, disposition, traffic, environmental impact, this proposal failed to deliver a scheme that can tailor with the overall context and the environment. We are deeply regret that the inherit traffic problem is yet to be resolved, but the new proposal not only cannot provide a good overall planning, it actually result in serious impacts on the livability of the local residents.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the Government or the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the

redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

tpbpd

寄件者: [redacted]

寄件日期: 27日09月2019年星期五 0:31

收件者: tpbpd@pland.gov.hk

主旨: The Owners Corporation Committee of Wing On Towers comments on the Representations on OZP S/H7/20

附件: R6_hysan_comments.pdf; R35_Doctoral_comments.pdf

重要性: 高

TPB/R/S/H7/20-C100

The Owners Corporation Committee of Wing On Towers

27th September 2019

RE: Comments on the Representations on Outline Zoning Plan S/H7/20

Dear Secretary of the Town Planning Board,
We would like to make our comments in regard to the following Representations, on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19A) gazette in 24th May 2019.

1. Representation No. TBP/R/S/H7/20-6 (Representor: Hysan Development Projects Limited),
2. Representation No. TBP/R/S/H7/20-11 & 35 (Representor: Wan Chai District Councilor Ng Yuen-ting & Representor: Doctoral Exchange)

Please refer to the attached documents (R6_hysan_comments & R35_Doctoral_comments)for the details and reasons for our comments and/or objections to the above representation, for your kind consideration.

Yours Faithfully,

The Owners Corporation Committee of Wing On Towers

Representor: **The Owners Corporation Committee of Wing On Towers**

Full name of Representor's Representative: Hui Ming Chun Cindy

HKID No. of Representor's Representative: [redacted]

Email Address: [redacted]

7

Representation No. TPB/R/S/H7/20-6 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Representation No. R6	Descriptions	Reasons of our comments and/or objections to the representation
Item 1.3(a)	Objection to the Notes for the "C(2)" zone to stipulate the restriction on GFA and the requirements regarding the provision of GIC and a public open space.	• The government proposed development intensity of the CHR site is proposed with due regard to the carrying capacity of the local road network. The restriction on GFA had been drawn and stipulated in the Notes of the plan was based on the findings of the Traffic Review, which is supported by a Traffic Impact Assessment Report. • We would like to stress the importance of imposing restriction on GFA and other requirements on the OZP is not to hinder the long term future or "vision" of CHR site, but to ensure and safeguard the future development not to exacerbate the carrying capacity of the existing road network, environment, visual, density, as well as the overall context of the local district.
Item 5.1	The overwhelming impression given from the documentation related to the governments Conceptual Scheme is that it is designed on the basis of constraints on the site.	• CHR site is not a piece of virgin land sitting in the mid of nowhere. It has a strong relationship with surrounding neighborhoods, road networks and context. • The site itself has inherited a number of valuable characters, such as the OVTs, stone retaining walls together with the trees and the historical valued drainage pipes. All these should be preserved and form part of the constraints for any future development. • In order to ensure these special characters could be maintained and form part of the future development, constraints within the site as well as constraints from the adjacent neighborhood are unavoidable to form part of the requirements in the OZP.

Item 5.3	Proposed Government and Community Facilities	• We do not have adverse comment on the proposed additional community facilities. • However, as these additional facilities would likely to generate additional pedestrian and traffic flow, the community facilities as listed in Table 1(except District court) should be included in the total GFA of the Commercial Zone.
Item 6.3	The CHR site needs to be considered as a community focal point for the Wan Chai District.	• A community focal point means a local hub for a band of social, gathering, financial, office spaces, entertainment, retail, recreation, health centre, etc. With the aim of an integrated planning to draw people together and to enrich the lives of the local community and residents. • Ironically, Causeway Bay is already a community focal point for the Wan Chai district. Within this district, everywhere, every streets and every buildings are already a focal point. Every day, these landmarks attract millions of pedestrian and vehicles to cluster in this vibrant and lively district. • As a private developer, the above situation would of course bring in a huge revenue. However, we, as the local residents and community, **DO NOT NEED** another so-called '**community focal point**' in our neighborhood. This would only create another traffic loops and chaos, eventually extending the congestion zone beyond the boundary without limit, and in turn affect the environment and the health of the local residents.

Item 9.1 Item 9.1.1	Rezone the whole of the CHR site to CDA A comprehensive development to integrate the district court, commercial, the community uses and the open space.	• There are a number of merits to the CDA zoning, especially to facilitate a comprehensive layout and planning control over the development mix of commercial, community and the open space to form a coherence design, so as to enable easy accessibility and enjoyment by the public. • However, special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due to specific services provided therein, may cause unease and concern to the neighborhood. • For mutual security purposes, District Court require stand-alone sites and should preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location. • The Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We

		do not see there is a need to include the District Court and to rezone the whole of the CHR site to CDA.
Item 9.2.4	Submission of MLP under section 16 for the approval of TBP	• We have no objection in principle, but the following additional information should be included in the MLP submission: • To conduct a comprehensive and updated traffic impact assessment report, including at least one weekday and Saturday, and events at the Hong Kong Stadium and Happy Valley Racecourse, in order to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and to demonstrate the carrying capacity of the local road network could support the proposed development intensity of CHR site. • A master landscape plan indicating the concept of hard and soft landscaping and tree preservation and replanting proposals, including landscaping proposals for non-building areas/ setbacks. • Locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections. • Locations of vehicular ingress/egress points and parking, loading/ unloading facilities. • A market research to be conducted by a third party, indicating the forecast on the demand and supply of the floor area of Grade-A office and commercial properties in CWB.
Item 9.2.5	Changes to ES G/IC(2) Item 8.5.6	• As mentioned above, the district court require stand-alone sites and should preferably not be integrated closely with the adjacent non-sensitive community and commercial facilities. There is no need to change ES for G/IC(2) Item 8.5.6.

Appendix 1 Critique of AVA	Proposal for the Study Area	• We strongly object the disposition of the twin Commercial Towers and the District Courts being proposed in this study. • The proposal did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road southwest, Link Road and Broadwood Road. The tendency of clustering of the commercial and district court towers towards the quiet residential zone will inevitably create a wall effect, resulting blockage of sunlight, visual openness and affect the wind velocity to the immediate adjacent residential zone.
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2. To entrust a private developer to design and construct a Government facility of highly sensitive nature and with strict surveillance is not practical and vulnerable. Given the fact that the Government will be the end user, the District Court and the other development should be implemented separately by different agents.

3. We welcomed the provision of more green open space in CHR site. However, we are of great concern as our city has poor track record of ensuring these privately owned open spaces are well managed and for the real enjoyment of the public.

   - The open space dedicated for public use is located on private land. The title of the land belongs to the private developer, who has the obligation to manage the open space. The lease and deed of dedication did not set out detailed design or management requirements, leaving private managers largely free to do whatever they wanted. The social concern over privately owned public spaces began in 2008, when Times Square was found to have forbidden people from sitting or lingering in its open space. In 2018, the High Court approved Time's Square's request to ban street performance at the ground floor piazza and open walkways. As this representation proposed to provide a 12,000m2 open space and plaza, we really doubt this large piece of privately managed open spaces will serve its true function for public enjoyment.
   - The situation is further complicated by the proposed of an amphitheatre, which take up a certain amount open space right in the middle of the site as shown in the proposed layout. An amphitheatre is an open-air venue designed for performances, promotion events, outdoor exhibitions, band concerts and other entertainment events. The activities carried out may generate abundant noise, create nuisance and obstruct pedestrians. Many of us can still recalled Canton-pop singer, Alan Tam's concert held at HK Stadium in 1994, drew hundreds of noise complaints from the neighborhood. As CHR site is located in

a close proximity to the quiet residential area, even a low level of noise or nuisance is very irritating to the residents. Therefore, it is not difficult to see the result is banning of the events and activities by the management. The amphitheatre will soon losing its function for social gathering and activities, but just a hard-paved open space. Therefore in terms of its nature, location, noise and nuisances that may cause, obstruction to the pedestrian and from management point of view, we strongly object the proposal to implement an amphitheatre.

4. The design and appearance of the District Court is inconsistent and incompatible with the surrounding context and land use character. The disposition of the block will create a huge wall effect despite the opening of a "hole" in the middle. The reflective glass effect of the huge curtain wall is disastrous to the environment. Together with the enormous height, this massive structure is awkward and detrimental to the overall context of the district. This super block would result in significant adverse environmental, visual and air ventilation impact which is totally unacceptable by the general public.

5. According to the layout, a new access road is proposed at the rear part of the site in a southeastern to northwestern direction to serve the whole development.

   - For such a large scale mixed development resulting in an additional over 600 parking spaces, including L/UL facilities, facilities for Correctional Services Department, minibus and taxi stops, the provision of only one number of one-way vehicular access from the southern part of Caroline Hill Road to the eastern part of Caroline Hill Road is not acceptable. It is foreseeable that large amount of traffic will be queuing into the development via a "back lane" from Caroline Hill Road south, and then discharge into a sub-standard road at Caroline Hill Road east, in which the road design obviously cannot cater for such a traffic column.
   - As the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. The extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road at the rear part of the site will only impose burden on the existing road network, and in turn creating more bottlenecks.
   - Furthermore, a drop-off area is proposed to be located at the junction of Caroline Hill Road and Link Road. It is one of the busiest junction serving the uphill vehicles and Caroline Hill Road. Queuing up of vehicles for dropping off

and picking up passengers will result in blockage of the traffic lane. The consequence is tailing back of traffic to Leighton Road.

6. We strongly opposed the combination of hotel uses to CHR site. As Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.
    - Four alternative options are detrimental to the adjacent context and neighborhood, in respect of their scale and disposition.
    - Hundreds of alternative approaches could be drawn. Therefore the basis for setting up the parameters is of the utmost importance. If one of the important basis is the TIA, we strongly urged the Government or the developers to conduct a comprehensive and updated TIA to justify the development schedule.

Conclusion

In terms of the scale, planning, layout, design, disposition, traffic, environmental impact, this proposal failed to deliver a scheme that can tailor with the overall context and the environment. We are deeply regret that the inherit traffic problem is yet to be resolved, but the new proposal not only cannot provide a good overall planning, it actually result in serious impacts on the livability of the local residents.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the Government or the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the

redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

tpbpd

寄件者: [redacted]
寄件日期: 27日09月2019年星期五 0:32
收件者: tpbpd@pland.gov.hk
主旨: The Owners Corporation Committee of Park Garden comments on the Representations on OZP S/H7/20
附件: R6_hysan_comments.pdf; R35_Doctoral_comments.pdf

重要性: 高

TPB/R/S/H7/20-C101

The Owners Corporation Committee of Park Garden, Tai Hang Drive

27th September 2019

RE: Comments on the Representations on Outline Zoning Plan S/H7/20

Dear Secretary of the Town Planning Board,
We would like to make our comments in regard to the following Representations, on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19A) gazette in 24th May 2019.

1. Representation No. TBP/R/S/H7/20-6 (Representor: Hysan Development Projects Limited),
2. Representation No. TBP/R/S/H7/20-11 & 35 (Representor: Wan Chai District Councilor Ng Yuen-ting & Representor: Doctoral Exchange)

Please refer to the attached documents (R6_hysan_comments & R35_Doctoral_comments)for the details and reasons for our comments and/or objections to the above representation, for your kind consideration.

Yours Faithfully,

The Owners Corporation Committee of Park Garden, Tai Hang Drive

Representor: **The Owners Corporation Committee of Park Garden, Tai Hang Drive**

Full name of Representor's Representative: Hui Ming Chun Cindy

HKID No. of Representor's Representative: [redacted]

Email Address: [redacted]

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Representation No. TPB/R/S/H7/20-6 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Representation No. R6	Descriptions	Reasons of our comments and/or objections to the representation
Item 1.3(a)	Objection to the Notes for the "C(2)" zone to stipulate the restriction on GFA and the requirements regarding the provision of GIC and a public open space.	• The government proposed development intensity of the CHR site is proposed with due regard to the carrying capacity of the local road network. The restriction on GFA had been drawn and stipulated in the Notes of the plan was based on the findings of the Traffic Review, which is supported by a Traffic Impact Assessment Report. • We would like to stress the importance of imposing restriction on GFA and other requirements on the OZP is not to hinder the long term future or "vision" of CHR site, but to ensure and safeguard the future development not to exacerbate the carrying capacity of the existing road network, environment, visual, density, as well as the overall context of the local district.
Item 5.1	The overwhelming impression given from the documentation related to the governments Conceptual Scheme is that it is designed on the basis of constraints on the site.	• CHR site is not a piece of virgin land sitting in the mid of nowhere. It has a strong relationship with surrounding neighborhoods, road networks and context. • The site itself has inherited a number of valuable characters, such as the OVTs, stone retaining walls together with the trees and the historical valued drainage pipes. All these should be preserved and form part of the constraints for any future development. • In order to ensure these special characters could be maintained and form part of the future development, constraints within the site as well as constraints from the adjacent neighborhood are unavoidable to form part of the requirements in the OZP.

Item 5.3	Proposed Government and Community Facilities	• We do not have adverse comment on the proposed additional community facilities. • However, as these additional facilities would likely to generate additional pedestrian and traffic flow, the community facilities as listed in Table 1(except District court) should be included in the total GFA of the Commercial Zone.
Item 6.3	The CHR site needs to be considered as a community focal point for the Wan Chai District.	• A community focal point means a local hub for a band of social, gathering, financial, office spaces, entertainment, retail, recreation, health centre, etc. With the aim of an integrated planning to draw people together and to enrich the lives of the local community and residents. • Ironically, Causeway Bay is already a community focal point for the Wan Chai district. Within this district, everywhere, every streets and every buildings are already a focal point. Every day, these landmarks attract millions of pedestrian and vehicles to cluster in this vibrant and lively district. • As a private developer, the above situation would of course bring in a huge revenue. However, we, as the local residents and community, **DO NOT NEED** another so-called '**community focal point**' in our neighborhood. This would only create another traffic loops and chaos, eventually extending the congestion zone beyond the boundary without limit, and in turn affect the environment and the health of the local residents.

Item 9.1 Item 9.1.1	Rezone the whole of the CHR site to CDA A comprehensive development to integrate the district court, commercial, the community uses and the open space.	• There are a number of merits to the CDA zoning, especially to facilitate a comprehensive layout and planning control over the development mix of commercial, community and the open space to form a coherence design, so as to enable easy accessibility and enjoyment by the public. • However, special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due to specific services provided therein, may cause unease and concern to the neighborhood. • For mutual security purposes, District Court require stand-alone sites and should preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location. • The Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We

		do not see there is a need to include the District Court and to rezone the whole of the CHR site to CDA.
Item 9.2.4	Submission of MLP under section 16 for the approval of TBP	• We have no objection in principle, but the following additional information should be included in the MLP submission: • To conduct a comprehensive and updated traffic impact assessment report, including at least one weekday and Saturday, and events at the Hong Kong Stadium and Happy Valley Racecourse, in order to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and to demonstrate the carrying capacity of the local road network could support the proposed development intensity of CHR site. • A master landscape plan indicating the concept of hard and soft landscaping and tree preservation and replanting proposals, including landscaping proposals for non-building areas/ setbacks. • Locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections. • Locations of vehicular ingress/egress points and parking, loading/ unloading facilities. • A market research to be conducted by a third party, indicating the forecast on the demand and supply of the floor area of Grade-A office and commercial properties in CWB.
Item 9.2.5	Changes to ES G/IC(2) Item 8.5.6	• As mentioned above, the district court require stand-alone sites and should preferably not be integrated closely with the adjacent non-sensitive community and commercial facilities. There is no need to change ES for G/IC(2) Item 8.5.6.

Appendix 1 Critique of AVA	Proposal for the Study Area	• We strongly object the disposition of the twin Commercial Towers and the District Courts being proposed in this study. • The proposal did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road southwest, Link Road and Broadwood Road. The tendency of clustering of the commercial and district court towers towards the quiet residential zone will inevitably create a wall effect, resulting blockage of sunlight, visual openness and affect the wind velocity to the immediate adjacent residential zone.
Item 9.2.6	Changes to ES G/IC(2) Item 8.5.6	• In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Broadwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line. This statement should be clearly stated in OZP and the ES in order to uphold the wellbeing of the local residents. • For the "C(2)" site, the community component will be provided by the commercial developer as part of the development. In order to ensure that the site is developed in a comprehensive manner, a layout plan with supporting technical information will be submitted for approval by the Board through a Section 16 application. Development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 100,000m2 of which not more than 10,000m2 shall be allocated to retail uses, with due consideration of the traffic capacity in the area. The community facilities will require a floor area of not less than 3,500m2 and will include a District Health Centre of about 1000m2, a Child Care Centre of about 572m2, a Community Hall of about 1,260m2, District Elderly Centre of about 572m2 and Study Rooms of about 200m2. A public transport facility for minibuses (underground), a public carpark (underground) of not less than 100 private car parking spaces and

		commercial vehicles parking spaces shall be provided. A minimum of 6,000m2 of open space shall also be provided and be open to the public. To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided at-grade in the southern portion facing Caroline Hill Road. A setback of not less than 40m in width from the southwestern site boundary immediate opposite Caroline Garden and Silverwood, shall be implemented, where no structure above ground level can be constructed beyond this setback line. The future developer will be required to submit a landscape plan under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved. Existing tress found within the site and tress situating on and/or abutting the stone retaining walls shall also be preserved as far as possible. The future developer shall undertake a quantitative AVA at the detailed design stage to identify the optimal location for the proposed building(s) and provision of adequate air ventilation to the site and surround areas. Podium-free design is also encourage with a view to maximizing the opportunities for at-grade greening, tree preservation and enhancement of air ventilation at pedestrian level. Besides, the future developer shall include locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections.

Conclusion

Hysan has a long history in Causeway Bay. The construction of iconic skyscrapers, large shopping malls and office buildings along Lee Garden Road, Hysan Ave, Yun Ping Road and the overall district indeed attracts many tourists, shoppers, office workers, and provide many commercial activities and opportunities to the neighborhood. However, this in turn create many problems such as traffic, environment, pollution and high density to the area. We are deeply regret that these problems have never been addressed and resolved, but yet new problems are emerging. With the recent opening of the Lee Garden Three, the traffic situation is further worsened by the queuing up of vehicles into the carpark, which often taking up a whole traffic lane during weekends and public holidays. And at the same time, the other traffic lane is always being occupied by illegal parking. The consequence is backlog and tailing back of traffic to Hysan Ave, Leighton Road and Yun Ping Road, and subsequent to the whole district.

We are disappointed on Hysan's proposal of its lacking any insight or sincerity to solve the foreseeable traffic problems that would be generated for such a large scale redevelopment, but instead switching the public attention to implement a new important community focal point with the commercial development.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Moreover, the integrity of the quiet residential neighborhood should not be undermined. The massive building blocks immediate fronting the residential zone along Caroline Hill Road South and Link Road will tremendously reduce the sunlight penetration to the residential units and adversely affect the visual amenity as well as air ventilation of the residents. In this regard, any future planning and developments should give due weight to the livability of the local residents. A substantial setbacks of future developments should be implemented to the planning documents to ensure a livable environment to the neighborhood.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

Representation No. TPB/R/S/H7/20-11 & TPB/R/S/H7/20-35 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Below items proposed by the above Representations have drawn our special concern and we would like to raise our following comments and objections, for the Town Planning Board further consideration:

Items proposed by the Representation No. R11 & R35:

1. The subject Site should be redeveloped under one parcel of land instead of two segregated lots.
2. The subject Lot to be disposed as one entity in that the construction of the District Court would be entrusted to the developer who wins the bid.
3. Provisions of an urban green open space and open amphitheatre for the residents in the Wanchai District.
4. The design, disposition and height of the District Court.
5. Provision of one vehicular ingress and egress at the rear part of the site.
6. Alternative options of allocating commercial areas.

Our Comments and or/ Objections to the above items:

1. The idea of amalgamation of G/IC site with commercial site to form a single development in order to facilitate development mix of commercial, community and the open space to form a coherence design is applicable to many other site, but not at CHR site. The reason for this is the presence of a District Court.

    - Special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due

to specific services provided therein, may cause unease and concern to the neighborhood.

- For mutual security purposes, District Court require stand-alone sites and should
  preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location.
- Since the Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We do not see there is a need to integrate the District Court and to rezone the whole of the CHR site to one single lot.

2. To entrust a private developer to design and construct a Government facility of highly sensitive nature and with strict surveillance is not practical and vulnerable. Given the fact that the Government will be the end user, the District Court and the other development should be implemented separately by different agents.

3. We welcomed the provision of more green open space in CHR site. However, we are of great concern as our city has poor track record of ensuring these privately owned open spaces are well managed and for the real enjoyment of the public.

   - The open space dedicated for public use is located on private land. The title of the land belongs to the private developer, who has the obligation to manage the open space. The lease and deed of dedication did not set out detailed design or management requirements, leaving private managers largely free to do whatever they wanted. The social concern over privately owned public spaces began in 2008, when Times Square was found to have forbidden people from sitting or lingering in its open space. In 2018, the High Court approved Time's Square's request to ban street performance at the ground floor piazza and open walkways. As this representation proposed to provide a 12,000m2 open space and plaza, we really doubt this large piece of privately managed open spaces will serve its true function for public enjoyment.
   - The situation is further complicated by the proposed of an amphitheatre, which take up a certain amount open space right in the middle of the site as shown in the proposed layout. An amphitheatre is an open-air venue designed for performances, promotion events, outdoor exhibitions, band concerts and other entertainment events. The activities carried out may generate abundant noise, create nuisance and obstruct pedestrians. Many of us can still recalled Canton-pop singer, Alan Tam's concert held at HK Stadium in 1994, drew hundreds of noise complaints from the neighborhood. As CHR site is located in

a close proximity to the quiet residential area, even a low level of noise or nuisance is very irritating to the residents. Therefore, it is not difficult to see the result is banning of the events and activities by the management. The amphitheatre will soon losing its function for social gathering and activities, but just a hard-paved open space. Therefore in terms of its nature, location, noise and nuisances that may cause, obstruction to the pedestrian and from management point of view, we strongly object the proposal to implement an amphitheatre.

4. The design and appearance of the District Court is inconsistent and incompatible with the surrounding context and land use character. The disposition of the block will create a huge wall effect despite the opening of a "hole" in the middle. The reflective glass effect of the huge curtain wall is disastrous to the environment. Together with the enormous height, this massive structure is awkward and detrimental to the overall context of the district. This super block would result in significant adverse environmental, visual and air ventilation impact which is totally unacceptable by the general public.

5. According to the layout, a new access road is proposed at the rear part of the site in a southeastern to northwestern direction to serve the whole development.

   - For such a large scale mixed development resulting in an additional over 600 parking spaces, including L/UL facilities, facilities for Correctional Services Department, minibus and taxi stops, the provision of only one number of one-way vehicular access from the southern part of Caroline Hill Road to the eastern part of Caroline Hill Road is not acceptable. It is foreseeable that large amount of traffic will be queuing into the development via a "back lane" from Caroline Hill Road south, and then discharge into a sub-standard road at Caroline Hill Road east, in which the road design obviously cannot cater for such a traffic column.
   - As the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. The extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road at the rear part of the site will only impose burden on the existing road network, and in turn creating more bottlenecks.
   - Furthermore, a drop-off area is proposed to be located at the junction of Caroline Hill Road and Link Road. It is one of the busiest junction serving the uphill vehicles and Caroline Hill Road. Queuing up of vehicles for dropping off

and picking up passengers will result in blockage of the traffic lane. The consequence is tailing back of traffic to Leighton Road.

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    - Four alternative options are detrimental to the adjacent context and neighborhood, in respect of their scale and disposition.
    - Hundreds of alternative approaches could be drawn. Therefore the basis for setting up the parameters is of the utmost importance. If one of the important basis is the TIA, we strongly urged the Government or the developers to conduct a comprehensive and updated TIA to justify the development schedule.

Conclusion

In terms of the scale, planning, layout, design, disposition, traffic, environmental impact, this proposal failed to deliver a scheme that can tailor with the overall context and the environment. We are deeply regret that the inherit traffic problem is yet to be resolved, but the new proposal not only cannot provide a good overall planning, it actually result in serious impacts on the livability of the local residents.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the Government or the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the

redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

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TPB/R/S/H7/20-C102

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主旨: The Owners Corporation Committee of Tai Hang Terrace comments on the Representations on OZP S/H7/20

附件: R6_hysan_comments.pdf; R35_Doctoral_comments.pdf

重要性: 高

The Owners Corporation Committee of Tai Hang Terrace

27th September 2019

RE: Comments on the Representations on Outline Zoning Plan S/H7/20

Dear Secretary of the Town Planning Board,
We would like to make our comments in regard to the following Representations, on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19A) gazette in 24th May 2019.

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2. Representation No. TBP/R/S/H7/20-11 & 35 (Representor: Wan Chai District Councilor Ng Yuen-ting & Representor: Doctoral Exchange)

Please refer to the attached documents (R6_hysan_comments & R35_Doctoral_comments)for the details and reasons for our comments and/or objections to the above representation, for your kind consideration.

Yours Faithfully,

The Owners Corporation Committee of Tai Hang Terrace

Representor: **The Owners Corporation Committee of Tai Hang Terrace**

Full name of Representor's Representative: Hui Ming Chun Cindy

HKID No. of Representor's Representative: [redacted]

Email Address: [redacted]

9

Representation No. TPB/R/S/H7/20-6 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Representation No. R6	Descriptions	Reasons of our comments and/or objections to the representation
Item 1.3(a)	Objection to the Notes for the "C(2)" zone to stipulate the restriction on GFA and the requirements regarding the provision of GIC and a public open space.	• The government proposed development intensity of the CHR site is proposed with due regard to the carrying capacity of the local road network. The restriction on GFA had been drawn and stipulated in the Notes of the plan was based on the findings of the Traffic Review, which is supported by a Traffic Impact Assessment Report. • We would like to stress the importance of imposing restriction on GFA and other requirements on the OZP is not to hinder the long term future or "vision" of CHR site, but to ensure and safeguard the future development not to exacerbate the carrying capacity of the existing road network, environment, visual, density, as well as the overall context of the local district.
Item 5.1	The overwhelming impression given from the documentation related to the governments Conceptual Scheme is that it is designed on the basis of constraints on the site.	• CHR site is not a piece of virgin land sitting in the mid of nowhere. It has a strong relationship with surrounding neighborhoods, road networks and context. • The site itself has inherited a number of valuable characters, such as the OVTs, stone retaining walls together with the trees and the historical valued drainage pipes. All these should be preserved and form part of the constraints for any future development. • In order to ensure these special characters could be maintained and form part of the future development, constraints within the site as well as constraints from the adjacent neighborhood are unavoidable to form part of the requirements in the OZP.

Item 5.3	Proposed Government and Community Facilities	• We do not have adverse comment on the proposed additional community facilities. • However, as these additional facilities would likely to generate additional pedestrian and traffic flow, the community facilities as listed in Table 1(except District court) should be included in the total GFA of the Commercial Zone.
Item 6.3	The CHR site needs to be considered as a community focal point for the Wan Chai District.	• A community focal point means a local hub for a band of social, gathering, financial, office spaces, entertainment, retail, recreation, health centre, etc. With the aim of an integrated planning to draw people together and to enrich the lives of the local community and residents. • Ironically, Causeway Bay is already a community focal point for the Wan Chai district. Within this district, everywhere, every streets and every buildings are already a focal point. Every day, these landmarks attract millions of pedestrian and vehicles to cluster in this vibrant and lively district. • As a private developer, the above situation would of course bring in a huge revenue. However, we, as the local residents and community, **DO NOT NEED** another so-called '**community focal point**' in our neighborhood. This would only create another traffic loops and chaos, eventually extending the congestion zone beyond the boundary without limit, and in turn affect the environment and the health of the local residents.

Item 9.1 Item 9.1.1	Rezone the whole of the CHR site to CDA A comprehensive development to integrate the district court, commercial, the community uses and the open space.	• There are a number of merits to the CDA zoning, especially to facilitate a comprehensive layout and planning control over the development mix of commercial, community and the open space to form a coherence design, so as to enable easy accessibility and enjoyment by the public. • However, special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due to specific services provided therein, may cause unease and concern to the neighborhood. • For mutual security purposes, District Court require stand-alone sites and should preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location. • The Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We

		do not see there is a need to include the District Court and to rezone the whole of the CHR site to CDA.
Item 9.2.4	Submission of MLP under section 16 for the approval of TBP	• We have no objection in principle, but the following additional information should be included in the MLP submission: • To conduct a comprehensive and updated traffic impact assessment report; including at least one weekday and Saturday, and events at the Hong Kong Stadium and Happy Valley Racecourse, in order to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and to demonstrate the carrying capacity of the local road network could support the proposed development intensity of CHR site. • A master landscape plan indicating the concept of hard and soft landscaping and tree preservation and replanting proposals, including landscaping proposals for non-building areas/ setbacks. • Locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections. • Locations of vehicular ingress/egress points and parking, loading/ unloading facilities. • A market research to be conducted by a third party, indicating the forecast on the demand and supply of the floor area of Grade-A office and commercial properties in CWB.
Item 9.2.5	Changes to ES G/IC(2) Item 8.5.6	• As mentioned above, the district court require stand-alone sites and should preferably not be integrated closely with the adjacent non-sensitive community and commercial facilities. There is no need to change ES for G/IC(2) Item 8.5.6.

Appendix 1 Critique of AVA	Proposal for the Study Area	• We strongly object the disposition of the twin Commercial Towers and the District Courts being proposed in this study. • The proposal did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road southwest, Link Road and Broadwood Road. The tendency of clustering of the commercial and district court towers towards the quiet residential zone will inevitably create a wall effect, resulting blockage of sunlight, visual openness and affect the wind velocity to the immediate adjacent residential zone.
Item 9.2.6	Changes to ES G/IC(2) Item 8.5.6	• In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Broadwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line. This statement should be clearly stated in OZP and the ES in order to uphold the wellbeing of the local residents. • For the "C(2)" site, the community component will be provided by the commercial developer as part of the development. In order to ensure that the site is developed in a comprehensive manner, a layout plan with supporting technical information will be submitted for approval by the Board through a Section 16 application. Development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 100,000m2 of which not more than 10,000m2 shall be allocated to retail uses, with due consideration of the traffic capacity in the area. The community facilities will require a floor area of not less than 3,500m2 and will include a District Health Centre of about 1000m2, a Child Care Centre of about 572m2, a Community Hall of about 1,260m2, District Elderly Centre of about 572m2 and Study Rooms of about 200m2. A public transport facility for minibuses (underground), a public carpark (underground) of not less than 100 private car parking spaces and

		commercial vehicles parking spaces shall be provided. A minimum of 6,000m2 of open space shall also be provided and be open to the public. To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided at-grade in the southern portion facing Caroline Hill Road. A setback of not less than 40m in width from the southwestern site boundary immediate opposite Caroline Garden and Silverwood, shall be implemented, where no structure above ground level can be constructed beyond this setback line. The future developer will be required to submit a landscape plan under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved. Existing tress found within the site and tress situating on and/or abutting the stone retaining walls shall also be preserved as far as possible. The future developer shall undertake a quantitative AVA at the detailed design stage to identify the optimal location for the proposed building(s) and provision of adequate air ventilation to the site and surround areas. Podium-free design is also encourage with a view to maximizing the opportunities for at-grade greening, tree preservation and enhancement of air ventilation at pedestrian level. Besides, the future developer shall include locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections.

Conclusion

Hysan has a long history in Causeway Bay. The construction of iconic skyscrapers, large shopping malls and office buildings along Lee Garden Road, Hysan Ave, Yun Ping Road and the overall district indeed attracts many tourists, shoppers, office workers, and provide many commercial activities and opportunities to the neighborhood. However, this in turn create many problems such as traffic, environment, pollution and high density to the area. We are deeply regret that these problems have never been addressed and resolved, but yet new problems are emerging. With the recent opening of the Lee Garden Three, the traffic situation is further worsened by the queuing up of vehicles into the carpark, which often taking up a whole traffic lane during weekends and public holidays. And at the same time, the other traffic lane is always being occupied by illegal parking. The consequence is backlog and tailing back of traffic to Hysan Ave, Leighton Road and Yun Ping Road, and subsequent to the whole district.

We are disappointed on Hysan's proposal of its lacking any insight or sincerity to solve the foreseeable traffic problems that would be generated for such a large scale redevelopment, but instead switching the public attention to implement a new important community focal point with the commercial development.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Moreover, the integrity of the quiet residential neighborhood should not be undermined. The massive building blocks immediate fronting the residential zone along Caroline Hill Road South and Link Road will tremendously reduce the sunlight penetration to the residential units and adversely affect the visual amenity as well as air ventilation of the residents. In this regard, any future planning and developments should give due weight to the livability of the local residents. A substantial setbacks of future developments should be implemented to the planning documents to ensure a livable environment to the neighborhood.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

Representation No. TPB/R/S/H7/20-11 & TPB/R/S/H7/20-35 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Below items proposed by the above Representations have drawn our special concern and we would like to raise our following comments and objections, for the Town Planning Board further consideration:

Items proposed by the Representation No. R11 & R35:

1. The subject Site should be redeveloped under one parcel of land instead of two segregated lots.
2. The subject Lot to be disposed as one entity in that the construction of the District Court would be entrusted to the developer who wins the bid.
3. Provisions of an urban green open space and open amphitheatre for the residents in the Wanchai District.
4. The design, disposition and height of the District Court.
5. Provision of one vehicular ingress and egress at the rear part of the site.
6. Alternative options of allocating commercial areas.

Our Comments and or/ Objections to the above items:

1. The idea of amalgamation of G/IC site with commercial site to form a single development in order to facilitate development mix of commercial, community and the open space to form a coherence design is applicable to many other site, but not at CHR site. The reason for this is the presence of a District Court.

    - Special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due

to specific services provided therein, may cause unease and concern to the neighborhood.

- For mutual security purposes, District Court require stand-alone sites and should
  preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location.
- Since the Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We do not see there is a need to integrate the District Court and to rezone the whole of the CHR site to one single lot.

2. To entrust a private developer to design and construct a Government facility of highly sensitive nature and with strict surveillance is not practical and vulnerable. Given the fact that the Government will be the end user, the District Court and the other development should be implemented separately by different agents.

3. We welcomed the provision of more green open space in CHR site. However, we are of great concern as our city has poor track record of ensuring these privately owned open spaces are well managed and for the real enjoyment of the public.

   - The open space dedicated for public use is located on private land. The title of the land belongs to the private developer, who has the obligation to manage the open space. The lease and deed of dedication did not set out detailed design or management requirements, leaving private managers largely free to do whatever they wanted. The social concern over privately owned public spaces began in 2008, when Times Square was found to have forbidden people from sitting or lingering in its open space. In 2018, the High Court approved Time's Square's request to ban street performance at the ground floor piazza and open walkways. As this representation proposed to provide a 12,000m2 open space and plaza, we really doubt this large piece of privately managed open spaces will serve its true function for public enjoyment.
   - The situation is further complicated by the proposed of an amphitheatre, which take up a certain amount open space right in the middle of the site as shown in the proposed layout. An amphitheatre is an open-air venue designed for performances, promotion events, outdoor exhibitions, band concerts and other entertainment events. The activities carried out may generate abundant noise, create nuisance and obstruct pedestrians. Many of us can still recalled Canton-pop singer, Alan Tam's concert held at HK Stadium in 1994, drew hundreds of noise complaints from the neighborhood. As CHR site is located in

a close proximity to the quiet residential area, even a low level of noise or nuisance is very irritating to the residents. Therefore, it is not difficult to see the result is banning of the events and activities by the management. The amphitheatre will soon losing its function for social gathering and activities, but just a hard-paved open space. Therefore in terms of its nature, location, noise and nuisances that may cause, obstruction to the pedestrian and from management point of view, we strongly object the proposal to implement an amphitheatre.

4. The design and appearance of the District Court is inconsistent and incompatible with the surrounding context and land use character. The disposition of the block will create a huge wall effect despite the opening of a "hole" in the middle. The reflective glass effect of the huge curtain wall is disastrous to the environment. Together with the enormous height, this massive structure is awkward and detrimental to the overall context of the district. This super block would result in significant adverse environmental, visual and air ventilation impact which is totally unacceptable by the general public.

5. According to the layout, a new access road is proposed at the rear part of the site in a southeastern to northwestern direction to serve the whole development.

    - For such a large scale mixed development resulting in an additional over 600 parking spaces, including L/UL facilities, facilities for Correctional Services Department, minibus and taxi stops, the provision of only one number of one-way vehicular access from the southern part of Caroline Hill Road to the eastern part of Caroline Hill Road is not acceptable. It is foreseeable that large amount of traffic will be queuing into the development via a "back lane" from Caroline Hill Road south, and then discharge into a sub-standard road at Caroline Hill Road east, in which the road design obviously cannot cater for such a traffic column.
    - As the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. The extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road at the rear part of the site will only impose burden on the existing road network, and in turn creating more bottlenecks.
    - Furthermore, a drop-off area is proposed to be located at the junction of Caroline Hill Road and Link Road. It is one of the busiest junction serving the uphill vehicles and Caroline Hill Road. Queuing up of vehicles for dropping off

and picking up passengers will result in blockage of the traffic lane. The consequence is tailing back of traffic to Leighton Road.

6. We strongly opposed the combination of hotel uses to CHR site. As Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.
    - Four alternative options are detrimental to the adjacent context and neighborhood, in respect of their scale and disposition.
    - Hundreds of alternative approaches could be drawn. Therefore the basis for setting up the parameters is of the utmost importance. If one of the important basis is the TIA, we strongly urged the Government or the developers to conduct a comprehensive and updated TIA to justify the development schedule.

Conclusion

In terms of the scale, planning, layout, design, disposition, traffic, environmental impact, this proposal failed to deliver a scheme that can tailor with the overall context and the environment. We are deeply regret that the inherit traffic problem is yet to be resolved, but the new proposal not only cannot provide a good overall planning, it actually result in serious impacts on the livability of the local residents.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the Government or the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the

redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

tpbpd

寄件者: [redacted]

寄件日期: 27日09月2019年星期五 0:27

TPB/R/S/H7/20-C103

收件者: tpbpd@pland.gov.hk

主旨: The Owners Corporation Committee of Butler Towers comments on the Representations on OZP S/H7/20

附件: R6_hysan_comments.pdf; R35_Doctoral_comments.pdf

重要性: 高

The Owners Corporation Committee of Butler Towers

27th September 2019

RE: Comments on the Representations on Outline Zoning Plan S/H7/20

Dear Secretary of the Town Planning Board,
We would like to make our comments in regard to the following Representations, on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19A) gazette in 24th May 2019.

1. Representation No. TBP/R/S/H7/20-6 (Representor: Hysan Development Projects Limited),
2. Representation No. TBP/R/S/H7/20-11 & 35 (Representor: Wan Chai District Councilor Ng Yuen-ting & Representor: Doctoral Exchange)

Please refer to the attached documents (R6_hysan_comments & R35_Doctoral_comments)for the details and reasons for our comments and/or objections to the above representation, for your kind consideration.

Yours Faithfully,

The Owners Corporation Committee of Butler Towers

Representor: **The Owners Corporation Committee of Butler Towers**

Full name of Representor's Representative: Hui Ming Chun Cindy

HKID No. of Representor's Representative: [redacted]

Email Address: [redacted]

10

Representation No. TPB/R/S/H7/20-6 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Representation No. R6	Descriptions	Reasons of our comments and/or objections to the representation
Item 1.3(a)	Objection to the Notes for the "C(2)" zone to stipulate the restriction on GFA and the requirements regarding the provision of GIC and a public open space.	• The government proposed development intensity of the CHR site is proposed with due regard to the carrying capacity of the local road network. The restriction on GFA had been drawn and stipulated in the Notes of the plan was based on the findings of the Traffic Review, which is supported by a Traffic Impact Assessment Report. • We would like to stress the importance of imposing restriction on GFA and other requirements on the OZP is not to hinder the long term future or "vision" of CHR site, but to ensure and safeguard the future development not to exacerbate the carrying capacity of the existing road network, environment, visual, density, as well as the overall context of the local district.
Item 5.1	The overwhelming impression given from the documentation related to the governments Conceptual Scheme is that it is designed on the basis of constraints on the site.	• CHR site is not a piece of virgin land sitting in the mid of nowhere. It has a strong relationship with surrounding neighborhoods, road networks and context. • The site itself has inherited a number of valuable characters, such as the OVTs, stone retaining walls together with the trees and the historical valued drainage pipes. All these should be preserved and form part of the constraints for any future development. • In order to ensure these special characters could be maintained and form part of the future development, constraints within the site as well as constraints from the adjacent neighborhood are unavoidable to form part of the requirements in the OZP.

Item 5.3	Proposed Government and Community Facilities	• We do not have adverse comment on the proposed additional community facilities. • However, as these additional facilities would likely to generate additional pedestrian and traffic flow, the community facilities as listed in Table 1(except District court) should be included in the total GFA of the Commercial Zone.
Item 6.3	The CHR site needs to be considered as a community focal point for the Wan Chai District.	• A community focal point means a local hub for a band of social, gathering, financial, office spaces, entertainment, retail, recreation, health centre, etc. With the aim of an integrated planning to draw people together and to enrich the lives of the local community and residents. • Ironically, Causeway Bay is already a community focal point for the Wan Chai district. Within this district, everywhere, every streets and every buildings are already a focal point. Every day, these landmarks attract millions of pedestrian and vehicles to cluster in this vibrant and lively district. • As a private developer, the above situation would of course bring in a huge revenue. However, we, as the local residents and community, **DO NOT NEED** another so-called '**community focal point**' in our neighborhood. This would only create another traffic loops and chaos, eventually extending the congestion zone beyond the boundary without limit, and in turn affect the environment and the health of the local residents.

Item 9.1 Item 9.1.1	Rezone the whole of the CHR site to CDA A comprehensive development to integrate the district court, commercial, the community uses and the open space.	• There are a number of merits to the CDA zoning, especially to facilitate a comprehensive layout and planning control over the development mix of commercial, community and the open space to form a coherence design, so as to enable easy accessibility and enjoyment by the public. • However, special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due to specific services provided therein, may cause unease and concern to the neighborhood. • For mutual security purposes, District Court require stand-alone sites and should preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location. • The Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We

		do not see there is a need to include the District Court and to rezone the whole of the CHR site to CDA.
Item 9.2.4	Submission of MLP under section 16 for the approval of TBP	• We have no objection in principle, but the following additional information should be included in the MLP submission: • To conduct a comprehensive and updated traffic impact assessment report, including at least one weekday and Saturday, and events at the Hong Kong Stadium and Happy Valley Racecourse, in order to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and to demonstrate the carrying capacity of the local road network could support the proposed development intensity of CHR site. • A master landscape plan indicating the concept of hard and soft landscaping and tree preservation and replanting proposals, including landscaping proposals for non-building areas/ setbacks. • Locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections. • Locations of vehicular ingress/egress points and parking, loading/ unloading facilities. • A market research to be conducted by a third party, indicating the forecast on the demand and supply of the floor area of Grade-A office and commercial properties in CWB.
Item 9.2.5	Changes to ES G/IC(2) Item 8.5.6	• As mentioned above, the district court require stand-alone sites and should preferably not be integrated closely with the adjacent non-sensitive community and commercial facilities. There is no need to change ES for G/IC(2) Item 8.5.6.

Appendix 1 Critique of AVA	Proposal for the Study Area	• We strongly object the disposition of the twin Commercial Towers and the District Courts being proposed in this study. • The proposal did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road southwest, Link Road and Broadwood Road. The tendency of clustering of the commercial and district court towers towards the quiet residential zone will inevitably create a wall effect, resulting blockage of sunlight, visual openness and affect the wind velocity to the immediate adjacent residential zone.
Item 9.2.6	Changes to ES G/IC(2) Item 8.5.6	• In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Broadwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line. This statement should be clearly stated in OZP and the ES in order to uphold the wellbeing of the local residents. • For the "C(2)" site, the community component will be provided by the commercial developer as part of the development. In order to ensure that the site is developed in a comprehensive manner, a layout plan with supporting technical information will be submitted for approval by the Board through a Section 16 application. Development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 100,000m2 of which not more than 10,000m2 shall be allocated to retail uses, with due consideration of the traffic capacity in the area. The community facilities will require a floor area of not less than 3,500m2 and will include a District Health Centre of about 1000m2, a Child Care Centre of about 572m2, a Community Hall of about 1,260m2, District Elderly Centre of about 572m2 and Study Rooms of about 200m2. A public transport facility for minibuses (underground), a public carpark (underground) of not less than 100 private car parking spaces and

		commercial vehicles parking spaces shall be provided. A minimum of 6,000m2 of open space shall also be provided and be open to the public. To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided at-grade in the southern portion facing Caroline Hill Road. A setback of not less than 40m in width from the southwestern site boundary immediate opposite Caroline Garden and Silverwood, shall be implemented, where no structure above ground level can be constructed beyond this setback line. The future developer will be required to submit a landscape plan under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved. Existing tress found within the site and tress situating on and/or abutting the stone retaining walls shall also be preserved as far as possible. The future developer shall undertake a quantitative AVA at the detailed design stage to identify the optimal location for the proposed building(s) and provision of adequate air ventilation to the site and surround areas. Podium-free design is also encourage with a view to maximizing the opportunities for at-grade greening, tree preservation and enhancement of air ventilation at pedestrian level. Besides, the future developer shall include locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections.

Conclusion

Hysan has a long history in Causeway Bay. The construction of iconic skyscrapers, large shopping malls and office buildings along Lee Garden Road, Hysan Ave, Yun Ping Road and the overall district indeed attracts many tourists, shoppers, office workers, and provide many commercial activities and opportunities to the neighborhood. However, this in turn create many problems such as traffic, environment, pollution and high density to the area. We are deeply regret that these problems have never been addressed and resolved, but yet new problems are emerging. With the recent opening of the Lee Garden Three, the traffic situation is further worsened by the queuing up of vehicles into the carpark, which often taking up a whole traffic lane during weekends and public holidays. And at the same time, the other traffic lane is always being occupied by illegal parking. The consequence is backlog and tailing back of traffic to Hysan Ave, Leighton Road and Yun Ping Road, and subsequent to the whole district.

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As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Moreover, the integrity of the quiet residential neighborhood should not be undermined. The massive building blocks immediate fronting the residential zone along Caroline Hill Road South and Link Road will tremendously reduce the sunlight penetration to the residential units and adversely affect the visual amenity as well as air ventilation of the residents. In this regard, any future planning and developments should give due weight to the livability of the local residents. A substantial setbacks of future developments should be implemented to the planning documents to ensure a livable environment to the neighborhood.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

Representation No. TPB/R/S/H7/20-11 & TPB/R/S/H7/20-35 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Below items proposed by the above Representations have drawn our special concern and we would like to raise our following comments and objections, for the Town Planning Board further consideration:

Items proposed by the Representation No. R11 & R35:

1. The subject Site should be redeveloped under one parcel of land instead of two segregated lots.
2. The subject Lot to be disposed as one entity in that the construction of the District Court would be entrusted to the developer who wins the bid.
3. Provisions of an urban green open space and open amphitheatre for the residents in the Wanchai District.
4. The design, disposition and height of the District Court.
5. Provision of one vehicular ingress and egress at the rear part of the site.
6. Alternative options of allocating commercial areas.

Our Comments and or/ Objections to the above items:

1. The idea of amalgamation of G/IC site with commercial site to form a single development in order to facilitate development mix of commercial, community and the open space to form a coherence design is applicable to many other site, but not at CHR site. The reason for this is the presence of a District Court.

    - Special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due

to specific services provided therein, may cause unease and concern to the neighborhood.

- For mutual security purposes, District Court require stand-alone sites and should
  preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location.
- Since the Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We do not see there is a need to integrate the District Court and to rezone the whole of the CHR site to one single lot.

2. To entrust a private developer to design and construct a Government facility of highly sensitive nature and with strict surveillance is not practical and vulnerable. Given the fact that the Government will be the end user, the District Court and the other development should be implemented separately by different agents.

3. We welcomed the provision of more green open space in CHR site. However, we are of great concern as our city has poor track record of ensuring these privately owned open spaces are well managed and for the real enjoyment of the public.

   - The open space dedicated for public use is located on private land. The title of the land belongs to the private developer, who has the obligation to manage the open space. The lease and deed of dedication did not set out detailed design or management requirements, leaving private managers largely free to do whatever they wanted. The social concern over privately owned public spaces began in 2008, when Times Square was found to have forbidden people from sitting or lingering in its open space. In 2018, the High Court approved Time's Square's request to ban street performance at the ground floor piazza and open walkways. As this representation proposed to provide a 12,000m2 open space and plaza, we really doubt this large piece of privately managed open spaces will serve its true function for public enjoyment.
   - The situation is further complicated by the proposed of an amphitheatre, which take up a certain amount open space right in the middle of the site as shown in the proposed layout. An amphitheatre is an open-air venue designed for performances, promotion events, outdoor exhibitions, band concerts and other entertainment events. The activities carried out may generate abundant noise, create nuisance and obstruct pedestrians. Many of us can still recalled Canton-pop singer, Alan Tam's concert held at HK Stadium in 1994, drew hundreds of noise complaints from the neighborhood. As CHR site is located in

a close proximity to the quiet residential area, even a low level of noise or nuisance is very irritating to the residents. Therefore, it is not difficult to see the result is banning of the events and activities by the management. The amphitheatre will soon losing its function for social gathering and activities, but just a hard-paved open space. Therefore in terms of its nature, location, noise and nuisances that may cause, obstruction to the pedestrian and from management point of view, we strongly object the proposal to implement an amphitheatre.

4. The design and appearance of the District Court is inconsistent and incompatible with the surrounding context and land use character. The disposition of the block will create a huge wall effect despite the opening of a "hole" in the middle. The reflective glass effect of the huge curtain wall is disastrous to the environment. Together with the enormous height, this massive structure is awkward and detrimental to the overall context of the district. This super block would result in significant adverse environmental, visual and air ventilation impact which is totally unacceptable by the general public.

5. According to the layout, a new access road is proposed at the rear part of the site in a southeastern to northwestern direction to serve the whole development.

    - For such a large scale mixed development resulting in an additional over 600 parking spaces, including L/UL facilities, facilities for Correctional Services Department, minibus and taxi stops, the provision of only one number of one-way vehicular access from the southern part of Caroline Hill Road to the eastern part of Caroline Hill Road is not acceptable. It is foreseeable that large amount of traffic will be queuing into the development via a "back lane" from Caroline Hill Road south, and then discharge into a sub-standard road at Caroline Hill Road east, in which the road design obviously cannot cater for such a traffic column.
    - As the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. The extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road at the rear part of the site will only impose burden on the existing road network, and in turn creating more bottlenecks.
    - Furthermore, a drop-off area is proposed to be located at the junction of Caroline Hill Road and Link Road. It is one of the busiest junction serving the uphill vehicles and Caroline Hill Road. Queuing up of vehicles for dropping off

and picking up passengers will result in blockage of the traffic lane. The consequence is tailing back of traffic to Leighton Road.

6. We strongly opposed the combination of hotel uses to CHR site. As Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.
    - Four alternative options are detrimental to the adjacent context and neighborhood, in respect of their scale and disposition.
    - Hundreds of alternative approaches could be drawn. Therefore the basis for setting up the parameters is of the utmost importance. If one of the important basis is the TIA, we strongly urged the Government or the developers to conduct a comprehensive and updated TIA to justify the development schedule.

Conclusion

In terms of the scale, planning, layout, design, disposition, traffic, environmental impact, this proposal failed to deliver a scheme that can tailor with the overall context and the environment. We are deeply regret that the inherit traffic problem is yet to be resolved, but the new proposal not only cannot provide a good overall planning, it actually result in serious impacts on the livability of the local residents.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the Government or the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the

redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

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主旨: The Owners Corporation Committee of Butler Towers comments on the Representations on OZP S/H7/20
附件: R6_hysan_comments.pdf; R35_Doctoral_comments.pdf

重要性: 高

The Owners Corporation Committee of Butler Towers

27th September 2019

RE: Comments on the Representations on Outline Zoning Plan S/H7/20

Dear Secretary of the Town Planning Board,
We would like to make our comments in regard to the following Representations, on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19A) gazette in 24th May 2019.

1. Representation No. TBP/R/S/H7/20-6 (Representor: Hysan Development Projects Limited),
2. Representation No. TBP/R/S/H7/20-11 & 35 (Representor: Wan Chai District Councilor Ng Yuen-ting & Representor: Doctoral Exchange)

Please refer to the attached documents (R6_hysan_comments & R35_Doctoral_comments)for the details and reasons for our comments and/or objections to the above representation, for your kind consideration.

Yours Faithfully,

The Owners Corporation Committee of Butler Towers

Representor: **The Owners Corporation Committee of Butler Towers**

Full name of Representor's Representative: Hui Ming Chun Cindy

HKID No. of Representor's Representative: [redacted]

Email Address: [redacted]

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Representation No. TPB/R/S/H7/20-6 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Representation No. R6	Descriptions	Reasons of our comments and/or objections to the representation
Item 1.3(a)	Objection to the Notes for the "C(2)" zone to stipulate the restriction on GFA and the requirements regarding the provision of GIC and a public open space.	• The government proposed development intensity of the CHR site is proposed with due regard to the carrying capacity of the local road network. The restriction on GFA had been drawn and stipulated in the Notes of the plan was based on the findings of the Traffic Review, which is supported by a Traffic Impact Assessment Report. • We would like to stress the importance of imposing restriction on GFA and other requirements on the OZP is not to hinder the long term future or "vision" of CHR site, but to ensure and safeguard the future development not to exacerbate the carrying capacity of the existing road network, environment, visual, density, as well as the overall context of the local district.
Item 5.1	The overwhelming impression given from the documentation related to the governments Conceptual Scheme is that it is designed on the basis of constraints on the site.	• CHR site is not a piece of virgin land sitting in the mid of nowhere. It has a strong relationship with surrounding neighborhoods, road networks and context. • The site itself has inherited a number of valuable characters, such as the OVTs, stone retaining walls together with the trees and the historical valued drainage pipes. All these should be preserved and form part of the constraints for any future development. • In order to ensure these special characters could be maintained and form part of the future development, constraints within the site as well as constraints from the adjacent neighborhood are unavoidable to form part of the requirements in the OZP.

Item 5.3	Proposed Government and Community Facilities	• We do not have adverse comment on the proposed additional community facilities. • However, as these additional facilities would likely to generate additional pedestrian and traffic flow, the community facilities as listed in Table 1(except District court) should be included in the total GFA of the Commercial Zone.
Item 6.3	The CHR site needs to be considered as a community focal point for the Wan Chai District.	• A community focal point means a local hub for a band of social, gathering, financial, office spaces, entertainment, retail, recreation, health centre, etc. With the aim of an integrated planning to draw people together and to enrich the lives of the local community and residents. • Ironically, Causeway Bay is already a community focal point for the Wan Chai district. Within this district, everywhere, every streets and every buildings are already a focal point. Every day, these landmarks attract millions of pedestrian and vehicles to cluster in this vibrant and lively district. • As a private developer, the above situation would of course bring in a huge revenue. However, we, as the local residents and community, **DO NOT NEED** another so-called '**community focal point**' in our neighborhood. This would only create another traffic loops and chaos, eventually extending the congestion zone beyond the boundary without limit, and in turn affect the environment and the health of the local residents.

Item 9.1 Item 9.1.1	Rezone the whole of the CHR site to CDA A comprehensive development to integrate the district court, commercial, the community uses and the open space.	• There are a number of merits to the CDA zoning, especially to facilitate a comprehensive layout and planning control over the development mix of commercial, community and the open space to form a coherence design, so as to enable easy accessibility and enjoyment by the public. • However, special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due to specific services provided therein, may cause unease and concern to the neighborhood. • For mutual security purposes, District Court require stand-alone sites and should preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location. • The Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We

		do not see there is a need to include the District Court and to rezone the whole of the CHR site to CDA.
Item 9.2.4	Submission of MLP under section 16 for the approval of TBP	• We have no objection in principle, but the following additional information should be included in the MLP submission: • To conduct a comprehensive and updated traffic impact assessment report, including at least one weekday and Saturday, and events at the Hong Kong Stadium and Happy Valley Racecourse, in order to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and to demonstrate the carrying capacity of the local road network could support the proposed development intensity of CHR site. • A master landscape plan indicating the concept of hard and soft landscaping and tree preservation and replanting proposals, including landscaping proposals for non-building areas/ setbacks. • Locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections. • Locations of vehicular ingress/egress points and parking, loading/ unloading facilities. • A market research to be conducted by a third party, indicating the forecast on the demand and supply of the floor area of Grade-A office and commercial properties in CWB.
Item 9.2.5	Changes to ES G/IC(2) Item 8.5.6	• As mentioned above, the district court require stand-alone sites and should preferably not be integrated closely with the adjacent non-sensitive community and commercial facilities. There is no need to change ES for G/IC(2) Item 8.5.6.

Appendix 1 Critique of AVA	Proposal for the Study Area	• We strongly object the disposition of the twin Commercial Towers and the District Courts being proposed in this study. • The proposal did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road southwest, Link Road and Broadwood Road. The tendency of clustering of the commercial and district court towers towards the quiet residential zone will inevitably create a wall effect, resulting blockage of sunlight, visual openness and affect the wind velocity to the immediate adjacent residential zone.
Item 9.2.6	Changes to ES G/IC(2) Item 8.5.6	• In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Broadwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line. This statement should be clearly stated in OZP and the ES in order to uphold the wellbeing of the local residents. • For the "C(2)" site, the community component will be provided by the commercial developer as part of the development. In order to ensure that the site is developed in a comprehensive manner, a layout plan with supporting technical information will be submitted for approval by the Board through a Section 16 application. Development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 100,000m2 of which not more than 10,000m2 shall be allocated to retail uses, with due consideration of the traffic capacity in the area. The community facilities will require a floor area of not less than 3,500m2 and will include a District Health Centre of about 1000m2, a Child Care Centre of about 572m2, a Community Hall of about 1,260m2, District Elderly Centre of about 572m2 and Study Rooms of about 200m2. A public transport facility for minibuses (underground), a public carpark (underground) of not less than 100 private car parking spaces and

		commercial vehicles parking spaces shall be provided. A minimum of 6,000m2 of open space shall also be provided and be open to the public. To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided at-grade in the southern portion facing Caroline Hill Road. A setback of not less than 40m in width from the southwestern site boundary immediate opposite Caroline Garden and Silverwood, shall be implemented, where no structure above ground level can be constructed beyond this setback line. The future developer will be required to submit a landscape plan under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved. Existing tress found within the site and tress situating on and/or abutting the stone retaining walls shall also be preserved as far as possible. The future developer shall undertake a quantitative AVA at the detailed design stage to identify the optimal location for the proposed building(s) and provision of adequate air ventilation to the site and surround areas. Podium-free design is also encourage with a view to maximizing the opportunities for at-grade greening, tree preservation and enhancement of air ventilation at pedestrian level. Besides, the future developer shall include locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections.

Conclusion

Hysan has a long history in Causeway Bay. The construction of iconic skyscrapers, large shopping malls and office buildings along Lee Garden Road, Hysan Ave, Yun Ping Road and the overall district indeed attracts many tourists, shoppers, office workers, and provide many commercial activities and opportunities to the neighborhood. However, this in turn create many problems such as traffic, environment, pollution and high density to the area. We are deeply regret that these problems have never been addressed and resolved, but yet new problems are emerging. With the recent opening of the Lee Garden Three, the traffic situation is further worsened by the queuing up of vehicles into the carpark, which often taking up a whole traffic lane during weekends and public holidays. And at the same time, the other traffic lane is always being occupied by illegal parking. The consequence is backlog and tailing back of traffic to Hysan Ave, Leighton Road and Yun Ping Road, and subsequent to the whole district.

We are disappointed on Hysan's proposal of its lacking any insight or sincerity to solve the foreseeable traffic problems that would be generated for such a large scale redevelopment, but instead switching the public attention to implement a new important community focal point with the commercial development.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Moreover, the integrity of the quiet residential neighborhood should not be undermined. The massive building blocks immediate fronting the residential zone along Caroline Hill Road South and Link Road will tremendously reduce the sunlight penetration to the residential units and adversely affect the visual amenity as well as air ventilation of the residents. In this regard, any future planning and developments should give due weight to the livability of the local residents. A substantial setbacks of future developments should be implemented to the planning documents to ensure a livable environment to the neighborhood.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

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Our Comments and or/ Objections to the above items:

1. The idea of amalgamation of G/IC site with commercial site to form a single development in order to facilitate development mix of commercial, community and the open space to form a coherence design is applicable to many other site, but not at CHR site. The reason for this is the presence of a District Court.

    - Special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due

to specific services provided therein, may cause unease and concern to the neighborhood.

- For mutual security purposes, District Court require stand-alone sites and should
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- Since the Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We do not see there is a need to integrate the District Court and to rezone the whole of the CHR site to one single lot.

2. To entrust a private developer to design and construct a Government facility of highly sensitive nature and with strict surveillance is not practical and vulnerable. Given the fact that the Government will be the end user, the District Court and the other development should be implemented separately by different agents.

3. We welcomed the provision of more green open space in CHR site. However, we are of great concern as our city has poor track record of ensuring these privately owned open spaces are well managed and for the real enjoyment of the public.

   - The open space dedicated for public use is located on private land. The title of the land belongs to the private developer, who has the obligation to manage the open space. The lease and deed of dedication did not set out detailed design or management requirements, leaving private managers largely free to do whatever they wanted. The social concern over privately owned public spaces began in 2008, when Times Square was found to have forbidden people from sitting or lingering in its open space. In 2018, the High Court approved Time's Square's request to ban street performance at the ground floor piazza and open walkways. As this representation proposed to provide a 12,000m2 open space and plaza, we really doubt this large piece of privately managed open spaces will serve its true function for public enjoyment.
   - The situation is further complicated by the proposed of an amphitheatre, which take up a certain amount open space right in the middle of the site as shown in the proposed layout. An amphitheatre is an open-air venue designed for performances, promotion events, outdoor exhibitions, band concerts and other entertainment events. The activities carried out may generate abundant noise, create nuisance and obstruct pedestrians. Many of us can still recalled Canton-pop singer, Alan Tam's concert held at HK Stadium in 1994, drew hundreds of noise complaints from the neighborhood. As CHR site is located in

a close proximity to the quiet residential area, even a low level of noise or nuisance is very irritating to the residents. Therefore, it is not difficult to see the result is banning of the events and activities by the management. The amphitheatre will soon losing its function for social gathering and activities, but just a hard-paved open space. Therefore in terms of its nature, location, noise and nuisances that may cause, obstruction to the pedestrian and from management point of view, we strongly object the proposal to implement an amphitheatre.

4. The design and appearance of the District Court is inconsistent and incompatible with the surrounding context and land use character. The disposition of the block will create a huge wall effect despite the opening of a "hole" in the middle. The reflective glass effect of the huge curtain wall is disastrous to the environment. Together with the enormous height, this massive structure is awkward and detrimental to the overall context of the district. This super block would result in significant adverse environmental, visual and air ventilation impact which is totally unacceptable by the general public.

5. According to the layout, a new access road is proposed at the rear part of the site in a southeastern to northwestern direction to serve the whole development.

    - For such a large scale mixed development resulting in an additional over 600 parking spaces, including L/UL facilities, facilities for Correctional Services Department, minibus and taxi stops, the provision of only one number of one-way vehicular access from the southern part of Caroline Hill Road to the eastern part of Caroline Hill Road is not acceptable. It is foreseeable that large amount of traffic will be queuing into the development via a "back lane" from Caroline Hill Road south, and then discharge into a sub-standard road at Caroline Hill Road east, in which the road design obviously cannot cater for such a traffic column.
    - As the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. The extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road at the rear part of the site will only impose burden on the existing road network, and in turn creating more bottlenecks.
    - Furthermore, a drop-off area is proposed to be located at the junction of Caroline Hill Road and Link Road. It is one of the busiest junction serving the uphill vehicles and Caroline Hill Road. Queuing up of vehicles for dropping off

and picking up passengers will result in blockage of the traffic lane. The consequence is tailing back of traffic to Leighton Road.

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    - Four alternative options are detrimental to the adjacent context and neighborhood, in respect of their scale and disposition.
    - Hundreds of alternative approaches could be drawn. Therefore the basis for setting up the parameters is of the utmost importance. If one of the important basis is the TIA, we strongly urged the Government or the developers to conduct a comprehensive and updated TIA to justify the development schedule.

Conclusion

In terms of the scale, planning, layout, design, disposition, traffic, environmental impact, this proposal failed to deliver a scheme that can tailor with the overall context and the environment. We are deeply regret that the inherit traffic problem is yet to be resolved, but the new proposal not only cannot provide a good overall planning, it actually result in serious impacts on the livability of the local residents.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the Government or the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the

redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

tpbpd

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主旨:	Residents of Jardine's Lookout(Representation No. TPB/R/S/H7/20-28) comments on the Representations on OZP S/H7/20	
附件:	TPBRSH720-28.pdf	

Residents of Jardine's Lookout

(Representation No. TPB/R/S/H7/20-28)

27th September 2019

Dear Secretary of the Town Planning Board,

We would like to make the following comments in regard to the following Representations, on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19A) gazette in 24th May 2019.

1. **Representation No. TBP/R/S/H7/20-6 (Representor: Hysan Development Projects Limited),**
2. **Representation No. TBP/R/S/H7/20-11 & 35 (Representor: Wanchai District Councilor Ng Yuen-ting & Representor: Doctoral Exchange)**

Please refer to the attached documents for the details and reasons for our comments and/or objections to the above representation, for your kind consideration.

Thank you for your attention.

Yours Faithfully,

Residents of Jardine's Lookout

Representor: Residents of Jardine's Lookout

Full name of Representor's Representative: Lam Wai Man Anson

HKID No. of Representor's Representative: [redacted]

Email Address:ansonlamdc@gmail.com

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中華人民共和國香港特別行政區
Hong Kong Special Administrative Region
of the People's Republic of China

灣仔區議會 Wan Chai District Council
林偉文議員 District Councillor Anson Lam

Residents of Jardine's Lookout

(Representation No. TPB/R/S/H7/20-28)

27th September 2019

Dear Secretary of the Town Planning Board,

We would like to make the following comments in regard to the following Representations, on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19A) gazette in 24th May 2019.

1. Representation No. TBP/R/S/H7/20-6 (Representor: Hysan Development Projects Limited),
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Please refer to the attached documents for the details and reasons for our comments and/or objections to the above representation, for your kind consideration.

Thank you for your attention.

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Residents of Jardine's Lookout

Representor: **Residents of Jardine's Lookout**

Full name of Representor's Representative: Lam Wai Man Anson

HKID No. of Representor's Representative: [redacted]

Email Address:ansonlamdc@gmail.com

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灣仔區議會 Wan Chai District Council
林偉文議員 District Councillor Anson Lam

Representation No. TPB/R/S/H7/20-11 & TPB/R/S/H7/20-35 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Below items proposed by the above Representations have drawn our special concern and we would like to raise our following comments and objections, for the Town Planning Board further consideration:

Items proposed by the Representation No. R11 & R35:

1. The subject Site should be redeveloped under one parcel of land instead of two segregated lots.
2. The subject Lot to be disposed as one entity in that the construction of the District Court would be entrusted to the developer who wins the bid.
3. Provisions of an urban green open space and open amphitheatre for the residents in the Wanchai District.
4. The design, disposition and height of the District Court.
5. Provision of one vehicular ingress and egress at the rear part of the site.
6. Alternative options of allocating commercial areas.

Our Comments and or/ Objections to the above items:

1. The idea of amalgamation of G/IC site with commercial site to form a single development in order to facilitate development mix of commercial, community and the open space to form a coherence design is applicable to many other site, but not at CHR site. The reason for this is the presence of a District Court.

    - Special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due

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to specific services provided therein, may cause unease and concern to the neighborhood.

- For mutual security purposes, District Court require stand-alone sites and should
  preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location.
- Since the Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We do not see there is a need to integrate the District Court and to rezone the whole of the CHR site to one single lot.

2. To entrust a private developer to design and construct a Government facility of highly sensitive nature and with strict surveillance is not practical and vulnerable. Given the fact that the Government will be the end user, the District Court and the other development should be implemented separately by different agents.

3. We welcomed the provision of more green open space in CHR site. However, we are of great concern as our city has poor track record of ensuring these privately owned open spaces are well managed and for the real enjoyment of the public.

   - The open space dedicated for public use is located on private land. The title of the land belongs to the private developer, who has the obligation to manage the open space. The lease and deed of dedication did not set out detailed design or management requirements, leaving private managers largely free to do whatever they wanted. The social concern over privately owned public spaces began in 2008, when Times Square was found to have forbidden people from sitting or lingering in its open space. In 2018, the High Court approved Time's Square's request to ban street performance at the ground floor piazza and open walkways. As this representation proposed to provide a 12,000m2 open space and plaza, we really doubt this large piece of privately managed open spaces will serve its true function for public enjoyment.
   - The situation is further complicated by the proposed of an amphitheatre, which take up a certain amount open space right in the middle of the site as shown in the proposed layout. An amphitheatre is an open-air venue designed for performances, promotion events, outdoor exhibitions, band concerts and other entertainment events. The activities carried out may generate abundant noise, create nuisance and obstruct pedestrians. Many of us can still recalled Canton-pop singer, Alan Tam's concert held at HK Stadium in 1994, drew hundreds of noise complaints from the neighborhood. As CHR site is located in

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a close proximity to the quiet residential area, even a low level of noise or nuisance is very irritating to the residents. Therefore, it is not difficult to see the result is banning of the events and activities by the management. The amphitheatre will soon losing its function for social gathering and activities, but just a hard-paved open space. Therefore in terms of its nature, location, noise and nuisances that may cause, obstruction to the pedestrian and from management point of view, we strongly object the proposal to implement an amphitheatre.

4. The design and appearance of the District Court is inconsistent and incompatible with the surrounding context and land use character. The disposition of the block will create a huge wall effect despite the opening of a "hole" in the middle. The reflective glass effect of the huge curtain wall is disastrous to the environment. Together with the enormous height, this massive structure is awkward and detrimental to the overall context of the district. This super block would result in significant adverse environmental, visual and air ventilation impact which is totally unacceptable by the general public.

5. According to the layout, a new access road is proposed at the rear part of the site in a southeastern to northwestern direction to serve the whole development.

   - For such a large scale mixed development resulting in an additional over 600 parking spaces, including L/UL facilities, facilities for Correctional Services Department, minibus and taxi stops, the provision of only one number of one-way vehicular access from the southern part of Caroline Hill Road to the eastern part of Caroline Hill Road is not acceptable. It is foreseeable that large amount of traffic will be queuing into the development via a "back lane" from Caroline Hill Road south, and then discharge into a sub-standard road at Caroline Hill Road east, in which the road design obviously cannot cater for such a traffic column.
   - As the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. The extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road at the rear part of the site will only impose burden on the existing road network, and in turn creating more bottlenecks.
   - Furthermore, a drop-off area is proposed to be located at the junction of Caroline Hill Road and Link Road. It is one of the busiest junction serving the uphill vehicles and Caroline Hill Road. Queuing up of vehicles for dropping off

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and picking up passengers will result in blockage of the traffic lane. The consequence is tailing back of traffic to Leighton Road.

6. We strongly opposed the combination of hotel uses to CHR site. As Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.
   - Four alternative options are detrimental to the adjacent context and neighborhood, in respect of their scale and disposition.
   - Hundreds of alternative approaches could be drawn. Therefore the basis for setting up the parameters is of the utmost importance. If one of the important basis is the TIA, we strongly urged the Government or the developers to conduct a comprehensive and updated TIA to justify the development schedule.

Conclusion

In terms of the scale, planning, layout, design, disposition, traffic, environmental impact, this proposal failed to deliver a scheme that can tailor with the overall context and the environment. We are deeply regret that the inherit traffic problem is yet to be resolved, but the new proposal not only cannot provide a good overall planning, it actually result in serious impacts on the livability of the local residents.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the Government or the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the

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redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

除上述意見外，我們還有以下幾點補充:

1.反對無理移除古樹、名木及護土石牆

2.反對把政府提議 135 米高商業大廈再增高至 150 米

3.反對在交通流量已超出負荷的禮頓道再增加多一個大型車路人口

4.反對移除重要樹木及護石牆

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灣仔區議會 Wan Chai District Council
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Representation No. TPB/R/S/H7/20-6 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Representation No. R6	Descriptions	Reasons of our comments and/or objections to the representation
Item 1.3(a)	Objection to the Notes for the "C(2)" zone to stipulate the restriction on GFA and the requirements regarding the provision of GIC and a public open space.	• The government proposed development intensity of the CHR site is proposed with due regard to the carrying capacity of the local road network. The restriction on GFA had been drawn and stipulated in the Notes of the plan was based on the findings of the Traffic Review, which is supported by a Traffic Impact Assessment Report. • We would like to stress the importance of imposing restriction on GFA and other requirements on the OZP is not to hinder the long term future or "vision" of CHR site, but to ensure and safeguard the future development not to exacerbate the carrying capacity of the existing road network, environment, visual, density, as well as the overall context of the local district.
Item 5.1	The overwhelming impression given from the documentation related to the governments Conceptual Scheme is that it is designed on the basis of constraints on the site.	• CHR site is not a piece of virgin land sitting in the mid of nowhere. It has a strong relationship with surrounding neighborhoods, road networks and context. • The site itself has inherited a number of valuable characters, such as the OVTs, stone retaining walls together with the trees and the historical valued drainage pipes. All these should be preserved and form part of the constraints for any future development. • In order to ensure these special characters could be maintained and form part of the future development, constraints within the site as well as constraints from the adjacent neighborhood are unavoidable to form part of the requirements in the OZP.

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Item 5.3	Proposed Government and Community Facilities	• We do not have adverse comment on the proposed additional community facilities. • However, as these additional facilities would likely to generate additional pedestrian and traffic flow, the community facilities as listed in Table 1(except District court) should be included in the total GFA of the Commercial Zone.
Item 6.3	The CHR site needs to be considered as a community focal point for the Wan Chai District.	• A community focal point means a local hub for a band of social, gathering, financial, office spaces, entertainment, retail, recreation, health centre, etc. With the aim of an integrated planning to draw people together and to enrich the lives of the local community and residents. • Ironically, Causeway Bay is already a community focal point for the Wan Chai district. Within this district, everywhere, every streets and every buildings are already a focal point. Every day, these landmarks attract millions of pedestrian and vehicles to cluster in this vibrant and lively district. • As a private developer, the above situation would of course bring in a huge revenue. However, we, as the local residents and community, **DO NOT NEED** another so-called '**community focal point**' in our neighborhood. This would only create another traffic loops and chaos, eventually extending the congestion zone beyond the boundary without limit, and in turn affect the environment and the health of the local residents.

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Item 9.1 Item 9.1.1	Rezone the whole of the CHR site to CDA A comprehensive development to integrate the district court, commercial, the community uses and the open space.	• There are a number of merits to the CDA zoning, especially to facilitate a comprehensive layout and planning control over the development mix of commercial, community and the open space to form a coherence design, so as to enable easy accessibility and enjoyment by the public. • However, special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due to specific services provided therein, may cause unease and concern to the neighborhood. • For mutual security purposes, District Court require stand-alone sites and should preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location. • The Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We

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		do not see there is a need to include the District Court and to rezone the whole of the CHR site to CDA.
Item 9.2.4	Submission of MLP under section 16 for the approval of TBP	• We have no objection in principle, but the following additional information should be included in the MLP submission: • To conduct a comprehensive and updated traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and to demonstrate the carrying capacity of the local road network could support the proposed development intensity of CHR site. • A master landscape plan indicating the concept of hard and soft landscaping and tree preservation and replanting proposals, including landscaping proposals for non-building areas/ setbacks. • Locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections. • Locations of vehicular ingress/egress points and parking, loading/ unloading facilities. • A market research to be conducted by a third party, indicating the forecast on the demand and supply of the floor area of Grade-A office and commercial properties in CWB.
Item 9.2.5	Changes to ES G/IC(2) Item 8.5.6	• As mentioned above, the district court require stand-alone sites and should preferably not be integrated closely with the adjacent non-sensitive community and commercial facilities. There is no need to change ES for G/IC(2) Item 8.5.6.

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Appendix 1 Critique of AVA	Proposal for the Study Area	• We strongly object the disposition of the twin Commercial Towers and the District Courts being proposed in this study. • The proposal did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road southwest, Link Road and Broadwood Road. The tendency of clustering of the commercial and district court towers towards the quiet residential zone will inevitably create a wall effect, resulting blockage of sunlight, visual openness and affect the wind velocity to the immediate adjacent residential zone.
Item 9.2.6	Changes to ES G/IC(2) Item 8.5.6	• In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Broadwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line. This statement should be clearly stated in the ES in order to uphold the wellbeing of the local residents. • For the "C(2)" site, the community component will be provided by the commercial developer as part of the development. In order to ensure that the site is developed in a comprehensive manner, a layout plan with supporting technical information will be submitted for approval by the Board through a Section 16 application. Development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 100,000m2 of which not more than 10,000m2 shall be allocated to retail uses, with due consideration of the traffic capacity in the area. The community facilities will require a floor area of not less than 3,500m2 and will include a District Health Centre of about 1000m2, a Child Care Centre of about 572m2, a Community Hall of about 1,260m2, District Elderly Centre of about 572m2 and Study Rooms of about 200m2. A public transport facility for minibuses (underground), a public carpark (underground) of not less than 100 private car parking spaces and

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		commercial vehicles parking spaces shall be provided. A minimum of 6,000m2 of open space shall also be provided and be open to the public. To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided at-grade in the southern portion facing Caroline Hill Road. A setback of not less than 40m in width from the southwestern site boundary immediate opposite Caroline Garden and Silverwood, shall be implemented, where no structure above ground level can be constructed beyond this setback line. The future developer will be required to submit a landscape plan under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved. Existing tress found within the site and tress situating on and/or abutting the stone retaining walls shall also be preserved as far as possible. The future developer shall undertake a quantitative AVA at the detailed design stage to identify the optimal location for the proposed building(s) and provision of adequate air ventilation to the site and surround areas. Podium-free design is also encourage with a view to maximizing the opportunities for at-grade greening, tree preservation and enhancement of air ventilation at pedestrian level. Besides, the future developer shall include locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections.

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Conclusion

Hysan has a long history in Causeway Bay. The construction of iconic skyscrapers, large shopping malls and office buildings along Lee Garden Road, Hysan Ave, Yun Ping Road and the overall district indeed attracts many tourists, shoppers, office workers, and provide many commercial activities and opportunities to the neighborhood. However, this in turn create many problems such as traffic, environment, pollution and high density to the area. We are deeply regret that these problems have never been addressed and resolved, but yet new problems are emerging. With the recent opening of the Lee Garden Three, the traffic situation is further worsened by the queuing up of vehicles into the carpark, which often taking up a whole traffic lane during weekends and public holidays. And at the same time, the other traffic lane is always being occupied by illegal parking. The consequence is backlog and tailing back of traffic to Hysan Ave, Leighton Road and Yun Ping Road, and subsequent to the whole district.

We are disappointed on Hysan's proposal of its lacking any insight or sincerity to solve the foreseeable traffic problems that would be generated for such a large scale redevelopment, but instead switching the public attention to implement a new important community focal point with the commercial development.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Moreover, the integrity of the quiet residential neighborhood should not be undermined. The massive building blocks immediate fronting the residential zone along Caroline Hill Road South and Link Road will tremendously reduce the sunlight penetration to the residential units and adversely affect the visual amenity as well as air ventilation of the residents. In this regard, any future planning and developments should give due weight to the livability of the local residents. A substantial setbacks of future developments should be implemented to the planning documents to ensure a livable environment to the neighborhood.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

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Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

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tpbpd

寄件者: [redacted]
寄件日期: 27日09月2019年星期五 23:00
收件者: tpbpd
主旨: Re: WONG NAI CHUNG OUTLINE ZONING PLAN NO. S/H7/19

TPB/R/S/H7/20-C105

Dear TPB Members,

It is quite clear from reading the objections that many people in the community are concerned about further erosion of Open Space and GIC sites.

So the question to members is 'Do you hear the people sing'?

Every time I join a rally I have people greet me and refer to having met at TPB. Time and again members of the community have attended meetings and expressed their views. Except for the very rare occasion members have ignored them.

It is quite clear that the bias towards complying with government policy has led members to ignore their duty to examine the long term effects of their approval on the local community.

The CE has promised to listen to the people, members must do likewise.

Mary Mulvihill

From: [redacted]
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Wednesday, August 7, 2019 1:37:08 AM
Subject: Re: WONG NAI CHUNG OUTLINE ZONING PLAN NO. S/H7/19

MARY MULVIHILL
[redacted]

From: '[redacted]
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Wednesday, July 24, 2019 2:47:43 AM
Subject: WONG NAI CHUNG OUTLINE ZONING PLAN NO. S/H7/19

AMENDMENTS TO THE APPROVED WONG NAI CHUNG OUTLINE ZONING PLAN NO. S/H7/19

Dear TPB Members,

I strongly object to the following: Amendments to Matters shown on the Plan

Item A – Rezoning of the northern and eastern part of the Caroline Hill Road (CHR) Site fronting Leighton Road from "Other Specified Uses" annotated "Sports and Recreation Club" ("OU (SRC)") and "Government, Institution or Community" ("G/IC") to "Commercial (2)" ("C (2)") with revision to the maximum building height from 2 storeys and 3 storeys to 135mPD.

Item B – Rezoning of the southern part of the CHR Site from "G/IC" to "G/IC (2)" with revision to the maximum building height from 3 storeys to 135Mpd

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Item A is the transfer of land designated for community and recreational use to a private developer

Item B represents an unacceptable change to the height of GIC site that will greatly impact the surrounding district and remove a critical low rise breathing space in a very congested district.

Open space

3.5 The future developer is required to provide **6,000m2 public open space** in the commercial site to address the shortfall in local open space and serve the immediate local community. The locations of the open space indicated in the conceptual plan are only one of the possible designs. The future developer is only encouraged to provide open space fronting Leighton Road and Caroline Hill Road, while the locations of open space and recreation areas in the vicinity of the CHR Site are shown on Plan FC-2. If an open space is to be provided in south-eastern part of the commercial site, **its connection with the remaining portion of the site would be through underground link**, at grade crossing or elevated link to ensure its accessibility (Plan FC-3).

CHEATING COMMUNITY AGAIN WITH ANOTHER TIMES SQUARE. IT IS OBVIOUS THAT THE OS SURROUNDING THE COMMERCIAL TOWER WOULD BE NOTHING MORE THAN CIRCULATION AREA. THE IMAGES UNDERLINE THAT IT WILL BE THE USUAL LANDSCAPE OF PAVING WITH SOME SHRUBS AT THE PERIPHERY.

THE OS BESIDE THE COURTS APPEARS TO BE NOTHING MORE THAN A LANDSCAPE ROOF TOP INSTEAD OF A GENUINE PARK AREA.

THERE IS NO CONNECTIVITY BETWEEN THE TWO OS AREAS AS THEY ARE DIVIDED BY A ROAD.

PRIVATE MANAGEMENT OF PUBLIC FACILITIES IS NOT WELCOMED BY THE COMMUNITY AND TIME AND AGAIN HAS CREATED MANY ISSUES. MOREOVER FOR THE OS BESIDE THE PROPOSED COURT BUILDING THERE IS NO JUSTIFICATION THAT IT BE MANAGED BY THE DEVELOPER.

Provision of GIC facilities

4.3.7 Based on a planned population of about 185,000 persons, there is no shortfall of major GIC facilities in Wan Chai area. As indicated in paragraph 2.1(b) above, some public facilities are proposed to be provided in the commercial site. Among the premises-based facilities, the **DHC is a new facility announced in the Chief Executive's Policy Address 2017** which would be set up in each district. For CCC, there is no population-based standard in the Hong Kong Planning Standards and Guidelines (HKPSG) and the provision of which is based on the estimated demand, socio-economic factors, district characteristics and the provision of other child care support services for the area.

REALLY, WHAT ABOUT THE REINTRODUCED ELDERLY CARE AND SOON TO BE INTRODUCED CHILD CARE FACILITIES?

4 3.8 For the Residential Care Home for the Elderly (RCHE) and civic centre as suggested by the Wan Chai District Council (WCDC), **there is a provision of 572 RHCE places in Wan Chai District representing a deficit of 686 places.** However, as advised by the Social Welfare Department, if both subvented and self-financing RCHE are included, the total number of RCHE within the district is 770. Multi-pronged approaches would be adopted to increase the residential care places for the elderly. For the CHR site, given its location and the demand for health and child care services in the Wan Chai District, priority has been given to the DHC and CCC.

According to the Leisure and Cultural Services Department, civic centre was planned on a district-wide basis and the current provision of which on Hong Kong Island was considered sufficient. Public facilities will be provided within the commercial development, including District Health Centre (DHC), Child Care Centre (CCC), public open space, public transport facility for minibuses and public car parking spaces.

PLAYING WITH DATA – THERE IS STILL A SHORTFALL OF 500 RCHE AND COMMUNITY FACILITIES WILL BE SHUNTED TO OUT OF THE WAY LOCATIONS AS THE DEVELOPERS WILL NOT WANT THEM. THESE LARGE COMMERCIAL CENTRES ARE NOT APPROPRIATE LOCATIONS FOR FACILITIES SUCH AS CHILD AND ELDERLY CARE. THE OS SURROUNDING THE COMMERCIAL TOWER WOULD PROVIDE NO RECREATIONAL FACILITIES TO SUPPORT THE RECREATIONAL NEEDS OF ELDERLY OR CHILDREN.

LANDS TRIBUNAL SHOULD BE LOCATED IN OR CLOSE TO NEW TERITORIES AS MOST OF THE ISSUES GOING FORWARD WILL BE RELATED TO DEVELOPMENT THERE. IT IS HIGH TIME THAT FACILITIES AND SERVICES BE DISTRIBUTED TERRITORY WIDE TO ENSURE A MORE EQUITABLE SOCIETY AND TO UPGRADE EMPLOYMENT OPPORTUNITIES IN NEW TOWNS.

Traffic

5.3 According to the conceptual scheme, the commercial development will have a total GFA of 100,000m2 which is equivalent to a plot ratio (PR) of about 11 based on a development site area of about 8,953m2 and the proposed BH is 135mPD. The PR is lower than the general development intensity of high-rise commercial buildings under the Building (Planning) Regulations (B(P)R) (i.e. a PR of 15) **in view of the limited traffic capacity of the local area**. As reflected in the Traffic Review, retail uses would generally generate comparatively more traffic than other commercial uses like office and hotel. To minimise the traffic impact of the future commercial development, it is also intended to restrict the maximum retail GFA of the commercial development to 10,000m2 (i.e. about 10% of the total GFA)

IN OTHER WORDS THERE IS NO SPARE CAPACITY AS THE DC HAS POINTED OUT

Environmental Impacts

6.8 The proposed commercial development and DC will provide central air-conditioning systems and **non-openable windows**. The proposed developments will not be subject to adverse environmental impacts. As advised by the Director of Environmental Protection (DEP), the proposed developments **will not have insurmountable environmental impacts.**

IN OTHER WORDS THERE ARE CONSIDERABLE ISSUES. HAVE WE FORGOTTEN SARS AND THE NEED FOR PROPER VENTILATION AND CIRCULATION OF AIR?
HOW CAN ELDERLY AND CHILD CARE FACILITIES BE PROVIDED IN BUILDINGS WITH NON-OPENABLE WINDOWS? IF THERE IS A FIRE HOW CAN THEY BE QUICKLY EVACUATED?

6.20 According to the Architectural Services Department (ArchSD), about 33 trees are proposed to be felled (including 6 dead trees) due to the demolition works. These trees are of low amenity value and are **either wall trees growing on those existing buildings** to be demolished or located in close proximity to the buildings identified to be demolished. In addition, it is estimated that another 32 trees **may be in conflict** with the proposed development and junction improvement works and are recommended to be felled/transplanted if possible

HONG KONG PEOPLE LOVE WALL TREES AND EVERY EFFORT SHOULD BE MADE TO RETAIN THE EVER DECREASING STOCK. MAY BE IN CONFLICT = WILL BE CHOPPED DOWN. SO THE OVERALL TREE AND GREEN COVERAGE OF THE DISTRICT WILL BE SUBSTANTIALLY REDUCED.

Visual Impact and Ventilation

Clearly the developments will have a major negative impact from all angles and completely obstruct existing views of the sky and green background. The darkening impact on local streets like Sharp and Sunning are obvious even from the images.
Of course the AVA always finds that the development is acceptable but the public is not fooled. The significant wall effect will certainly greatly impact ventilation.

THIS IS CONTRARY TO THE GUIDELINES FOR GIC

2.5 The scale and design of the proposed development should have regard to the character and massing of the buildings in the surrounding areas **and should not cause significant adverse visual impact on the townscape of the area**. Where one of the planning intentions of the existing/designated GIC development on the site is to **serve as a "breathing space" or visual break within a high-rise and high-density environment**, the proposed development should be designed in such a way that this planning intention would not be undermined.

2.8 The proposed development **should be sustainable in terms of the overall planned provision of open space and GIC facilities in the area**

2.9 The proposed development **should not cause, directly or indirectly, the surrounding areas to be susceptible to adverse environmental impacts and should not be susceptible to adverse environmental impacts from pollution sources nearby including heavily trafficked road**; otherwise adequate environmental mitigation, monitoring and audit measures must be provided.

2.10 For "G/IC" sites covered by mature trees and vegetation or located in areas of high landscape or amenity value, the design and layout of the proposed development should be compatible and should blend in well with the surrounding areas. **The proposed development should not involve extensive clearance of existing natural vegetation, adversely affect the existing natural landscape, or cause adverse visual impact on the natural environment in the surrounding areas.**

Members are required to follow these own guidelines.

Millions of people have been demonstrated recently that they can no longer accept the manner in which government policies are being manipulated in order to deprive the community of its right to community and recreational facilities. The administration proposes to spend $20 billion on acquiring sites in private and commercial developments to address the shortfall in essential community services but continues to rezone sites like these that are appropriately zoned.

Not only would community facilities in commercial buildings be of poor quality and restrictive in nature, the selling off of GIC sites for land revenue that goes towards white elephant projects while funds that should be spent on the community are used to buy back units at inflated prices can no longer be tolerated.

Site A rezoning must be rejected and the height of Site B reduced to regular GIC dimensions.

Mary Mulvihill

Some of the refs may not be correct as the file was updated on 23 July and created additional stress on members of the public who had no time to read through 350+ pages again