Annex I

圖例 NOTATION

ZONES		地帶
COMMERCIAL	C	商業
COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區
RESIDENTIAL (GROUP A)	R(A)	住宅（甲類）
RESIDENTIAL (GROUP B)	R(B)	住宅（乙類）
RESIDENTIAL (GROUP E)	R(E)	住宅（戊類）
VILLAGE TYPE DEVELOPMENT	V	鄉村式發展
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
UNDETERMINED	U	未決定用途
GREEN BELT	GB	綠化地帶
COASTAL PROTECTION AREA	CPA	海岸保護區

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

MISCELLANEOUS		其他
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)	10	最高建築物高度（樓層數目）
PETROL FILLING STATION	P F S	加油站
AREA DESIGNATED FOR 'WATERFRONT PROMENADE'		指定為「海濱長廊」的地區

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	4.03	1.53	商業
COMPREHENSIVE DEVELOPMENT AREA	13.93	5.28	綜合發展區
RESIDENTIAL (GROUP A)	77.89	29.51	住宅（甲類）
RESIDENTIAL (GROUP B)	3.29	1.25	住宅（乙類）
RESIDENTIAL (GROUP E)	5.79	2.19	住宅（戊類）
VILLAGE TYPE DEVELOPMENT	7.75	2.94	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	18.18	6.89	政府、機構或社區
OPEN SPACE	18.96	7.18	休憩用地
OTHER SPECIFIED USES	5.26	1.99	其他指定用途
UNDETERMINED	4.65	1.76	未決定用途
GREEN BELT	58.55	22.18	綠化地帶
COASTAL PROTECTION AREA	0.07	0.03	海岸保護區
NULLAH	1.06	0.40	明渠
MAJOR ROAD ETC.	44.54	16.87	主要道路等
TOTAL PLANNING SCHEME AREA	263.95	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/K15/23 的修訂
AMENDMENTS TO APPROVED PLAN No. S/K15/23

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 B1	修訂項目B1項
AMENDMENT ITEM B2	修訂項目B2項
AMENDMENT ITEM B3	修訂項目B3項
AMENDMENT ITEM C	修訂項目C項
AMENDMENT ITEM D	修訂項目D項

（參看附表）
(SEE ATTACHED SCHEDULE)

2016年6月24日 按照城市規劃條例第5條展示的核准圖編號 S/K15/23 的修訂
AMENDMENTS TO APPROVED PLAN No. S/K15/23 EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON 24 JUNE 2016

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

香港城市規劃委員會依據城市規劃條例擬備的茶果嶺、油塘、鯉魚門（九龍規劃區第15區）分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
KOWLOON PLANNING AREA No. 15 - CHA KWO LING, YAU TONG, LEI YUE MUN - OUTLINE ZONING PLAN

* METRES 100 0 200 400 600 800 METRES *

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/K15/24

本摘要圖於2016年10月7日擬備
EXTRACT PLAN PREPARED ON 7.10.2016

參考編號 REFERENCE No. R/S/K15/24

SCHEDULE OF AMENDMENTS TO THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN NO. S/K15/23 MADE BY THE TOWN PLANNING BOARD UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)

I. Amendments to Matters shown on the Plan

Item A – Rezoning of a site at the junction of Yan Wing Street and Cha Kwo Ling Road from "Green Belt" ("GB") to "Residential (Group A)" ("R(A)") with stipulation of building height restriction.

Item B1 – Rezoning of a site at Ko Chiu Road from "Other Specified Uses" annotated "Ventilation Building" ("OU(Ventilation Building)"), "Government, Institution or Community" ("G/IC") and "GB" to "R(A)7" with stipulation of building height restriction.

Item B2 – Rezoning of a strip of land at Ko Chiu Road from "OU(Ventilation Building)" and "G/IC" to an area shown as 'Road'.

Item B3 – Rezoning of a site at Ko Chiu Road from "OU(Ventilation Building)" and "G/IC" to "R(A)" with stipulation of building height restriction.

Item C – Rezoning of a piece of land to the south of Yau Tong No.2 Fresh Water Service Reservoir at Ko Chiu Road from "G/IC" to "GB".

Item D – Rezoning of a piece of land covering the northern part of Yau Tong No.2 Fresh Water Service Reservoir at Ko Chiu Road from "GB" to "G/IC" and a strip of land to the south of Ko Chun Court from "GB" to "R(A)".

II. Amendments to the Notes of the Plan

(a) Revision to the Notes of the "R(A)" zone by including 'Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances (on land designated "R(A)7" only)' in Column 1 use of the User Schedule, and corresponding revision of the use from 'Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances' to 'Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances (except on land designated "R(A)7")' in Column 2 of the User Schedule.

(b) Revision to the Remarks of the Notes to specify the development restriction for the "R(A)7" sub-zone, and to add a remark clarifying the plot ratio calculation regarding railway facilities.

(c) Incorporation of 'Art Studio (excluding those involving direct provision of services or goods)' as Column 1 use in the Schedule II for the Notes for the "Other Specified Uses" annotated "Business" and "Residential (Group E)" zones, with corresponding amendments to replace 'Place of Recreation, Sports or Culture' under Column 2 by 'Place of Recreation, Sports or Culture (not elsewhere specified)' in the above zones.

Town Planning Board

24 June 2016

第五屆觀塘區議會
第三次全會會議記錄

日期: 2016年5月3日(星期二)
時間: 下午2時45分至7時55分
地點: 九龍觀塘觀塘道392號創紀之城6期20樓05-07室
觀塘民政事務處會議室

主席

陳振彬太平紳士, GBS

副主席

洪錦鉉先生

議員

歐陽均諾先生
畢東尼先生
陳俊傑先生
陳國華先生, MH
陳汶堅先生
陳華裕先生, MH
陳耀雄先生
鄭景陽先生
鄭強峰先生
張琪騰先生
張培剛先生
張順華先生
張姚彬先生
蔡澤鴻先生
符碧珍女士
何啟明先生
徐海山先生
金　堅女士
簡銘東先生
黎樹濠太平紳士, BBS, MH
呂東孩先生
馬軼超先生
莫建成先生
顏汶羽先生
柯創盛先生, MH
潘任惠珍女士, MH
蘇冠聰先生
蘇麗珍太平紳士, MH
譚肇卓先生
鄧咏駿先生
謝淑珍女士
黃子健先生
黃春平先生
葉興國太平紳士, MH
姚柏良先生

出席會議的政府部門/機構代表

羅莘桉先生, JP	觀塘民政事務專員	
陳碧琪女士	觀塘民政事務助理專員(1)	
麥瑞禧先生	觀塘民政事務助理專員(2)	
史勿輝總警司	警務處觀塘區指揮官	
戴誠輝高級警司	警務處秀茂坪區副指揮官	
姚漢生先生	警務處秀茂坪區警民關係主任	
廖健威先生	運輸署高級運輸主任/觀塘	
李樹邦先生	食物環境衞生署觀塘區環境衞生總監	
陸子慧先生	房屋署署理物業管理總經理(東九龍)	
徐仕基先生	土木工程拓展署總工程師/九龍 1	
葉小明女士	社會福利署觀塘區福利專員	
鄧敏華女士	康樂及文化事務署總康樂事務經理(九龍)	
蕭偉強先生, JP	勞工及福利局副局長	議項 II
葉子季先生	規劃署九龍規劃專員	議項 III
蘇月仙女士	規劃署高級城市規劃師/九龍 5	
馮啟源先生	房屋署高級建築師 4	
方德韶女士	房屋署高級規劃師 3	
葉長國先生	房屋署高級土木工程師 7	
何志達先生	運輸署工程師/觀塘 3	
王國雄先生	廉政公署首席廉政教育主任（東九龍及西貢）	議項 V
麥國儀女士	廉政公署高級廉政教育主任	
湯濟明先生	港鐵公司車務經理－觀塘綫及荃灣綫	議項 IX
黃萬龍先生	港鐵公司高級設計管理工程師－土木	
楊莉華女士	港鐵公司公共關係經理－對外事務	
蘇玉燕女士	港鐵公司助理公共關係經理 －對外事務	

秘書

李賢斌先生	觀塘民政事務處高級行政主任(區議會)

列席者:

甘遠清女士	觀塘民政事務處高級聯絡主任(1)
梁燕屏女士	觀塘民政事務處高級聯絡主任(2)
蕭潔芝女士	觀塘民政事務處高級行政主任(地區管理)
高楚翹先生	觀塘民政事務處一級行政主任(區議會)

主席歡迎所有與會人士出席會議。

議項 I － 通過上次會議記錄

2. 大會通過有關會議記錄。

議項 II － 退休保障公眾參與活動

3. 主席歡迎勞工及福利局副局長蕭偉強先生,JP(下稱「蕭副局長」)出席是次會議。

4. 蕭副局長介紹諮詢文件重點內容。他呼籲議員於 2016 年 6 月 21 日或之前就有關建議提出意見，政府會在諮詢期內諮詢立法會、18 區區議會、各商會、工會及關注團體，同時亦會舉辦地區論壇、焦點小組等，以廣納社會的意見。

5. 議員提出查詢及建議，摘錄如下：

5.1 葉興國議員指出退休保障主要爭議是利益分配不均，就 70 歲以下的退休長者須接受資產審查的政策亦受批評。他建議政府可考慮將退休保障分等級，將 70 歲以下人士資產審查程序盡量簡化，並給予符合資格者老人金，以平衡社會上不同需要。就強積金作為退休儲蓄用途，他指出該類回報偏低及有關資金增長被中介收費所扣減。他建議政府考慮仿效新加坡政府自行為供款者投資的做法，以保障回報比率；他亦建議政府考慮將八萬元資產上限提高。

5.2 陳華裕議員讚賞文件詳細列出不同方案的實際情況及財政負擔。他支持「不論貧富方案」以減少行政開支、簡化行政程序及避免有隱瞞資產的個案。他建議政府考慮：(i)調撥各範疇的資源資助全民退休金；(ii)檢討人口政

如「錢從何來」、「資產審查水平」)；(ii)在正式推行退保前，整合目前的各項長者津貼制度，如分多級不同資助金額，以轉為綜合性退休的保障。若有經濟需要的長者則須接受審查以獲得較高的資助金額，但有關審查應有別於綜援的嚴格審查。

5.17 譚肇卓議員建議政府考慮：(i)檢討及優化目前低收入家庭津貼及長者津貼審查制度的程序及行政費用；(ii)檢討及調查審查資產上限數字，以符合實際情況；(iii)檢討強積金制度的適切性及資產增值成效後，才推出退休保障計劃；以及(iv)推出短中期退保方案予一些有需要長者。

5.18 馬軼超議員贊成「不論貧富方案」，人人有份收取津貼。他建議政府考慮就強積金投資組合定期作出檢討，加強公眾教育及宣傳工作，甚至推出額外鼓勵措施(例如可將一部分投資盈利取出使用)。

6. 政府就議員的查詢及意見回應如下：

6.1 退休保障計劃可行性：政府有誠意落實退休保障計劃，並且希望能在社會上凝聚共識向前踏進一步。

6.2 6月21日諮詢期完結：諮詢期完結後，顧問公司會給予政府詳細報告，政府會認真地研究，期望在2017年初能訂出有關政策方向。

6.3 階段性推行一些中短期措施：政府會就議員提出的建議進行研究及考慮(例如發揮長者潛能及延長退休年齡)。

7. 主席及各議員感謝副局長到訪及期望局方反映議員的建議予政府詳細研究及考慮。

議項III－《茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號S/K15/23》的擬議修訂項目
(觀塘區議會文件第16/2016號)

8. 主席歡迎規劃署九龍規劃專員葉子季先生及高級城市規劃師/九龍 5

蘇月仙女士、房屋署高級建築師 4 馮啟源先生、高級規劃師 3 方德韶女士及高級土木工程師 7 葉長國先生、以及運輸署工程師/觀塘 3 何志達先生協助討論。

9. 規劃署九龍規劃專員葉子季先生以投影片輔助介紹文件，特別指出觀塘區內現有及已規劃的社區設施大致足夠，包括現有的三個游泳池/嬉水池（分別位於觀塘、佐敦谷及藍田）及六間公共圖書館（三所位於藍田、瑞和街及牛頭角的分區圖書館，三所位於鯉魚門、秀茂坪及順利邨的小型圖書館）。油塘區現時已預留一塊土地興建一所普通科門診診所，另外亦可考慮於欣榮街公營房屋發展(鯉魚門邨第四期)的平台提供其他社區設施以滿足市民所需。

10. 議員提出的查詢及建議如下：

10.1 張琪騰議員表示對有關的規劃建議有所保留。他認為油塘缺乏整體及前瞻性的完善規劃，油塘區可供發展的土地不多。過往經多次協商後，有關當局才回應地區的需求，研究用高超道、碧雲道交界用地興建門診診所。同時，他查詢署方：(i)能否提供上述診所興建時間表；(ii)就目前兩個修訂項目工程(包括港鐵通風樓及鯉魚門邨「綠化地帶」項目)將包圍鯉魚門邨的情況下，有否制定措施限制工程施工噪音對附近居民的影響；(iii)就油塘區整體規劃上，有否設置公眾泳池設施，以應付居民需要；(iv)就油塘工業區的發展，有否統一性規劃；(v)除了現時擬議發展，就目前已規劃增加的三萬人口(包括鯉旺樓、高超道、碧雲道交界、鯉魚門徑地盤、油麗邨地盤、油塘灣發展計劃)會將該區總人口增加至十四萬，署方有否考慮增加一幢社區綜合大樓(包括有下列社區設施：街市、社區會堂、幼稚園、圖書館等)；(vi)就交通方面，除茶果嶺道、高超道需進行優化工程，由油塘中心往油塘社區會堂車道亦十分繁忙，署方有否考慮在該處加設行人交通過路燈的可行性。最後，他呼籲署方積極回應居民的訴求(例如增加青少年中心、停車位、機場巴士路線等)，以達致多贏局面。

10.2 謝淑珍議員指出油塘區人口現已超過八萬人，目前高翔苑、高怡邨、鯉魚門邨居民投訴噪音問題嚴重，在高超道興建住宅樓宇將會加劇上述噪音問題。就區內交通及社區設施，她建議署方考慮：(i)加強港鐵在繁忙時間的服務

班次；(ii)加強區內街市服務予現在及未來的居民；(iii)加強鯉旺樓的通風狀況；(iv)增加車位供應以紓緩區內違泊的情況；(v)提早開放區內康樂設施(例如高超道配水庫、大本營空中花園)予居民享用；(vi)在高超道油塘中心往油塘社區會堂行人過路位置增設交通燈；以及(vii)增加區內幼兒學額。

10.3 葉興國議員原則上支持政府覓地建樓以解決市民的房屋需要。他建議署方考慮優化有關區域的交通配套及增加各種社區設施的供應，以配合增加的人口比例(例如街市、幼稚園、幼兒服務及社區中心等)，並且藉此契機一併解決區內的整體規劃問題。

10.4 蔡澤鴻議員建議署方考慮增加額外交通、社區及文康設施配套，以應付新增的人口。

10.5 簡銘東議員建議署方考慮：(i)改善目前鯉魚門道與啟田道交界迴旋處繁忙時段交通擠塞問題；(ii) 因應油塘及藍田的乘客需求調整巴士及小巴的班次；以及(iii)興建額外社區設施予藍田區(例如停車位、圖書館、幼稚園及診所等)。

10.6 何啟明議員查詢署方：(i)為何在上一次修訂大綱核准圖時有一塊茶果嶺住宅用地改劃為「未決定用途」地帶，而現時又將另一塊非住宅用地轉為住宅用途；(ii)房屋署如何緩解原有相關社區的問題(例如高超道塞車問題、晚間違泊問題(油塘工業區、高超道、碧雲道一帶))；以及(iii)為何在建議增加人口後仍評估對區內交通流量沒有影響。

10.7 呂東孫議員指出近年油塘區的發展皆為插針式。油塘目前有四個選區共達八萬人口；油塘灣發展項目預計有兩萬人口；油塘工業區預計有超過兩萬人口；總計達 13 萬人口。現在建議在該區進一步增加一萬多人口，將必定加劇區內的交通及社區設施(例如醫療設施、運動場所、街市、圖書館、青少年中心)的負荷，降低居民的生活質素。他建議署方考慮：(i)同步地在油塘區興建多些社區設施，包括診所、綜合性社區大樓、圖書館、泳池等；(ii)就交通方面搬遷運輸署的駕駛考牌中心，擴闊茶果嶺道；以及

(iii)繼續聆聽居民的意見。

10.8 張順華議員建議署方考慮：(i)加強受影響區內的整體配套設施(包括休憩用地、活動空間、醫療設施、交通承受能力等)；(ii)聯同路政署研究如何優先發展東九龍鐵路線連接將軍澳(經寶達邨連接鑽石山)；由油塘沿山腰經藍田、秀茂坪、順利、順天、慈雲山、竹園、天馬至樂富站的新鐵路線（寶達至彩雲可共用路軌－即雙“Y”形鐵路），以解決整個觀塘的交通配套；(iii)建議在通風樓位置設立鐵路站作交通設施用地，對現時建議改劃作住宅發展有所保留；(iv)就上一次修訂茶果嶺用地時將住宅用地改劃為「未決定用途」地帶的規劃決定還原；以及(v)定期檢討區內停車位的比例及標準，以減輕違泊的問題。

10.9 張培剛議員建議署方考慮就議員增加交通及社區設施配套後再就有關規劃建議諮詢區議會。

10.10 黎樹濠議員認同住屋是民生最大議題及對文件表示有所保留。他指出油塘區可供買餸菜地方不多，交通也十分擠塞(例如鯉魚門道與啟田道交界迴旋處、鯉魚門道小迴旋處、高超道油塘中心往油塘社區會堂過路處亦十分繁忙)。他建議署方考慮(i)進行實質措施優化區內交通配套以解決區內已經飽和的交通負荷；(ii)興建一所社區綜合大樓(包括診所、泳池、圖書館等社區服務設施)，予現有及將來的居民使用；以及(iii)將欣榮街地盤與碧雲道診所地盤互換用途。

10.11 莫建成議員認同解決房屋問題的需要，但政府須有長遠的規劃及方向。他指出目前油塘區的社區配套及設施嚴重不足，並且已經達飽和程度。他建議署方考慮再就建議作詳細規劃及與相關持份者溝通。

10.12 譚肇卓議員指出署方於過去的規劃建議中，一直表示其規劃對區內居民沒有影響，但根據他的觀察，由過往規劃所衍生的交通問題正陸續浮現。他表示區議會有責任以整個觀塘區的角度，而非區內的一部分，來看待規劃發展。他認為假如署方現時未能解決議員所提出的問題，應再與議員商討可行的解決方法。他亦促請署方與其他部門通力合

作，令規劃得以完善。

10.13 陳華裕議員肯定政府建屋的決心及建議署方考慮：(i)就欣榮街地盤地勢，盡量採取綠色設計以紓緩周邊(例如油塘中心)居民的壓迫感及通風需要；(ii)就高超道地盤位處斜路，將連接車路取消以便削平附近地勢及減低附近行車噪音對居民的影響；以及(iii)興建高架行人天橋連接周邊(如高超道及附近主要建築物)。

10.14 洪錦鉉議員建議署方考慮再就建議檢討、優化後再諮詢區議會。

10.15 鄧咏駿議員指出有關地區交通流量現時已十分飽和，例如鯉魚門道小迴旋處、學車車輛及駕駛考試中心問題引致擠塞、違泊問題嚴重。他建議署方考慮解決交通配套及增加適當社區設施予現時及將來的居民。

10.16 柯創盛議員指出隨着油塘區人口不斷上升，居民的生活質素不斷下降，例如活動空間小、往鯉魚門道交通擠塞、居民搭車難、油塘港鐵站轉車擠迫、醫療服務不足等。他認為發展須雙贏，期望有關發展可令觀塘區有所增值，並建議署方考慮：(i)要求政府加快油塘診所的興建速度；(ii)興建綜合大樓，升格現時小型圖書館為分區圖書館，以及興建泳池；(iii)解決交通問題，將東九龍鐵路線由藍田作為起點穿過藍田一帶作為一條新支線；(iv)處理區內行人暢達性，加建及優化現時行人網絡；(v)提供有質量的社區設施(例如綠化空間及公園)；以及(vi)增加區內停車位。他呼籲當局在發展房屋計劃時須增加公眾參與機會(例如工作坊、簡介會、諮詢會等)，聆聽不同持份者的意見。他亦表示署方須向城市規劃委員會(城規會)提出區議會就建議提出的各方面憂慮。

10.17 姚柏良議員指出政府曾建議在鯉魚門停車場、油麗邨、欣榮街作插針式興建房屋。他建議政府考慮藍田平田邨山坡也可供建休憩空間用途。他建議署方在規劃發展的同時，認真聆聽油塘居民的訴求及當區議員的意見。

10.18 蘇麗珍議員表示2016年2月22日觀塘區發生大塞車事

件，影響附近將軍澳、黃大仙及西貢區的交通情況。她建議署方考慮加快「中九龍幹線」的落實時間，長遠地紓緩目前觀塘的交通擠塞的情況。她建議署方考慮吸納議員上述提出的意見，造福觀塘居民。

10.19 馬軼超議員指出議員需體諒一些仍住在惡劣環境(例如劏房)中生活及輪候公屋的市民的生活狀況，所以他未能支持議員於下述第 6 段提出的臨時動議。

11. 主席總結區議會一向關心房屋興建計劃對區內居民日常生活的影響，並呼籲當局一併考慮因增加額外人流擴建觀塘港鐵站，以疏導現時已飽和的站內出入口。

12. 署方就議員的查詢及意見回應如下：

交通事宜

12.1 交通問題：署方指出一般而言，政府在考慮用地改劃建議前必會進行交通影響評估，範圍包括附近已規劃的地段，故交通影響評估甚為全面，亦已按照既定程序進行。根據有關交通影響評估，擬議發展不會對附近交通造成不良影響。署方理解議員可能對交通情況有不同理解，但署方願意聆聽議員的意見，並會與運輸署再詳細研究如何優化有關路段情況。

12.2 區內停車位不足：署方了解此情況，因此，除了相關發展所須的附屬停車位外，署方已在鯉魚門徑用地的發展計劃要求提供 250 個公共停車位；於崇信街發展地盤亦規劃了 171 個公共停車位，以回應區內對停車位的需求。這次改劃的兩塊用地亦會根據《香港規劃標準與準則》預留車位予住客。如下文第 5.15 段所述，房屋署亦會在鯉魚門邨第四期提供更多私家車停車位，以回應地區人士的訴求。

12.3 鐵路路線建議：署方表示議員的建議涉及整體鐵路發展策略，需待運輸及房屋局作出考慮及研究。目前「東九龍鐵路線」的初步落實時間表為 2019 年至 2025 年之間。

12.4 行人系統連接：署方指出鯉魚門邨第四期發展會興建有蓋行人天橋系統接駁鯉魚門邨一、二、三期及附近港鐵站及大本營等，以增加行人暢達性。

12.5 公共運輸服務配套：署方表示運輸署會繼續監察區內人口增長及會檢討現時公共運輸服務的運作情況(包括巴士、小巴路線班次及路線是否充足)，署方亦會不時與運輸署聯繫是否有需要強化現有的公共運輸設施及服務網絡。

12.6 油塘駕駛考試中心搬遷建議：署方早前已跟運輸署作出相關討論。該考試中心為九龍東的唯一考試中心，其服務佔全港考牌服務約 16%。現時考試時間會避開繁忙時段及每日只有 60 宗考試舉行；現有的三條考試路線，每條路線每小時約有三宗考試。故此就考試車流而言，未必會構成很大影響。運輸署暫時未有更合適考試場地作搬遷油塘考試中心之用。

12.7 鯉魚門道與啟田道交界迴旋處之有關改善工程：當局正檢討有關工程項目的需要及考慮其它替補方案，而運輸署正與相關部門商議及檢視各改善方案的安排，稍後會向區議會匯報。

12.8 鯉魚門道與啟田道交界迴旋處擠塞情況：為改善整體交通情況，政府將興建包括中九龍幹線、T2 幹線及將軍澳藍田隧道的 6 號幹線。待上述幹線日後落成及將車流分流至茶果嶺道後，將有助改善鯉魚門道與啟田道交界迴旋處的交通。

12.9 港鐵負荷量：署方表示沙中線約在 2021 年落成，會由大圍至金鐘提供連接，將有助分流乘客，紓緩將軍澳及觀塘線流量。

12.10 高超道油塘中心行人過路燈建議：署方表示會與運輸署跟進有關建議。

社區設施事宜

12.11 社區設施的興建：署方認同議員意見：社區設施須全面規劃及合時地提供，因此已在油塘預留土地作政府、機構及社區設施用途(例如現時位處海邊的鯉魚門提供綜合大樓，設有室內運動場、小型圖書館及小型街市)。署方願意就額外人口及根據《香港規劃標準與準則》的要求，提供相應的社區設施，署方會與相關部門跟進委員的建議(例如在欣榮街地盤可加入適當社區設施，如自修室及長者設施)。

12.12 開放油塘配水庫上蓋作休憩用途：署方會與水務署及康樂及文化事署跟進有關建議的可行性。

12.13 碧雲道與高超道交界普通科門診診所：房屋署指出與食物及衞生局已在積極跟進及進行可行性研究。該研究初步顯示在該 0.7 公頃面積地盤一併興建診所及房屋住宅，受制於發展限制及接近配水庫範圍，須進行大量斜坡平整工程，要考慮將地盤擴展至高超徑。因此工程面對很多技術困難，預計工程約在 2026-27 年完成。

12.14 綠化設施建議：署方表示會根據相關指引引入適當的綠化設施。鯉魚門邨第四期會盡量增加綠化至 30%(例如垂直綠化、綠化平台予公眾使用)，亦會要求私人發展商在其發展項目內興建一定比例的休憩設施予居民。

12.15 鯉魚門邨第四期：房屋署指出根據《香港規劃標準與準則》的要求，這發展須提供 52 個停車位，因應區內居民對停車位的需求，總供應將會調高至 80 個；就社區設施，署方願意聆聽議員及居民的訴求，經與社會福利署磋商後初步計劃會設立長者鄰舍中心、安老院舍、嚴重弱智人士宿舍及日間展能中心。署方會考慮加入一所多用途活動中心及自修室。

其他

12.16 高超道行車噪音：署方會轉交環保署作出跟進。就目前兩個用地發展，署方表示在設計上已將樓宇的擺位及方向調整至較少噪音的方向及位置，窗戶亦會盡量避開噪音源頭。

12.17 茶果嶺村住宅用地改劃為「未決定用途」地帶：署方解釋有關土地先前劃為「住宅(甲類)」地帶，由於有關規劃已不合時宜，署方須再深入研究該土地的詳細用途及發展密度，因此將有關土地改劃為「未決定用途」地帶，但這並不代表該土地日後一定不能用作發展住宅用途。

12.18 社區參與活動：房屋署指出在有需要時及在設計階段，會考慮舉行社區參與工作坊，廣邀議員、地區人士共同參與設計發展，達至雙贏狀況。

12.19 如實地將議員意見反映予城規會：署方表示會將議員意見交予城規會考慮。

(會後補註：發展局已於6月3日就議員於會議上表達的關注致函區議會主席，特別就交通影響及社區設施的意見作詳細回應，並解釋在土地供應緊張的情況下，有必要因應相關土地的發展可行性及配套，善用現有的可發展土地。規劃署會將擬議大綱圖修訂及區議會的意見提交城規會轄下的都會規劃小組委員會考慮。如小組委員會同意有關修訂，該大綱圖將會根據《城市規劃條例》第5條展示及諮詢公眾，為期兩個月。任何人士均可於該展示期間就有關修訂向城規會提交書面申述，城規會會考慮所有在法定展示期內收到的書面申述及意見。)

13. 主席報告收到一份由張琪騰議員動議，陳國華議員、柯創盛議員、張姚彬議員、陳俊傑議員、顏汶羽議員、歐陽均諾議員、譚肇卓議員、洪錦鉉議員及張培剛議員和議的臨時動議。內容如下：

「觀塘區議會不滿政府在油塘缺乏完善規劃下，不斷建屋，令人口迅速增長，社區設施不勝負荷。

觀塘區議會要求政府先回應居民對社區設施的訴求後，再提交建屋計劃。」

14. 經討論及表決後，動議表決結果如下：27票贊成；0票反對；4票棄權。動議獲得通過。

(陳國華議員於下午 4 時 55 分離開會場，陳汶堅議員於下午 5 時 20 分離開會場，蘇冠聰議員於下午 5 時 45 分離開會場，陳耀雄議員於下午 6 時 15 分離開會場，徐海山議員於下午 6 時 20 分離開會場。)

議項 IV－觀塘區議會轄下各委員會增選委員提名跟進事宜
(觀塘區議會文件第 19/2016 號)

15. 秘書介紹文件。

16. 大會通過有關文件。餘下增選委員表列如下：

I. 文化、康樂及體育事務委員會(委員總人數：33人)

獲提名人	提名人
吳凱傑	馬軼超
易錦全	葉興國
奚炳松	蘇麗珍
張達成	顏汶羽
麥富寧	張培剛

II. 地區設施管理委員會(委員總人數：36人)

獲提名人	提名人
林　峰	符碧珍
郭興城	陳國華
陳禧淦	顏汶羽
劉偉文	張琪騰
潘惠芳	張順華

III. 環境及衞生委員會(委員總人數：30人)

獲提名人	提名人
張嘉欣	洪錦鉉

IV. 房屋事務委員會(委員總人數：34人)

獲提名人	提名人

民建聯 DAB 觀塘支部 Kwun Tong Branch

致：發展局局長
陳茂波先生

強烈要求完善油塘規劃及增設社區設施

有關規劃署就《茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號 S/K15/23》修訂油塘欣榮街「綠化地帶」及高超道通風大樓、「政府、機構或社區」地帶、小部分「綠化地帶」為「住宅(甲類) 」地帶，以增加住宅單位供應，應付市民的住屋需求。

我們理解政府增加住宅供應的必要性，但是油塘缺乏整體完善的規劃。近年已建成及落實興建的包括鯉旺樓、高超道地盤、鯉魚門徑地盤、油麗邨地盤。現時建議的兩個地盤將再增加一萬人。再加上油塘灣發展計劃的私樓發展近三萬人，相信油塘區人口會迅速增加至十四、十五萬人。

油塘發展缺乏前瞻性、及時性和全面性的規劃，普通科診所遙遙無期，規劃下的游泳池似乎也沒有用地可供興建。人口迅速增長令公共交通服務、道路、泊車位、圖書館、自修室、街市等不勝負荷，我們要求——

1. **政府應充分諮詢，聆聽居民意見；並**
2. **增設社區設施，以解決當區居民的生活需要**

如有查詢，請致電 6776 2614 與張琪騰議員聯絡。

陳國華　張琪騰　洪錦鉉
柯創盛　潘進源　顏汶羽
譚肇卓　麥富寧　郭必錚
張培剛　張姚彬　陳俊傑
歐陽均諾　梁騰丰

謹上

2016 年 5 月 3 日

副本抄送：
- 運輸及房屋局 張炳良局長
- 規劃署 凌嘉勤署長

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Development Bureau
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創紀之城 6 期 20 樓 05-07 室
觀塘區議會主席
陳振彬太平紳士, GBS

陳主席:

油塘欣榮街及高超道用地改劃建議

在 2016 年 5 月 3 日的觀塘區議會會議上，規劃署聯同房屋署及運輸署向區議會介紹改劃兩幅分別位於油塘欣榮街及高超道的用地作住宅發展的建議，並徵詢議員的意見。規劃署已將會議上收到的意見轉達本局。本局現謹回應如下：

政府一直致力增加房屋土地供應，以解決市民的房屋問題。在檢討這兩幅用地的規劃時，規劃署和其他政府部門進行了全面的技術評估，以確保有關的發展不會對當區的交通、基建、社區設施、環境、景觀和空氣流通方面帶來不可接受的影響，亦已顧及一系列實際規劃因素，例如交通和基建容量、社區設施和休憩用地、相關發展限制及附近的發展密度等，從而擬定用地發展的規模及參數。

我們明白議員及地區人士對油塘區交通配套及社區設施等方面的關注。在有關議題上，相關政府部門已在區議會會議上作出解釋及回應。我們會繼續跟進區議會的意見，回應地區人士的關注。

在交通配套方面，有關的交通影響評估報告顯示區內道路能容納改劃所產生的額外車流，並建議在茶果嶺道/高超道路口優化燈號以提升容量。因應油塘未來的發展，運輸署正與其他部門研究改善啟田道交匯處，茶果嶺道/高輝道路口亦將因應油塘灣發展進行改善工程。為滿足油塘區對停車位的需求，房屋署將於欣榮街用地內提供額外私家車停車位，未來於鯉魚門徑及仁宇圍發展項目內亦會提供合共不少於 421 個公眾停車位。現時油塘的公共運輸服務大致上能配合居民的需要，其中包括連接各區的鐵路、巴士及小巴路線。運輸署會密切監察區內公共運輸服務的運作，並因應油塘的發展及當地居民的乘車需要，適時加強區內的公共運輸服務。

在社區設施方面，現有及已規劃的休憩用地及主要社區及康文設施，大致符合《香港規劃標準與準則》的要求，足以應付區內需要。其中，康樂及文化事務署表示，觀塘區內已有三座游泳池/嬉水池館（分別位於觀塘、佐敦谷及藍田）及六家公共圖書館（分別位於鯉魚門、藍田、瑞和街、秀茂坪、牛頭角及順利邨）。整體而言，政府已在區內提供適切的設施和服務。因應地區人士的意見及社會福利署的建議，房屋署計劃於欣榮街用地內提供自修室、多用途活動室及多類社會福利及社區設施，包括日間幼兒中心、護養安老院、嚴重弱智人士宿舍、展能中心及長者鄰舍中心，以服務區內居民。此外，政府已於碧雲道/高超道預留房屋用地一併作診所發展，房屋署正聯同相關部門進行詳細研究，以期早日落成有關診所。有關部門會繼續跟進對區內社區設施的訴求。

在現時房屋土地供應緊張的情況下，我們有必要因應相關土地的發展可行性及配套，善用現有的可發展土地，為市民增加房屋供應。我們希望區議會和地區人士理解改劃建議能為整體社會帶來裨益，並給予支持。

規劃署將於今年6月10日就擬議大綱圖修訂提交城市規劃委員會（城規會）轄下都會規劃小組委員會考慮，並向城規會反映區議會的意見。如小組委員會同意有關修訂，該大綱圖將會根據《城市規劃條例》第5條展示及諮詢公眾，為期兩個月。任何人士均可於該展示期間就有關修訂向城規會提交書面申

述，城規會會考慮所有在法定展示期內收到的書面申述及意見。作出申述的人士及提出意見的人士，將獲邀出席城規會舉行的會議作口頭陳述。

我們將繼續聆聽議員及區內居民的意見，在城市規劃上盡量配合，於善用土地資源的同時，兼顧區內對交通及社區設施的訴求。

發展局局長

（ 莊永桓  代行 ）

副件送：

運輸及房屋局局長	（經辦人：王明慧女士）
規劃署署長	（經辦人：葉子季先生）
民政事務總署署長	（經辦人：羅莘桉先生）
房屋署署長	（經辦人：陳夏揚先生）
運輸署署長	（經辦人：姚百明先生）

2016 年 6 月 3 日

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發展局
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定富街 79 號地下
民建聯觀塘支部

各位議員:

油塘欣榮街及高超道用地改劃建議

多謝你們今年 5 月 3 日致函發展局局長，表達對油塘規劃的意見。經諮詢有關部門後，本局現謹回覆如下：

政府一直致力增加房屋土地供應，以解決市民的房屋問題。在檢討這兩幅用地的規劃時，規劃署和其他政府部門進行了全面的技術評估，以確保有關的發展不會對當區的交通、基建、社區設施、環境、景觀和空氣流通方面帶來不可接受的影響，亦已顧及一系列實際規劃因素，例如交通和基建容量、社區設施和休憩用地、相關發展限制及附近的發展密度等，從而擬定用地發展的規模及參數。

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塘灣發展進行改善工程。為滿足油塘區對停車位的需求，房屋署將於欣榮街用地內提供額外私家車停車位，未來於鯉魚門徑及仁宇圍發展項目內亦會提供合共不少於 421 個公眾停車位。現時油塘的公共運輸服務大致上能配合居民的需要，其中包括連接各區的鐵路、巴士及小巴路線。運輸署會密切監察區內公共運輸服務的運作，並因應油塘的發展及當地居民的乘車需要，適時加強區內的公共運輸服務。

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發展局局長

（莊永桓 代行）

副件送：

運輸及房屋局局長 （經辦人：王明慧女士）
規劃署署長 （經辦人：葉子季先生）
民政事務總署署長 （經辦人：羅莘桉先生）
房屋署署長 （經辦人：陳夏揚先生）
運輸署署長 （經辦人：姚百明先生）

2016年6月6日

第五屆觀塘區議會
第四次全會會議記錄

日期: 2016年7月5日(星期二)
時間: 下午2時30分至8時40分
地點: 九龍觀塘觀塘道392號創紀之城6期20樓05-07室
觀塘民政事務處會議室

主席

陳振彬太平紳士, GBS

副主席

洪錦鉉先生

議員

歐陽均諾先生
畢東尼先生
陳俊傑先生
陳國華先生, MH, BBS
陳汶堅先生
陳華裕太平紳士, MH
陳耀雄先生
鄭景陽先生
鄭強峰先生
張琪騰先生
張培剛先生
張順華先生
張姚彬先生
蔡澤鴻先生
符碧珍女士
徐海山先生
金　堅女士
簡銘東先生
黎樹濠太平紳士, BBS, MH
呂東孩先生
馬軼超先生
莫建成先生
顏汶羽先生
柯創盛先生, MH
潘任惠珍女士, MH
蘇冠聰先生
蘇麗珍太平紳士, MH
譚肇卓先生
鄧咏駿先生
謝淑珍女士
黃子健先生
黃春平先生
葉興國太平紳士, MH
姚柏良先生

出席會議的政府部門/機構代表

羅莘桉先生, JP	觀塘民政事務專員	
陳碧琪女士	觀塘民政事務助理專員(1)	
麥瑞禧先生	觀塘民政事務助理專員(2)	
袁旭健總警司	警務處秀茂坪區指揮官	
鍾詠敏高級警司	警務處觀塘區署理指揮官	
姚漢生先生	警務處秀茂坪區警民關係主任	
廖健威先生	運輸署高級運輸主任/觀塘	
陸子慧先生	房屋署物業管理總經理(東九龍)	
陳炳華先生	土木工程拓展署署理總工程師/九龍 1(九龍)	
葉小明女士	社會福利署觀塘區福利專員	
鄧敏華女士	康樂及文化事務署總康樂事務經理(九龍)	
劉利群女士, JP	食物環境衞生署署長	議項 II
林永康先生	食物環境衞生署助理署長(行動)2	
李樹邦先生	食物環境衞生署觀塘區環境衞生總監	
徐德義醫生	九龍東醫院聯網總監/基督教聯合醫院醫院行政總監	議項 III
范詩敏女士	九龍東聯網高級行政經理(服務發展及行政支援)	
張玉清女士	基督教聯合醫院高級行政經理(社區協作)	
李偉琴女士	基督教聯合醫院高級經理(策劃及籌備)	
葉子季先生	規劃署九龍規劃專員	議項 VII
蘇月仙女士	規劃署高級城市規劃師/九龍 5	
馮啟源先生	房屋署高級建築師 4	
方德韶女士	房屋署高級規劃師 3	
葉長國先生	房屋署高級土木工程師 7	
何志達先生	運輸署工程師/觀塘 3	
曾偉明先生	消防處署理副消防總長(九龍)	議項 IX
胡麗芳女士	消防處署理九龍東區指揮官	
韋榮基先生	屋宇署總結構工程師/C	
高美儀女士	屋宇署高級結構工程師/C1	

陳佩雯女士	屋宇署高級屋宇測量師 / 防火規格 4
梁閩興先生	地政總署首席地政主任/土地管制及契約執行

秘書

李賢斌先生	觀塘民政事務處高級行政主任(區議會)

列席者:

甘遠清女士	觀塘民政事務處高級聯絡主任(1)
梁燕屏女士	觀塘民政事務處高級聯絡主任(2)
蕭潔芝女士	觀塘民政事務處高級行政主任(地區管理)
高楚翹先生	觀塘民政事務處一級行政主任(區議會)

缺席者:

何啟明先生

主席歡迎所有與會人士出席會議。

2. 主席表示，在二零一六年六月二十一日 (星期二) 約上午十一時，牛頭角道 7 號淘大工業村發生一場四級火警。在這次事故當中，有兩位消防人員為救災英勇殉職，另有十位消防人員受傷。大會在開會之前為兩位死者，分別是張耀升先生以及許志傑先生默哀一分鐘。

3. 何啟明議員通知秘書，因事未能出席今日的會議。大會備悉缺席通知。

議項 I－通過上次會議記錄

4. 大會通過有關會議記錄。

議項 II－食物環境衞生署署長與區議員會面

5. 主席歡迎食物環境衞生署署長劉利群女士(下稱「劉署長」)、助理署長(行動)2林永康先生及觀塘區環境衞生總監李樹邦先生與區議員會面，並交流及討論食物環境衞生事務。

6. 劉署長介紹署方的重點工作，包括透過轄下的食物安全中心確保在香港出售的食物安全和適宜食用，並進行小販管理、公眾街市管理、街道潔淨、

19. 秘書介紹文件。

20. 大會備悉有關文件。

議項 VII－ 《茶果嶺、油塘、鯉魚門分區計劃大綱草圖編號 S/K15/24》所收納的修訂項目
(觀塘區議會文件第 32/2016 號)

21. 主席歡迎規劃署九龍規劃專員葉子季先生和高級城市規劃師/九龍 5 蘇月仙女士、房屋署高級建築師 4 馮啟源先生、高級規劃師 3 方德韶女士和高級土木工程師 7 葉長國先生，以及運輸署工程師/觀塘 3 何志達先生協助討論。

22. 規劃署九龍規劃專員葉子季先生介紹文件。

23. 議員提出的查詢及意見摘錄如下：

23.1 謝淑珍議員明白政府覓地建屋是要照顧市民的需要，但她指出除了住屋之外，政府亦要提供所需的社區配套設施。舉例來說，現時區內幼稚園及小學學額已嚴重不足，導致出現跨區上學的情況；此外，區內也欠缺車位。她又建議署方考慮：(i)開放高超道配水庫上蓋作休憩用途，並延長大本型空中花園的開放時間；(ii)改善油塘道油塘中心的過路設施；(iii)檢討油塘道是否適合作為駕駛考試場地；以及(iv)增加 76B 號小巴班次，加強服務。

23.2 張琪騰議員表示政府應藉這次建屋的契機，一併改善區內社區設施，例如交通配套。他建議署方檢討是否需要增加市政街市、圖書館、室內體育館、運動場、車位等設施。對於署方就上次會議議員提出的意見所作的回應，他表示失望。他建議區議會去信城規會，直接表達議員反對建屋計劃，並提出反對理據及各項憂慮。

23.3 黎樹濠議員建議署方考慮：(i)改善大本型及油塘社區會堂的過路設施；以及(ii)盡早規劃油塘灣、高嶺土等附近區域日後發展完成的交通流量，務求解決額外車流導致的交通擠塞問題。

23.4 張順華議員表示反對油塘高超道各個住宅發展項目，並建議署方考慮：(i)規劃「東九龍鐵路」東延線連接寶達邨至油塘，建議鐵路站設於高超道的擬議發展項目位置(港鐵通風大樓所在)，以便興建行人通道連接油塘站，方便居民到油塘站過海往港島區；(ii)若上址確定建屋，應預留土地作(i)的用途；以及(iii)鯉魚門道與啟田道迴旋處不宜以交通燈控制車流。

23.5 簡銘東議員表示擬建的T2幹線及將軍澳－藍田隧道未能及時解決目前區內交通擠塞的情況，建議署方考慮以長遠眼光規劃區內交通配套及網絡的發展。

23.6 陳耀雄議員贊同政府覓地建屋的政策，但前設是要一併解決有關區域的交通及社區設施問題，例如油塘灣一帶的違例泊車及車位不足情況、油塘駕駛考試中心車流所產生的交通擠塞問題。

23.7 莫建成議員對政府再在油塘區興建房屋表示擔憂。他指出政府在建屋解決市民的需要時，亦要提供和加強所需的社區配套設施。

23.8 譚肇卓議員表示擬建房屋的區域若無相應的交通及社區設施，有關區域將不能承受新增人口所帶來的交通及社區設施負擔。他反對文件的建議。

23.9 鄭景陽議員查詢署方有否在上次會議提及文件中的修訂項目D，以及就項目徵詢區議會的意見。

23.10 柯創盛議員對署方的文件表示失望。他指出署方未有作出實事求是的規劃，以應付區內未來住宅發展(例如油塘灣)所帶來的交通流量及人口增加等問題。他認為區議會須就署方文件表態，向城規會及相關政府部門表明區議會擔心及反對的立場。

23.11 陳華裕議員建議署方與相關區份的當區議員開會商討各關注事項，以尋求共識並達成解決方案。

24. 署方就議員的查詢及意見回應如下：

24.1 交通及社區配套設施：署方表示已就上次會議議員提出的關注事項諮詢相關部門，亦已按既定程序就兩個發展項目落成後對附近區域交通的影響進行評估，評估結果顯示該項發展對該區交通不會有重大影響，並有相關數據支持。至於議員提出的交通事項，例如啟田道與鯉魚門道迴旋處、駕駛訓練對交通的影響，署方會與相關部門跟進。

24.2 鐵路走線建議：署方指出，盡快落實「東九龍鐵路」項目、興建連接油塘與寶達邨的延線，以及高超道住宅地盤預留鐵路站用地的建議，均涉及技術可行性、車站選址及財務可行性等複雜問題，須交由運輸及房屋局根據整體鐵路策略、項目優先次序及資源情況等因素加以詳細研究，方可作出決定。署方已反映議員的意見予局方考慮。

24.3 整體進行區域規劃：署方表示已從整體的角度考慮該區的規劃，當中包括未來的油塘灣發展。在規劃油塘區的發展時，已計及新增的人口和車流，包括計劃在高輝道和茶果嶺道進行改善工程，亦會在發展內提供各項社區設施，例如幼稚園和社會福利設施。

24.4 社區配套設施：署方表示曾與相關部門審視區內設施是否足夠，例如游泳池、圖書館、街市等。署方會繼續與相關部門作出檢討及跟進。

24.5 開放油塘 2 號配水庫上蓋作休憩用地建議：署方已諮詢康文署。康文署認為市民須經過車路和上行約 20 米高的樓梯，才可到達配水庫上蓋，位置並不理想。由於位於配水庫上蓋，在使用肥料及殺蟲劑上有若干限制，而且區內休憩設施已足夠，故認為現階段暫不考慮在該位置加設休憩場地。

24.6 上次會議有否討論修訂項目 D：署方指出曾在上次區議會會議介紹這個技術性修訂項目，內容包括把現有配水庫用地由「綠化地帶」改劃為「政府、機構或社區」地帶，以反映現有配水庫用途。

24.7 76B 號小巴班次：運輸署會不時檢視有關情況。

24.8 室內運動場：署方表示區內現時已有兩個室內運動場，分別為藍田體育館及鯉魚門體育館。從規劃角度而言，室內運動場數目是足夠的。

24.9 幼稚園及小學學額：署方指出已建議在欣榮街項目設置一所日間幼兒中心，也會研究是否需要增設幼稚園。此外，署方亦已諮詢教育局，知悉觀塘區內整體中小學課室數目是足夠的。

24.10 大本型空中花園延長開放時間建議：署方會與房屋署及相關商場管理者商討建議的可行性。

24.11 議員的其他建議及意見：署方會繼續跟進議員提出的各項意見及建議。

24.12 油塘居民往返聯合醫院的公共交通服務：運輸署表示院方正進行擴建工程，署方會檢視往返醫院的公共交通服務，例如小巴、巴士及其他額外服務，亦會就現有的重點小巴服務作出監察和改善。

24.13 鯉魚門道及啟田道迴旋處的改善工程：運輸署表示已將議員就鯉魚門道及啟田道迴旋處改為交通燈號控制路口方案的意見，轉交予土木工程拓展署及路政署參考。署方表示將會與相關部門檢視各改善方案。

24.14 油塘社區會堂對出過路處：運輸署表示由於在該處設置交通燈會對鯉魚門道及高超道交界迴旋處的交通造成影響，所以有關建議並不可行，署方會繼續研究其他可行方案，以優化行人過路安排。

25. 經討論後及主席認為臨時動議有急切性(相關諮詢期在 8 月 24 日屆滿)，主席批准由謝淑珍議員、張琪騰議員動議，徐海山議員、蔡澤鴻議員和議的臨時動議，內容如下：

觀塘區議會臨時動議對於第四次會議規劃署的《茶果嶺、油塘、鯉魚門分區計劃大綱草圖》第二次諮詢文件予以反對。

26. 經投票後，動議以 27 票贊成，0 票反對及 4 票棄權獲得通過。主席呼籲署方與相關議員積極聯繫及商討，以回應其關注事宜。

27. 大會議決以區議會名義在 8 月 24 日前致函城規會，詳列議員的關注及意見。發信前會先徵詢所有區議員的意見。

(會後備註： 有關區議會就上述議項致城市規劃委員會的信件已於 8 月 17 日寄出。)

(簡銘東議員於下午 6 時 35 分離開會場，黎樹濠議員於下午 6 時 55 分離開會場。)

議項 VIII－續議事項

(1) **2016/17年度工作計劃－附件五：康樂及文化事務署**

28. 主席交代續議事項背景：在上一次5月3日的全會會議討論上述工作計劃時，有議員指在3月10日地區設施管理委員會舉行會議前，康文署代表郭先生只願意接收議員提交的信件，拒絕一起拍照。主席要求署方關注事件，署方表示樂意接收議員的信件，並會深入調查此事，在是次7 月5日的會議匯報結果。

29. 康文署總康樂事務經理(九龍)鄧敏華女士報告：署方就事件的回應已載於 5 月 3 日全會會議記錄有關項目的會後備註中，內容如下：

「會後備註： 署方表示十分重視與地區人士的溝通，歡迎議員就區內的康樂事務提供意見，以進一步優化設施及提升服務水平。議員向署方提交信件，部門定必派遣職員代表接收及拍照存檔。署方已提醒觀塘區康樂事務辦事處職員必須耐心聆聽議員的提問，詳細解釋部門的政策，以詳盡資料協助議員理解事件，避免不必要的誤會。

至於議員查詢的花圃植物生長事宜，署方表示地點應該是順利邨遊樂場。據了解，順利邨遊樂場的蔭棚因被四周的茂盛樹木遮擋，令接觸日照的機會減少，妨礙攀緣植物吸取陽光和影

就草圖作出申述
Representation Relating to Draft Plan

參考編號
Reference Number: 160722-162627-59919

提交限期
Deadline for submission: 24/08/2016

提交日期及時間
Date and time of submission: 22/07/2016 16:26:27

提出此宗申述的人士
Person Making This Representation: 先生 Mr. Li Ming Yeung

申述詳情
Details of the Representation :

與申述相關的草圖
Draft plan to which the representation relates: S/K15/24

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	支持 Support	The streetscape and air quality in the area is unsatisfactory. There are lots of heavy vehicles parking and moving around the streets, imposing risks to the pedestrian s afety. The government should critically r eview the design of public space at street level and improve the walkability to the MTR Yau Tong Station to cope with the increasing population upon development of the proposed Lei Yue Mun Estate Pha se IV at Cha Kwo Ling Road and govern ment land sale site YTIL 44 at the waterf ront area before any accidents happen. T his initiatives can create synergy effect w ith Energizing Kowloon East in Kwun T ong and Kowloon Bay.

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

002

TPB/R/S/K15/24-2

就草圖作出申述
Representation Relating to Draft Plan

參考編號
Reference Number: 160627-104608-98667

提交限期
Deadline for submission: 24/08/2016

提交日期及時間
Date and time of submission: 27/06/2016 10:46:08

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

申述詳情
Details of the Representation :

與申述相關的草圖
Draft plan to which the representation relates: S/K15/24

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
A	反對 Oppose	I am 100% oppose to this idea. The gove rnment aided housing are already overloa ded in Yau Tong District and The people resided in this district need better Transp ortation, Green areas, community infrastr ucture e.g. swimming pool, public wet m arkets. The area is already crowded with peopleand building and when you walk o utside the street, you can only smell dust and concrete. so please do not remove th e green area and our natural air purifier.

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

001

TPB/R/S/K15/24-3

HAD KTDC 13/15/1

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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處

(傳真號碼：2877 0245)

敬啟者：

關於 2016 年 7 月 5 日
第五屆觀塘區議會第四次全會會議
議項 VII《茶果嶺、油塘、鯉魚門分區計劃大綱草圖
編號 S/K15/24》
所收納的修訂項目

觀塘區議會於 2016 年 7 月 5 日的第四次會議上，就上述議題進行了討論。觀塘區議會(下稱「區議會」)於會上通過一項動議，對規劃署的《茶果嶺、油塘、鯉魚門分區計劃大綱草圖》第二次諮詢文件予以反對。有關觀塘區議員於會上提出的意見，請參閱附件一。

跟進會上的意見，區議會秘書處亦於會後收集議員就上述議題的關注和憂慮，有關詳情請參閱附件二。

本人現謹代表區議會要求貴委員會於考慮及審批大綱草圖時，須嚴肅考慮及回應區議會及觀塘區居民的訴求。倘若政府就上述建議有任何最新發展或可行的解決方案，務請貴委員會儘早向區議會滙報。

觀塘區議會主席
陳振彬太平紳士, GBS
(李賢斌 代行)

455

R3

2016 年 8 月 17 日

副本送：
規劃署九龍規劃專員 葉子季先生 (傳真號碼： 2894 9502)

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附件一

觀塘區議員就有關議項於2016年7月5日觀塘區議會第四次會議上表達的意見

i) 張琪隆議員表示政府應藉這次建屋的契機，一併改善區內社區設施，例如交通配套。他建議署方檢討是否需要增加市政街市、圖書館、室內體育館、運動場、車位等設施。對於署方就上次會議議員提出的意見所作的回應，他表示失望。他建議區議會去信城規會，直接表達議員反對建屋計劃，並提出反對理據及各項憂慮。

ii) 黎樹滔議員建議署方考慮：(i)改善大本型及油塘社區會堂的過路設施；以及(ii)盡早規劃油塘灣、高嶺土等附近區域日後發展完成的交通流量，務求解決額外車流導致的交通擠塞問題。

iii) 張順華議員表示反對油塘高超道各個住宅發展項目，並建議署方考慮：(i)規劃「東九龍鐵路」東延線連接寶達邨至油塘，建議鐵路站設於高超道的擬議發展項目位置(港鐵通風大樓所在)，以便興建行人通道連接油塘站，方便居民到油塘站過海往港島區；(ii)若上址確定建屋，應預留土地作(i)的用途；以及(iii)鯉魚門道與啟田道迴旋處不宜以交通燈控制車流。

iv) 簡銘東議員表示擬建的T2幹線及將平澳－藍田隧道未能及時解決目前區內交通擠塞的情況，建議署方考慮以長遠眼光規劃區內交通配套及網絡的發展。

v) 陳耀雄議員贊同政府覓地建屋的政策，但前設是要一併解決有關區域的交通及社區設施問題，例如油塘灣一帶的違例泊車及車位不足情況、油塘駕駛考試中心車流所產生的交通擠塞問題。

vi) 莫建成議員對政府再在油塘區興建房屋表示擔憂。他指出政府在建屋解決市民的需要時，亦要提供和加強所需的社區配套設施。

vii) 譚肇卓議員表示擬建房屋的區域若無相應的交通及社區設施，有關區域將不能承受新增人口所帶來的交通及社區

=R3 附件一

設施負擔。他反對文件的建議。

viii) 鄭景陽議員查詢署方有否在上次會議提及文件中的修訂項目 D，以及就項目徵詢區議會的意見。

ix) 柯創盛議員對署方的文件表示失望。他指出署方未有作出實事求是的規劃，以應付區內未來住宅發展(例如油塘灣)所帶來的交通流量及人口增加等問題。他認為區議會須就署方文件表態，向城規會及相關政府部門表明區議會擔心及反對的立場。

x) 陳華裕議員建議署方與相關區份的當區議員開會商討各關注事項，以尋求共識並達成解決方案。

R3

附件二

回條

(請於 2016 年 7 月 14 日或之前交回)

《茶果嶺、油塘、鯉魚門分區計劃大綱草圖編號 S/K15/24》所收納的修訂項目

致：觀塘民政事務處

(經辦人：高楚翹先生)

(傳[redacted]

本人對《茶果嶺、油塘、鯉魚門分區計劃大綱草圖編號 S/K15/24》所收納的修訂項目有以下意見/憂慮*：

油塘區社區設施現已嚴重不足，要求先完善社區設施，再討論建屋計劃

1. 要求增設食環署街市
位於鯉魚門市政大樓街市位置較偏遠，如油塘區街坊步行往上址，往往要半小時，所以甚少人前往該街市購物。但鯉魚門廣場街市面積有限，要服務整個油塘區街坊，實不勝負荷，經常人碰人，常產生摩擦。

2. 要求增加幼兒/小學學額
油塘區幼兒/小學學額現已嚴重不足，很多小朋友都需要跨區上學，對學童極為不便，要求增加幼兒/小學學額。

3. 要求增加巴士/小巴服務
油塘區巴士/小巴服務現已嚴重不足，例如 76B 小巴，必需要在總站上車，如在第一分站候車，也上不到車。又沒有機場巴士線全日行走、荃灣、沙田線也欠奉，完全不是利民的社區。

4. 增設康樂設施
油塘區康樂設施已不多，但油塘配水庫上蓋又不開放予公眾人士享用；大本型空中花園又上午 11 時才開放，令受惠的人士大大減少，浪費資源，建議開放油塘配水庫上蓋及大本型空中花園提早上午 7 時開放，與大本型商場開放時間看齊，放便市民享用。

5. 增設社區設施
油塘區缺乏整體及前瞻性的完善規劃，區內社區設施不足應付新增人口。建議在欣榮街擬議發展項目興建綜合大樓，提供更多社區設施，如游泳池、分區圖書館、幼稚園、青少年中心、長者設施及街市等。

6. 增設停車車位
由於油塘區車位嚴重不足，引致違泊極之嚴重。增設的 421 車位位於鯉魚門徑及仁宇園，這數字鄰近海鮮檔已不足應付。加上如要街坊步行超過半小鐘才可取車，那有街坊願意？

7. 建議搬遷油塘駕駛考試中心，以紓緩道路擠塞情況
由於油塘高超道是考車牌路段，除考車外，學車也非常多；除增加道路擠塞情況，學車時快時慢，對途人構成潛在危險。

8. 建議高超道油塘中心一段，改為單程行車
高超道油塘中心往油塘社區會堂的過路位，現已經常人車爭路，途人非常危險。建議如興建大本型時，將上述路段改為單程路，保障途人安全。

9. 噪音問題
高超道行車噪音問題已非常嚴重，應先解決現存在的噪音問題，不然只會引發更多人不停投訴。

簽　署：謝湘珍

姓　名：謝湘珍

聯絡電話：[redacted]

日　期：2016 年 7 月 8 日

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HAD KTDC 13/15/1

電　話 Tel：　2171 7443
傳　真 Fax：　2174 6765

香港北角渣華道 333 號
北角政府合署 15 樓
城市規劃委員會秘書處

(傳真號碼：2877 0245)

敬啟者：

關於 2016 年 7 月 5 日
第五屆觀塘區議會第四次全會會議
議項 VII《茶果嶺、油塘、鯉魚門分區計劃大綱草圖
編號 S/K15/24》
所收納的修訂項目

跟進本區議會於 2016 年 8 月 17 日的信件，隨函附上附加資料以供參閱。

觀塘區議會主席
陳振彬太平紳士，GBS
（李賢斌 賢斌 代行）

連附件

2016 年 8 月 23 日

副本送：
規劃署九龍規劃專員　葉子季先生　(傳真號碼：2894 9502)

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附件

回 條

(請於 2016 年 7 月 14 日或之前交回)

《茶果嶺、油塘、鯉魚門分區計劃大綱草圖編號 S/K15/24》所收納的修訂項目

致：觀塘民政事務處
(經辦人：高楚翹先生)
(傳真號碼：2174 6765)

本人對《茶果嶺、油塘、鯉魚門分區計劃大綱草圖編號 S/K15/24》所收納的修訂項目有以下意見/要求*：

油塘區作為觀塘近年人口迅速增長的社區之一，規劃上存在先天性問題，如市政大樓(圖書館、體育館、食環署街市)位處偏遠，對居民極不方便；油塘由工業區轉變成七萬多人口的社區，缺乏整體及前瞻性的規劃，普通科門診在多番爭取下，政府才答應與高超道建屋計劃同時興建，但是最快完工日期是 2026 年。政府必須為油塘發展做好全面規劃，完善油塘社區配套及設施，再進行建屋。

1. 將綠化帶轉變成住宅用地令居民的生活質量下降，而且地盡其用，只會令居住環境更顯壓迫。

2. 建屋後增加近一萬人口，聯同油塘灣發展計劃、鯉魚門徑私樓

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發展、高超道資助房屋發展、油塘工業區綜合發展區所帶來的人口，社區設施更顯嚴重不足，圖書館、體育館、街市、公共交通系統等不能應付居民所需。

3. 觀塘整體欠缺 2.1 個體育館、1.6 個運動場，1 個普通科門診等等，由此可見不斷在觀塘插針建樓，只會令社區設施不足的問題不斷惡化。規劃署曾回應油塘規劃上應有泳池用地，實際上現時並沒有合適用地劃作興建泳池用途。

4. 建議減少鯉魚門邨建屋至兩座，騰出空間增設綜合大樓，增設泳池、分區圖書館、街市、長者中心、幼兒託管中心、幼稚園、青少年中心、多用途活動室，或者可以考慮將 2016 年才可以完成興趣的油塘普通科門診併入鯉魚門邨房屋發展。建屋的同時，完善社區的設施，令居民及政府達至雙贏。

5. 規劃署改變土地用途用以發展房屋，增加供應量不應是單一目標，同時要完善社區設施，回應居民的訴求。頭痛醫頭，額外的住屋及人口的增加，而沒有全面及長遠的完善規劃，只會帶來其他社區問題，甚至令現存的社區問題更加惡化。沒有完善規劃，強行建屋，這是一個不負責任的政府的所為。

簽署：張琪騰

姓名：張琪騰

聯絡電話 [redacted]

日期：2016.07.13

TPB/R/S/K15/24-4

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

反對《茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號 S/K15/23 的修訂》

本人現反對政府建議更改上述用地的土地用途及有關建屋計劃，理由如下：

1. 油塘區現有社區設施已嚴重不足
鯉魚門市政大樓位置偏遠，對油塘區街坊欠缺吸引力，所以甚少人前往；設置在該處的圖書館、室內運動場、街市，如同虛設。但鯉魚門廣場街市面積有限，要服務整個油塘區街坊，實不勝負荷，經常人碰人，常產生磨擦。安排在油麗邨的流動圖書車兩星期只得一次，無法鼓勵學童閱讀的習慣。建議在油塘欣榮街興建綜合大樓，提供更多社區設施，如游泳池、分區圖書館、幼稚園、青少年中心、長者設施及食環署街市等。

2. 油塘區現幼兒/小學學額已嚴重不足
油塘區幼兒/小學學額現已嚴重不足，很多小朋友都需要跨區上學，對學童極為不便，要求增加幼兒/小學學額。

3. 油塘區巴士/小巴服務現已嚴重不足
油塘區巴士/小巴服務現已嚴重不足，例如 76B 小巴，必需要在總站上車，如在第一分站候車，也上不到車。又沒有機場巴士線全日行走、荃灣、沙田線也欠奉，完全不是利民的社區。

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油塘區康樂設施已不多，但油塘配水庫上蓋又不開放予公眾人士享用；大本型空中花園又上午 11 時才開放，令受惠的人士大大減少，浪費資源。建議開放油塘配水庫上蓋及大本型空中花園提早上午 7 時開放，與大本型商場開放時間看齊，放便市民享用。

5. 油塘區車位已嚴重不足
由於油塘區車位嚴重不足，引致違泊極之嚴重。增設的 421 車位位於鯉魚門徑及仁宇圍，這數字鄰近海鮮檔已不足應付。加上如要街坊步行超過半小鐘才可取車，那有街坊願意？

6. 建議搬遷油塘駕駛考試中心，以紓緩道路擠塞情況
由於油塘高超道是考車牌路段，除考車外，學車也非常多；除增加道路擠塞情況，學車時快時慢，對途人構成潛在危險。

7. 建議高超道油塘中心一段，改為單程行車
高超道油塘中心往油塘社區會堂的過路位，現已經常人車爭路，途人非常危險。建議如興建大本型時，將上述路段改為單程路，保障途人安全。

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高超道行車噪音問題已非常嚴重，應先解決現存在的噪音問題，不然只會引發更多人不停投訴。

申述人姓名：謝淑珍　　簽署：謝淑珍

地址：[redacted]　　電[redacted]

OFFICE OF THE DISTRICT COUNCILLOR 區議員辦事處 TSE SUK CHUN

003

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

反對《茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號 S/K15/23 的修訂》

本人現反對政府建議更改上述用地的土地用途及有關建屋計劃，理由如下：

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油塘區巴士/小巴服務現已嚴重不足，例如 76B 小巴，必需要在總站上車，如在第一分站候車，也上不到車。又沒有機場巴士線全日行走、荃灣、沙田線也欠奉，完全不是利民的社區。

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油塘區康樂設施已不多，但油塘配水庫上蓋又不開放予公眾人士享用；大本型空中花園又上午 11 時才開放，令受惠的人士大大減少，浪費資源。建議開放油塘配水庫上蓋及大本型空中花園提早上午 7 時開放，與大本型商場開放時間看齊，放便市民享用。

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由於油塘高超道是考車牌路段，除考車外，學車也非常多；除增加道路擠塞情況，學車時快時慢，對途人構成潛在危險。

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高超道油塘中心往油塘社區會堂的過路位，現已經常人車爭路，途人非常危險。建議如興建大本型時，將上述路段改為單程路，保障途人安全。

8. 噪音問題
高超道行車噪音問題已非常嚴重，應先解決現存在的噪音問題，不然只會引發更多人不停投訴。

for and on behalf of
BARNEY LIMITED
.....
Authorized Signature(s)

申述人姓名：Barney Limited 簽署：Kan Che Ming Paul, Director

地址：[redacted] 電話[redacted] (Office direct)

tpb

TPB/R/S/K15/24-455

寄件者: [redacted]
寄件日期: 22日08月2016年星期一 12:36
收件者: tpbpd@pland.gov.hk
主旨: 《茶果嶺、油塘、鯉魚門分區計劃大綱草圖編號 S/K15/24》所收納的修訂項目 意見詳情
附件: SKMBT_C36016082212160.pdf

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= R455

致城市規劃委員會秘書：

有關的規劃申請編號：**《茶果嶺、油塘、鯉魚門分區計劃大綱草圖編號 S/K15/24》所收納的修訂項目**

意見詳情（如有需要，請另頁說明）

本人對《茶果嶺、油塘、鯉魚門分區計劃大綱草圖編號 S/K15/24》所收納的修訂項目有以下意見/憂慮*：

油塘區作為觀塘近年人口迅速增長的社區之一，規劃上存在先天性問題，如市政大樓(圖書館、體育館、食環署街市)位處偏遠，對居民極不方便；油塘由工業區轉變成七萬多人口的社區，缺乏整體及前瞻性的規劃，普通科門診在多番爭取下，政府才答應與高超道建屋計劃同時興建，但是最快完工日期是 2026 年。政府必須為油塘發展做好全面規劃，完善油塘社區配套及設施，再進行建屋。

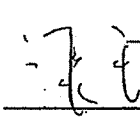
1. 將綠化帶轉變成住宅用地令居民的生活質量下降，而且地盡其用，只會令居住環境更顯壓迫。

2. 建屋後增加近一萬人口，聯同油塘灣發展計劃、鯉魚門徑私樓發展、高超道資助房屋發展、油塘工業區綜合發展區所帶來的人口，社區設施更顯嚴重不足，圖書館、體育館、街市、公共交通系統等不能應付居民所需。

3. 觀塘整體欠缺 2.1 個體育館、1.6 個運動場，1 個普通科門診等等，由此可見不斷在觀塘插針建樓，只會令社區設施不足的問題不斷惡化。規劃署曾回應油塘規劃上應有泳池用地，實際上現時並沒有合適用地劃作興建泳池用途。

4. 建議減少鯉魚門邨建屋至兩座，騰出空間增設綜合大樓，增設泳池、分區圖書館、街市、長者中心、幼兒託管中心、幼稚園、青少年中心、多用途活動室，或者可以考慮將 2016 年才可以完成興趣的油塘普通科門診併入鯉魚門邨房屋發展。建屋的同時，完善社區的設施，令居民及政府達至雙贏。

5. 規劃署改變土地用途用以發展房屋，增加供應量不應是單一目標，同時要完善社區設施，回應居民的訴求。頭痛醫頭，額外的住屋及人口的增加，而沒有全面及長遠的完善規劃，只會帶來其他社區問題，甚至令現存的社區問題更加惡化。沒有完善規劃，強行建屋，這是一個不負責任的政府的所為。

簽署： 

姓名：張琪騰

聯絡電話：[redacted]

日期：2016.07.13

TPB/R/S/K15/24-456

華人永遠墳場管理委員會
The Board of Management of
The Chinese Permanent Cemeteries
始於 since 1913

本會檔號 Our Ref. ( ) in P/JB/CP0214/WO001 電話 Tel. 3719 7799
來函檔號 Your Ref. 傳真 Fax 3719 7987

18 August 2016

Secretary
Town Planning Board
15/F
North Point Government Office
333 Java Road, North Point

Town Planning Ordinance (Chapter 131)
Amendments to the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/23

Dear Sirs,

With reference to the above gazette notice published on 24 June 2016, the Board of Management of the Chinese Permanent Cemeteries (BMCPC) would like to make representation to the Town Planning Board for consideration and incorporation of BMCPC's proposed escalator system within the amendments to the captioned Outline Zoning Plan.

BMCPC is a statutory body under the Chinese Permanent Cemeteries Ordinance (CAP. 1112) with the purposes to provide, maintain and administer cemeteries and burial facilities for persons of the Chinese race permanently resident in Hong Kong. To meet the intense public demand for niches, BMCPC has been actively exploring and looking for opportunities to enhance and expand the facilities in our existing cemeteries. As regard to Junk Bay Chinese Permanent Cemetery (JBCPC), one of our cemeteries with the entrance of the vehicular access located at Yau Tong Ko Chiu Road, BMCPC has conducted a feasibility study and planned to construct a proposed escalator access connecting from Ko Chiu Road junction to Sections 6-7 of JBC.

In 2015, BMCPC had engaged an Engineering Consultant namely Parsons Brinkerhoff (Asia) Ltd. (PBA) to conduct the feasibility study. PBA had submitted the relevant information regarding the proposed escalator link alignment to Planning Department (PlanD) on 3 July 2015. Besides, a subsequent liaison meeting was held among PlanD, PBA and BMCPC for the discussion of zoning and land issues of the proposed escalator system on 11 January 2016.

454

34/F, Wu Chung House, 213 Queen's Road East, Wan Chai, Hong Kong 香港灣仔皇后大道東 213 號胡忠大廈 34 樓
Website 網址 : www.bmcpc.org.hk

2456

華人永遠墳場管理委員會
The Board of Management of
The Chinese Permanent Cemeteries
始於 since 1913

本會檔號 Our Ref. ( ) in P/JB/CP0214/WO001

On 18 April 2016, PlanD had replied us that the proposed escalator system could be regarded as a kind of 'Road' and according to the approved Outline Zoning Plan No. S/K/15/23, 'Road' is a use always permitted and therefore no planning permission is required.

As regard to the amendments to Outline Zoning Plan No. S/K15/23, it is found that our proposed escalator link will encroach R(A) after the overlaying onto the draft plan (see **Annex** as attached).

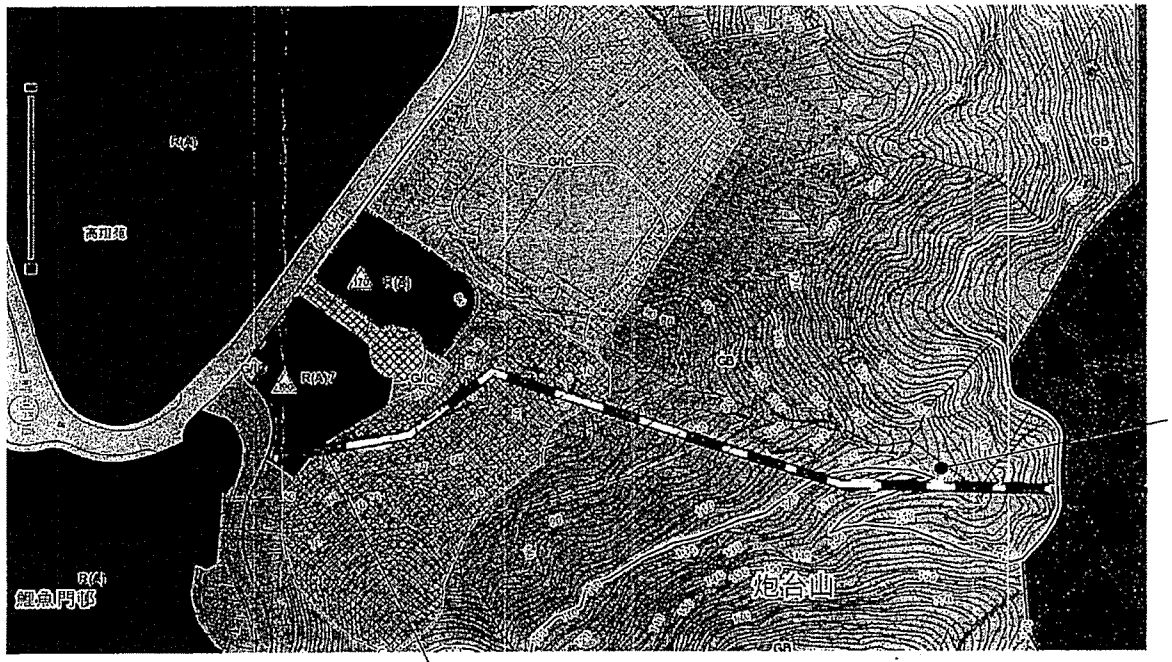
Taking this opportunity, we make this representation and request the Town Planning Board to consider our proposed escalator system and reserve sufficient space for the proposed escalator system within R(A) in the amendments.

Should you need further information on the matter, please contact our Assistant Project Manager, Mr Patrick CHENG, at 3719 7781.

Yours faithfully,

(Desmond CHEUNG)
Acting Project Manager
The Board of Management of the
Chinese Permanent Cemeteries

Proposed Escalator overlay on Draft Outline Zoning Plan No. S/K15/23



Proposed Escalator Link

Minor encroachment onto R(A)

TPB/R/S/K15/24-C1

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

參考編號
Reference Number: 161011-171802-99515

提交限期
Deadline for submission: 11/10/2016

提交日期及時間
Date and time of submission: 11/10/2016 17:18:02

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

與意見相關的草圖
Draft plan to which the comment relates: S/K15/24

意見詳情
Details of the Comments:

申述編號 **Representation No:**	意見詳情 **Details of Comments:**
TPB/R/S/K15/24-4	支持有關申述，現時鯉魚門廣場街市已經負擔不少的居民需要。若不增設新的街市，實在難以應負新增的居民需要。而圖書租借服務、小學學額及運動設施亦有同類問題，當局應增加學額及增建新社區設施，例如興建綜合大樓，以回應區內訴求。加上車位、巴士及小巴服務不足，反映出當初規劃不周的後患。 因此當局不能只增加建屋，而不改善區內配套。本人同意上述編號的申述內容。

TPB/R/S/K15/24-C2

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

參考編號
Reference Number: 161005-172055-61802

提交限期
Deadline for submission: 11/10/2016

提交日期及時間
Date and time of submission: 05/10/2016 17:20:55

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

與意見相關的草圖
Draft plan to which the comment relates: S/K15/24

意見詳情
Details of the Comments:

申述編號 **Representation No:**	意見詳情 **Details of Comments:**
A 項	支持政府把位於欣榮街與茶果嶺道交界處的一塊用地由「綠化地帶」改劃為「住宅(甲類)」地帶,並訂明建築物高度限制. 因為香港土地少,7 百幾萬人口眾多, 政府急需要開發現有土地建屋, 解決香港人居住問題. .
B1 項, B3 項	支持政府把位於高超道的一塊用地由「其他指定用途」註明「通風大樓」地帶、「政府、機構或社區」地帶及「綠化地帶」分別改劃為「住宅(甲類)7」及「住宅(甲類)」地帶. 因為香港土地少, 人口多達 7 百幾萬人, 政府急需要開發現有土地建屋, 解決香港人居住問題.
D 項	支持政府把涵蓋高超道油塘二號食水配水庫北部的一塊土地由「綠化地帶」改劃為「政府、機構或社區」地帶,並把位於高俊苑南面的一塊長形土地由「綠化地帶」改劃為「住宅(甲類)」地帶. 因為香港可建屋土地缺乏, 人口多達 7 百幾萬人, 政府急需要開發現有土地建屋, 解決香港人居住問題 及 建設政府, 機構, 或 社區公共設施.

Landscape Assessment for the Proposed Public Housing Development at Yan Wing Street, Yau Tong (Rev. 3)

The assessment covers an area of about 1.1 ha within the proposed development. A Study Area with a radius of 500m from the boundary of the proposed development is also included in the study report. This Assessment is prepared with reference to the LVIA of the EIA.

A. Landscape Baseline

There are a total of four landscape resources identified with the proposed development. The locations of baseline landscape resources are mapped in **Figure 1, Location Map of Landscape Resources & Landscape Character Areas**. For the ease of reference, each landscape resource is given an identity number. Site photos refer to **Annex 1**.

ID no.	Landscape resources
LR 1	It is predominantly composed of mixed woodland with a small area of plantation at the west side of site boundary. A drainage channel / nullah runs in the eastern boundary towards the south with drainage reserved area on both sides. It is also underlain in succession of depth by fill up to 3m thick, in-situ soil up to 25m thick and bedrock. The rockhead dips towards the south with the eight nos. of slope features within the Site. The rockhead levels are various between -2mPD and +1mPD in the lower southern portion and between +24mPD and +26mPD at the higher northern portion of the Site respectively. The mixed woodland links to the plantation and shrubland habitats at Devil's Peak. It is also a green belt zone with good landscape quality. Within the area, there are approximately 330 number of trees forming a secondary generation mixed woodland. Tree photos refer to **Annex 2**. Most of the trees are growing on slope in fair to poor health, and with low to medium amenity quality. The structural complexity of this habitat is relatively higher than other

	habitats and two-thirds of recorded flora are native species. The canopy is closed and comprised trees of about 5 – 7 m in height, with shrub at the middle layer, and fern / herb at the understory layer. The dominant tree species are exotic Acacia, White Popinac (*Leucaena leucocephala*), native Chinese Banyan, native Elephant's Ear (Macaranga tanarius), and Lance-leaved Sterculia (*Sterculia lanceolate*). Among the existing trees, there are several large mature ones with DBH varies from 1000mm to 3000mm. All of them are Ficus species, most of them are growing on rock in which both the health and structural conditions are poor. Photos of these trees refer to **Annex 2A**. The Shrubs such as Wild Coffee, Opposite-leaved Fig (*Ficus hispida*) and fern Oriental Blechnum (*Blechnum orientale*) are also commonly found at the understory layer. The southern part of this habitat is subjected to disturbance from the adjacent developed areas (e.g. residential areas, hiking trails). No flora species of conservation importance are recorded within this habitat.
LR 2	Plantation is mainly found adjacent to the public housing estates, roads or on slope area within the proposed development. This portion of plantation habitat mainly comprised scattered plantation trees, with tree species Acacia recorded at the top and fern species Wood-fern at the sparse understory layer. The age of this plantation is very young with low floral diversity recorded. As the plantation habitat is located near the road, it is subjected to constant disturbances from traffic, noise and human activities.
LR 3	The drainage channel is located at the eastern boundary of the proposed development. It is an artificial concrete nullah of approximately 5 m in width and 6 m in depth. The water depth is found to be shallow and the water flow rate is moderate to fast. No vegetation or riparian zone is recorded within this area.
LR 4	These are mainly public housing estate adjacent to the mixed woodland. Most of the recorded plants are horticultural or

	roadside plantation species. Ornamental and exotic tree species Acacia, Camel's Foot Tree (*Bauhinia variegata*), Cotton Tree (*Bombax ceiba*) and native Chinese Banyan. No flora species of conservation value are recorded.

B. Landscape character

Landscape character areas have been identified within the Study Area. The locations of baseline landscape resources are mapped in **Figure 1**. For the ease of reference, each landscape resource is given an identity number.

ID no.	Landscape Character Areas
LCA 1	This area composed of a mixed woodland habitat, a small area of plantation habitat and a drainage channel (nullah) within the proposed development which is isolated and surrounded by fully developed and built-up areas, i.e. public housing estates, open space, commercial areas, MTR station and roads.
LCA 2	The area is a mixed woodland and shrubland. The mixed woodland locates adjacent to the plantation habitat and developed areas while shrubland predominantly occurred at the upper hillside area of Devil's Peak, which is located at the eastern and southern side of the proposed development. There is another small piece of shrubland located at lower altitude next to the Wilson Trail (Stage 3) at the south of the proposed development.
LCA 3	Built-up areas and vacant lots dominated the majority of this area which composed of factory buildings, commercial buildings, residential blocks, recreational open space and roads. The areas are highly disturbed by human activities.

C. Landscape Impact Evaluation

1. The major sources of landscape impacts arisen from the proposed development will result in the removal of the existing vegetation, and the temporary presence of construction activities and new building structures.

2. During construction stage, apart from preserving in-situ T0144 which is adjoining to the site, the potential impacts on landscape originate from construction works (including site clearance, site formation and other construction activities) will be alleviated during the construction stage by various temporary green installations, such as green hoardings and the appropriate screening of construction works.

   - As the site is a sloping area, extensive site formation works are anticipated to be conducted. All the existing vegetation including 330 number within the proposed development (i.e. LR1 & LR2) would be felled due to site clearance during the construction stage **(Annex 3 – Site Layout & Tree Survey Plan refers)**. Schematic sections **(Annex 4 – Schematic Site Sections A & B – Site Formation for Foundation Design)** which show the site formation and existing soil profiles have been provided to help demonstrating why trees cannot be retained on site. Most vegetation recorded within the proposed development are common species in Hong Kong and no flora species of important conservation value are recorded. The tree compensation ratio of 1:1 will be achieved as far as possible in accordance with existing DevB guidelines. Other green measures will be considered to be adopted such as roof and vertical greening for the loss of greenery cover upon completion of the construction.

3. When the development comes into operation, impacts will be mitigated by strategic landscape design including new plantings throughout the development, tree and landscape buffer along the site boundary and open space areas. The existing nullah area will also be improved with landscape design and strategic planting to improve the overall landscape amenity value within the neighbourhood.

   - A series of open space systems that create landscape and visual connector with landscape elements to accommodate a number of leisure, recreation and civic activities are proposed in the development plan. These open

spaces are provided within the development; therefore, it will benefit both the local and nearby residents in the long-run. The provision of open space will follow the guideline as stipulated under the HKPSG.

- The existing nullah area will be significantly enhanced by the proposed development. As compared with the existing condition of the nullah which has no landscape resources/ interests, the proposed development with amenity plantings and new open spaces connected with the nearby public rental housing development will integrated the external open space in a new setting. Native tree species will also be introduced in the future plantings. It is considered that the landscaped nullah will be substantially beneficial to the neighbourhood in future when all landscape becomes mature.

4. To conclude, the major impact anticipated to be caused by the proposed public rental housing development is the removal of mixed woodland which lies within LR1/ LCA 1; however, this will be minimised through careful setting of the layout plan for the development incorporate various design mitigation measures. During the construction stage, a tree which is adjoining to the site boundary will be retained in-situ and green hoarding will be installed. While during operation stage, other landscape treatments include the creation of new open spaces, provision of compensatory planting proposals, buffer and slope planting along site boundary, aesthetic design of existing nullah, creation of breezeways and retention of views to ridgelines in the development **(Annex 5 – Proposed Landscape Concept Design Plan)**. Roof and vertical greening will also be considered at strategic locations to improve the landscape environment.

   For the plantation adjacent to the public housing estates within another landscape resource, i.e., LR 2, as the number of plantation trees are very low while the age is very young and the species are common, the impact to this LR is anticipated and considered to be low which can be compensated by future compensatory planting.

   For other LRs and LCAs, since they are mainly built-up areas, impact on them from the landscape point of view is considered very low. Upon the completion of the proposed development, it is considered the landscape value in the neighbourhood will eventually be enhanced.

HOUSING DEPARTMENT
May 2016

List of Annexes

Annex 1

Landscape Assessment
for the Proposed Public Housing Development
at Yan Wing Street, Yau Tong
- Site Photos

Overview of the Subject Site

Part view of LR 2

Part view of LR 3

NW View from LCA 3 (1)

NW View from LCA 3 (2)

SW

View from LCA 3 (1)

SW View from LCA 3 (2)

SW View from LCA 3 (3)

Annex 2

Landscape Assessment
for the Proposed Public Housing Development
at Yan Wing Street, Yau Tong
- Tree Photos

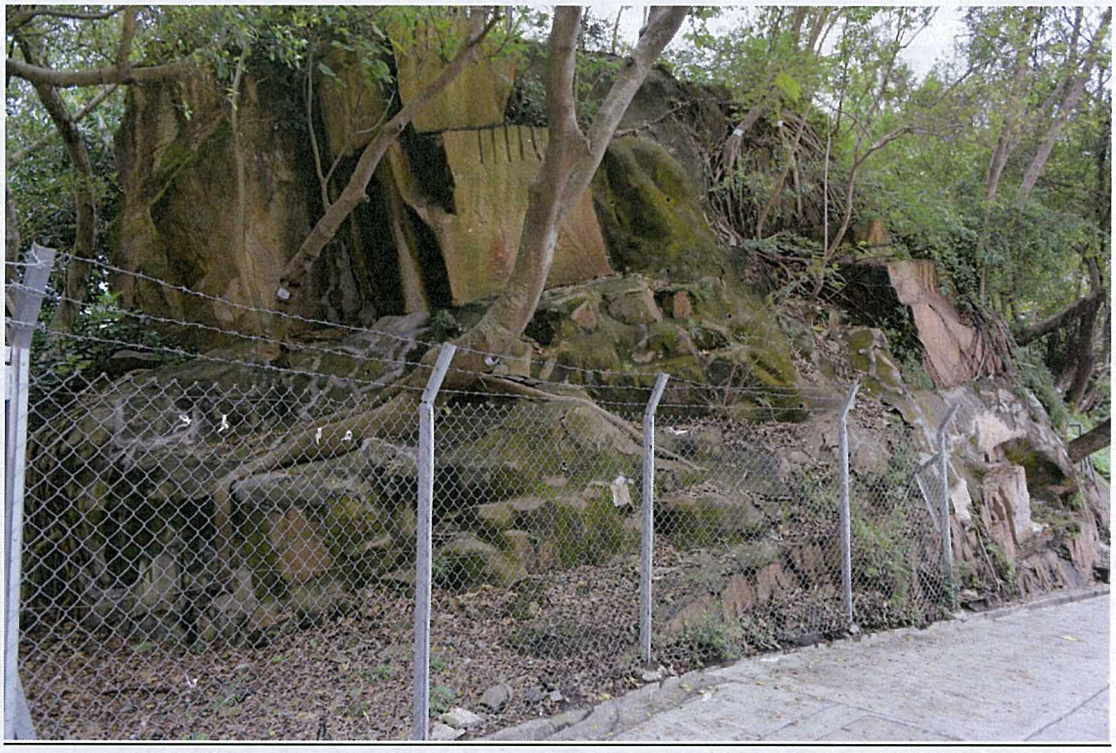
Overview

Tree Photo - 1

Tree Photo - 2

Tree Photo - 3

Tree Photo - 4



Tree Photo - 5

Annex 2A

Preliminary Landscape Assessment
for the Proposed Public Housing Development
at Yan Wing Street, Yau Tong
- Photos of large mature trees
-

Tree no. T0031

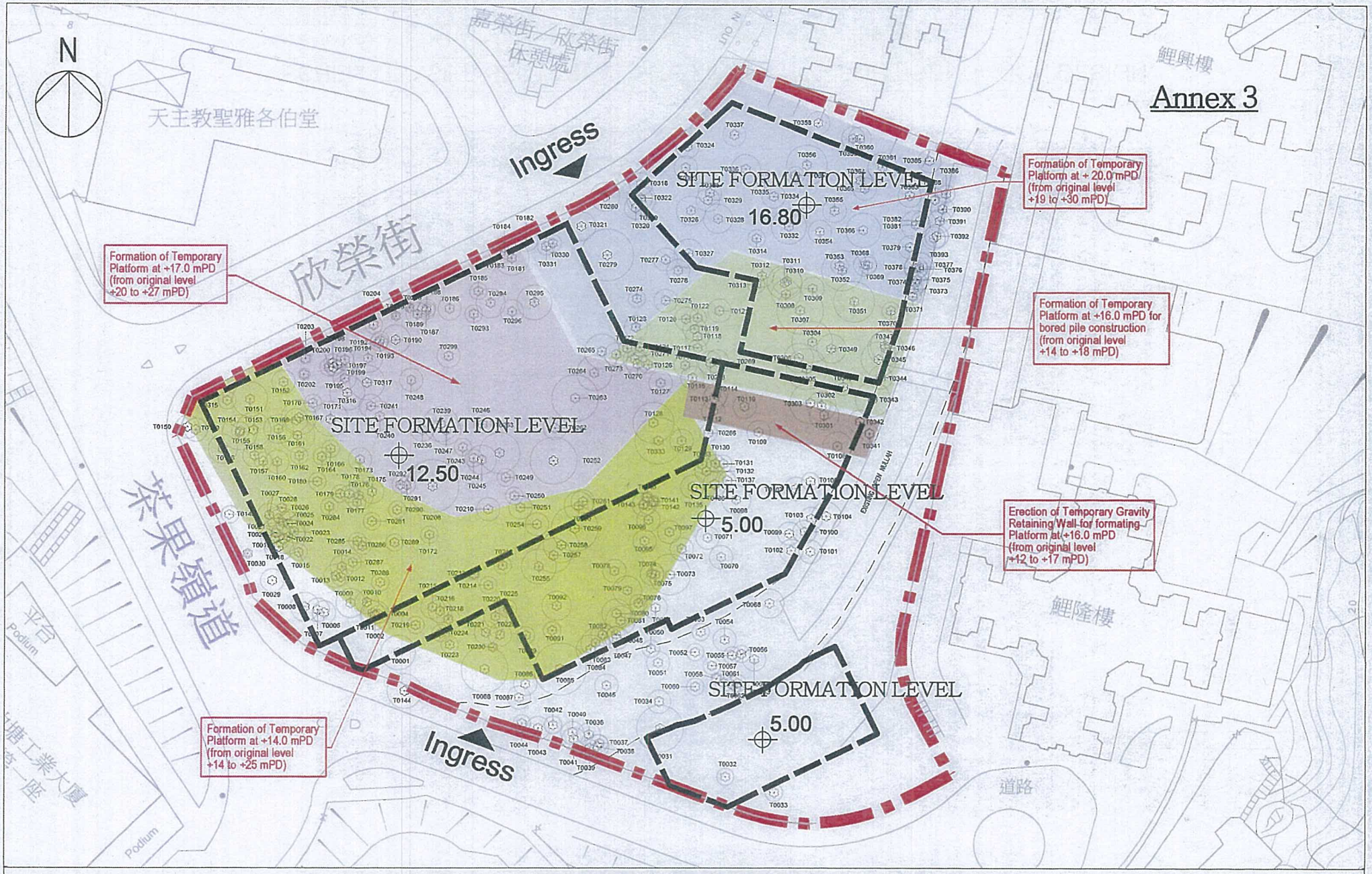
Tree no. T0085

Tree no. T0208

Tree no. T0259

Tree no. T0263

Tree no. T0279



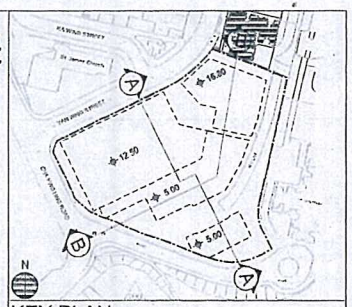
SITE LAYOUT & TREE SURVEY PLAN

SCALE = 1 : 500(A3)

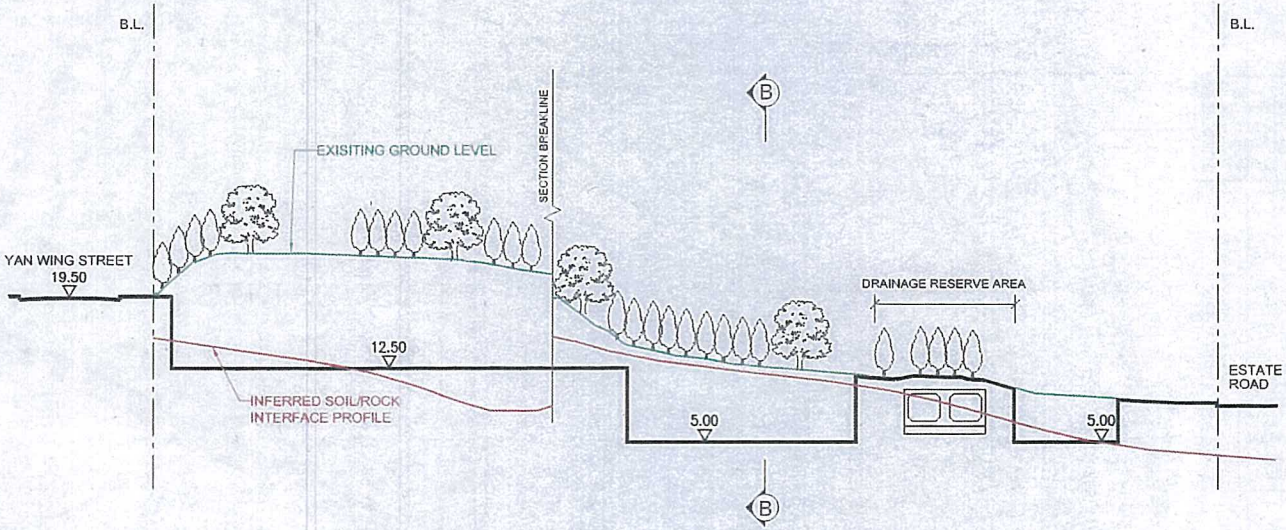
TREE

APRIL 2016

ANNEX 4



KEY PLAN 1:3000



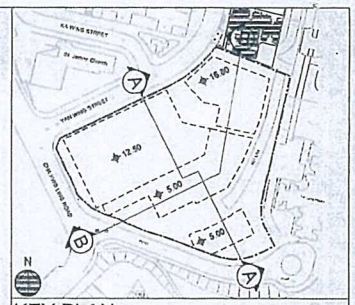
SCHEMATIC SITE SECTION A - SITE FORMATION FOR FOUNDATION DESIGN

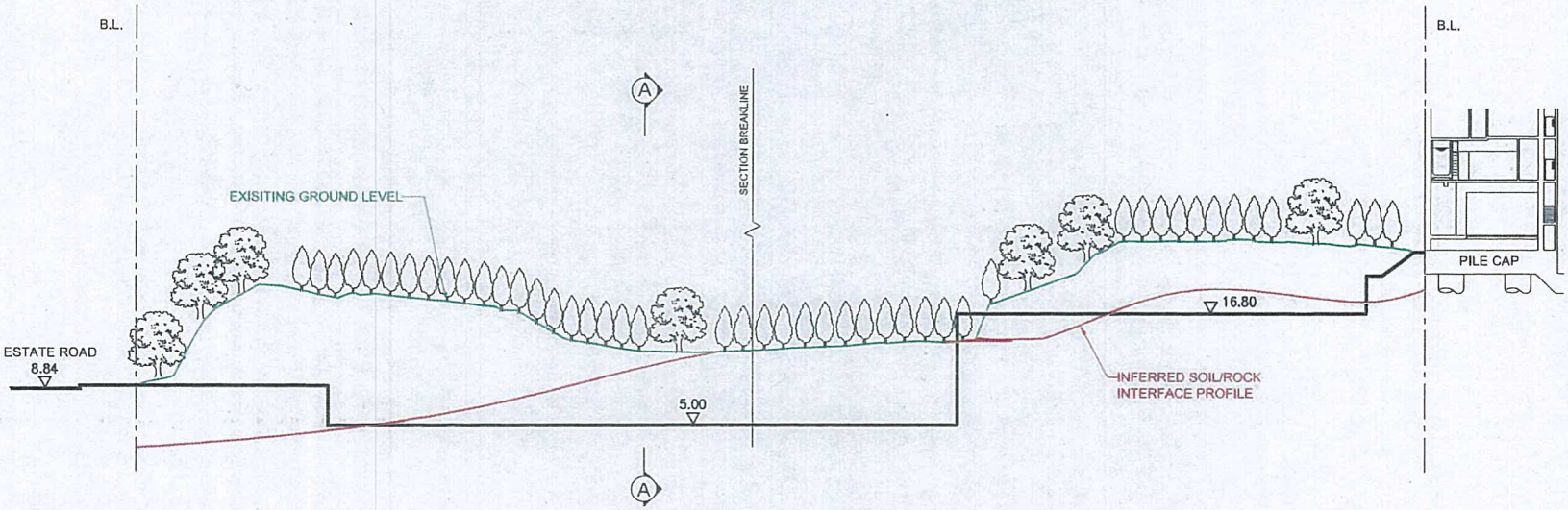
SCALE = 1 : 500(A3)

Note :- The proposed levels are subjected to be revised in the later design stage.

11-05-2016

ANNEX 4



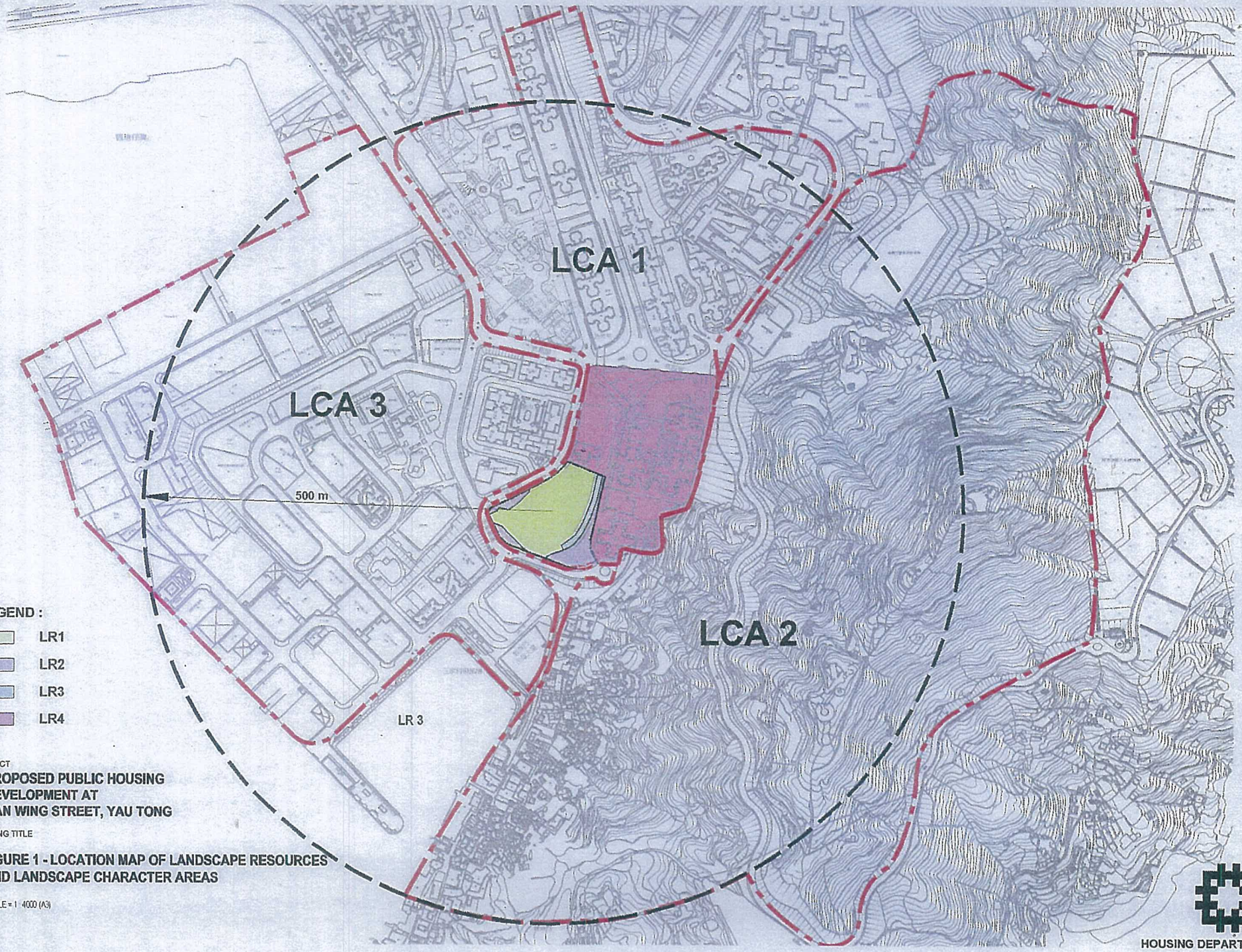


SCHEMATIC SITE SECTION B - SITE FORMATION FOR FOUNDATION DESIGN

SCALE = 1 : 500(A3) Note :- The proposed levels are subjected to be revised in the later design stage. 11-05-2016

ANNEX 5

PROPOSED LANDSCAPE CONCEPT DESIGN PLAN



PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENT AT YAN WING STREET, YAU TONG

DRAWING TITLE

FIGURE 1 - LOCATION MAP OF LANDSCAPE RESOURCES AND LANDSCAPE CHARACTER AREAS

SCALE = 1 : 4000 (A3)

HOUSING DEPARTMENT

Hong Kong Housing Authority

Proposed Housing development at Lei Yue Mun Estate Phase 4 Traffic Impact Assessment

Executive Summary

The Hong Kong Housing Authority has engaged a traffic consultant to conduct a Traffic Impact Assessment (TIA) study for the proposed development of Lei Yue Mun Estate Phase 4 Estate in year 2015 to examine the impact of the traffic generated from the proposed development on the existing road networks in the near vicinity. Under the TIA study, the proposed development was planned as public housing with a total of around 2,400 public housing flats (with welfare facilities at the basement floor) and an additional 10% allowance of development trip generation was applied for the traffic impact assessment to cater for future design variation. The proposed development is scheduled to be completed by year 2024.

To appraise the existing traffic condition in year 2015, a traffic count survey was conducted at the surrounding road network of the proposed development. The operational assessment results revealed that all critical junctions were operating with ample capacities in year 2015.

In order to assess the impact of the development related traffic on the local road network, it is necessary to forecast the traffic flows for year 2027, the adopt design year, which is 3 years upon completion. The 2027 traffic flows have been projected with the basis on local area planning area published by the Government. Planned/committed development traffic from the adjacent sites is included in the assessment. Assessment of operational performance of the road junctions in year 2027 revealed that all critical junctions would still operate within their capacities in year 2027 for the design scenario with the proposed redevelopment except the Junction - Cha Kwo Ling Road/ Ko Chiu Road will operate close to its capacities.

Appropriate improvement measures were recommended for the junction Cha Kwo Ling Road/ Ko Chiu Road to improve the operational performance in year 2027. Adopting the recommended improvement measures, the existing junction configuration will remain unchanged and the method of control will be modified to improve junction capacities. With the proposed improvement measures, it was revealed that the junction - Cha Kwo Ling Road/ Ko Chiu Road would operate within capacities in design scenario of 2027.

There are also comprehensive coverage of the public transport services and varies available choices on transport modes in the vicinity. Furthermore, Yau Tong MTR station is located in close proximity to the proposed development. Therefore, the proposed development is considered to have good accessibility via the public transport.

At present, numerous pedestrian crossings and footbridge are provided in the vicinity and at the nearby junctions to link up the proposed development and the surrounding housing developments and shopping centre. In view of the pedestrian facilities provision and the scale of the proposed development, it is not expected that there will be insignificant impact on the existing pedestrian facilities.

In conclusion, the traffic impact assessment has demonstrated that the traffic generated by the proposed development can be absorbed by the nearby road network with the recommended improvement measures.

Proposed Rezoning of Yau Tong ventilation Building and Adjacent Areas for Residential Use
Traffic Impact Assessment Report
Executive Summary

Introduction

LLA Consultancy Limited was commissioned by the MTR to conduct a traffic impact assessment (TIA) study to assess the potential traffic impact due to the proposed residential development scheme at the two sites in Yau Tong, which is currently zoned "Other Specified Uses (Ventilation Building)" ("OU") (the MTR Site) and "Government, Institution or Community" ("G/IC") (the Government Site) on the Draft Cha Kwo Ling, Yau Tong and Lei Yue Mun OZP No. S/K15/22.

The objectives of the TIA study are as follows:

- to review the existing traffic conditions in the surrounding road network and to estimate the potential traffic generation due to the proposed development;
- to assess the future traffic situation in the surrounding road network and to appraise the potential traffic impact of the proposed development;
- to recommend the transport facilities provisions for the proposed development, including private car and motorcycle parking spaces and loading/unloading facilities.

Existing Traffic Conditions

The two sites, namely the MTR Site and the Government Site, are located at Ko Chiu Road, Yau Tong. Ko Chiu Road is a two-way local distributor road which connects Cha Kwo Ling Road and Lei Yue Mun Road. The section of Ko Chiu Road along the frontage of the two sites is a two-lane road and locally widened to four lanes before connecting with the roundabout at southern end of Lei Yue Mun Road. Whereas, Lei Yue Mun Road is a dual two-lane primary distributor road that connects Ko Chiu Road, Kai Tin Road, the slip roads to/from the Eastern Harbour Tunnel and Kwun Tong Road.

The Site is within 500m radius of Yau Tong MTR Station. At present, there are 17 bus routes and a minibus route travelling along Ko Chiu Road and Lei Yue Mun Road near the proposed development.

Junction capacity assessments were carried out based on the existing traffic flows, the results showed that all concerned junctions are operating satisfactorily during the AM and PM peak hours.

Future Road Network

At present, the ingress/egress of the existing Ventilation Building is provided at Ko Chiu Road. To facilitate the vehicular access to both the MTR and Government Sites, it is proposed to rearrange the existing internal road to a public road with a cul-de-sac at the eastern end. The proposed public road will provide vehicular and pedestrian access to the future developments for both the MTR Site and the Government Site.

Future Traffic Conditions

Under the proposed development, the MTR Site will provide 480 residential units and the Government Site will provide 500 residential units. Based on the trip rates provided in "Traffic Rates for Residential Developments" documented in the Transport Planning and Design Manual (TPDM), it is estimated that the proposed development is expected to generate a two-way total traffic of 114 pcu/hour and 66 pcu/hour in the AM and PM peak hours respectively.

The proposed development planned to be completed in 2023. Therefore, the design year 2026 is adopted for the traffic impact assessment, i.e. 3 years after the completion of the proposed development.

The growth rate method is adopted to project the traffic volumes in the design year. Reference was made to the Annual Traffic Census Reports and an average annual growth rate of +1.1% was adopted in traffic forecast.

Junction capacity assessments were carried out and the results showed that the concerned junctions will be able to cope with the traffic induced by the proposed development. By comparing the assessment results in the Reference (without development) and the Design (with development) Scenarios, the numbers are similar. As a result, the traffic generated by the proposed residential development is not anticipated to induce significant traffic impact onto the adjacent junctions.

Internal Transport Facilities

The car parking and loading/unloading provision of the proposed residential development will be provided in accordance with the latest Hong Kong Planning and Standard Guidelines (HKPSG).

The MTR Site will provide a total of 44 private car parking spaces (including 1 no. for disable use), 4 motorcycle parking spaces and 1 MGV/HGV loading/unloading spaces in accordance with the HKPSG requirements.

The Government Site will provide a total of 36 private car parking spaces (including 1 no. for disable use), 4 motorcycle parking spaces and 1 MGV/HGV loading/unloading spaces in accordance with the HKPSG requirements.

Conclusion

Traffic impact assessment has been carried out for the existing and design year 2026. The findings of the traffic impact assessment indicated that the traffic generated by the proposed residential development is not anticipated to induce significant traffic impact onto the adjacent junctions. As a result, the proposed residential development scheme is acceptable in traffic point of view.

3. Traffic Noise Impact Assessment

3.1 Introduction

3.1.1 This road traffic noise impact assessment is prepared to address road traffic noise impact on the noise sensitive uses of the Proposed Development and recommend mitigation measures where practicable to attenuate the impact.

3.2 Assessment Criteria

3.2.1 Noise standards are recommended in Chapter 9, "Environment" of the HKPSG for planning against noise impact from sources such as road traffic, railway and aircraft. The noise sensitive receiver (NSR) under concern is the proposed residential development. The relevant standard is L_{10}(1-hr) 70dB(A).

3.3 Assessment Methodology

3.3.1 In this assessment, the potential noise impact arising from nearby road carriageways on the Proposed Development has been quantitatively assessed. It involved the prediction of future noise impacts on Noise Sensitive Receivers arising from peak hourly traffic flows along road carriageways situated within or in the vicinity of the Sites representative of the worst case scenario within 15 years from the target completion date of the Proposed Development. Appendix 2 presents the predicted 2038 two-way peak hour traffic flows and mix on the main road carriageways surrounding the Sites (based on tentative completion year of 2023). The future traffic conditions in 2038 are estimated by using growth factor method. This method is based on the assumption that growth rates in traffic volumes will continue through the 15-year progressively. Based on this assumption, the traffic volume should be the highest at the 15th year which represented the worst case scenario.

3.3.2 Topographical details such as contours have been defined as non-reflective barriers. Road height and widths are defined according to 1:1000 survey map collected recently. Buildings in the vicinity are also defined.

3.3.3 The U.K. Department of Transport's procedure "Calculation of Road Traffic Noise" was used to predict the hourly L_{10} noise levels generated from road traffic at selected representative NSRs. Practicable environmental mitigation measures have been recommended, where necessary. The predicted noise levels were compared with the relevant HKPSG noise standards.

3.3.4 There is no major trunk road in the vicinity of the Sites. All roads included in the assessment are assumed of impervious surface with speed limit of 50km/hr.

3.4 Noise Sensitive Receivers

3.4.1 A number of NSRs, which represent the possible openable ventilation window location of habitable room of residential units, are selected for the assessment. All assessment points were taken at 1.2m above the floor and 1m away from the facade. Figure 3 shows the location of the selected NSRs for traffic noise impact assessment.

3.5 Consideration of Noise Mitigation Measures

3.5.1 There are slope areas on the east and south sides of the Government Site so that building setback is not allowed. Other practicable noise mitigation measures have been duly studied and incorporated where appropriate. As the towers are located quite close to road, vertical architectural fin is proposed at location nearest to road to further limit the view angle to road. As excessively long fin will block the view and natural ventilation of future residents, the length of the vertical fin is limited to a maximum of 1.5m and at the end of a unit.

3.5.2 Should there be any residual noise exceedance after application of vertical fin, acoustic balcony and special designed (or acoustic) window system will be employed.

3.5.3 Acoustic balcony has been successfully implemented in a number of residential developments. It refers to a balcony with solid parapet of not less than 1.2m high on all sides and with a depth of more than 1m. The ceiling of the balcony will be covered using sound absorptive material. Such acoustic balcony system has been agreed to reduce noise level by 2 to 2.5dB(A). For the purpose of this study, it is assumed that acoustic balcony will reduce noise by 2dB(A).

3.5.4 Special designed window system has been recently explored and applied to developments ranging from university hostel to public rental housing and private residential development. Different types of special designed window includes plenum window design with inner and outer window pane with opening on opposite sides to block noise from entering to indoor area directly; and top-hung window with horizontal plane (canopy) underneath to block noise entry. In many recent study comprising laboratory or onsite noise measurement, it has been verified that such kind of window can achieve a sound attenuation of 4dB(A) or above. For the purpose of this study, it is assumed that special designed window will reduce noise by 2dB(A).

3.5.5 Appendix 7 shows the schematic sections of acoustic balcony and special designed window (top-hung window with canopy beneath it).

3.6 Assessment Result

3.6.1 Figure 4 indicated the vertical fin location as road traffic noise mitigation measures for the Proposed Development.

3.6.2 The predicted traffic noise impacts on the selected NSRs based on the use of vertical fin were quantified and included in Appendix 3 for reference. The result showed that some habitable room of the residential units at the Government Site would slightly exceed the criterion of 70dB(A) under the worst case scenario with maximum residual exceedance of 2dB(A).

3.6.3 For NSR with exceedance, it is recommended to adopt special designed window for bedroom and acoustic balcony for living room area. Figure 4 showed the location with acoustic balcony and special designed window proposed.

3.6.4 With further noise mitigation in place, all units will comply with the road traffic noise criterion. Appendix 3 showed the predicted road traffic noise level with all recommended noise mitigation measures in place.

3.7 Conclusion

3.7.1 A road traffic noise impact assessment has been carried out for the Proposed Development.

3.7.2 Direct noise mitigation measures include building orientation, vertical architectural fin, acoustic balcony and special designed window. With the proposed noise mitigation measures in place, all residential units will comply with the HKPSG standard under the worst case scenario.

3.7.3 In detailed design of the development, the building form may be adjusted and combination of noise mitigation measures such as further building setback, orientating openable window away from noise source may be further reviewed and explored where practicable so as to meet relevant criterion.

2.2 Site Environs and Key Wind Characteristic

2.2.1 Site Location and Surrounding Environment

2.2.1.1 The subject Site is bounded by Yan Wing Street, Cha Kwo Ling Road and access/ estate road to Lei Lung House of Lei Yue Mun Estate in Yau Tong. The subject Site has an area of about 11,000 m^2 with heavy vegetation, rocky slopes and nullah along east boundary, where it is currently zoned as "Green Belt".

2.2.1.2 To the immediate north, it is known as Public Housing Development of Lei Yue Mun Phase 3 with a building height of 142.0 mPD, where is currently under construction. To the immediate northeast to east, it is Lei Yue Mun Estate with building height ranged from 125.8 mPD up to 150.5 mPD. To the south to southwest across the access/ estate road to Lei Lung House of Lei Yue Mun Estate, they are public toilet, kindergarten with height of 8.2 mPD, church with height of 10.0 mPD, Lei Yue Mun Municipal Services Building with height of 38.8 mPD and a site zoned as "Residential (Group A)" with building height restriction of 100.0 mPD, where is currently under construction. To the further south-southwest, it is Sam Ka Tsuen Typhoon Shelter. To the southwest to west across Cha Kwo Ling Road, they are Yau Tong Industrial Building Block 1 with height of 51.2 mPD and Football Field (at 20.2 mPD) of Sam Ka Tsuen Recreation Ground. To the northwest across Yan Wing Street, they are St. James Church with building height of 36.8 mPD and Yau Tong Centre with building height of 51.2 mPD.

2.2.1.3 Figure 1.1 illustrates the location of the Site and its environs.

2.2.2 General Wind Environment Characteristics

2.2.2.1 In respect of the topography of the Yau Tong area, its northeast and east portion are covered by hilly topographies. It is sloped upwards from southwest to northeast, then reach Devil's Peak (up to 222 mPD) to the east and Chiu Keng Wan Shan (up to 247 mPD) to the further northeast. Hence winds from northeast as well as east quarter could be limited due to the flow separation while approaching the ridge. The slope of the nearest peak of Devil's Peak is about 26 degrees downhill to existing Lei Yue Mun Estate. Wind either flows over hills or bends around the hill and creates turbulence and re-circulated wind (i.e. lee eddies) when the wind moves downhill towards Yau Tong. In general, the wind from hill side will be slowed and weakened by the hills. However there is a valley between Devil's Peak and Chiu Keng Wan Shan. The presence of the valley could redirect some local winds, which speed up when passing through the valley. Figure 2.5 shows the digital elevation map of Yau Tong area. Evidently Yau Tong is next to the waterfront, it could be easier for the winds entering the Yau Tong area from sea side through Sam Ka Tsuen Typhoon Shelter, which is likely a favorable air path in particular for summer prevailing wind from sea side. Figure 2.6 illustrates the topography of Yau Tong area and its surroundings.

2.2.2.2 In consideration of the urban morphologies of the Yau Tong area, the street array is irregular, which is not favorable for wind penetration. Although Lei Yue Mun Road is the major road of the Yau Tong area as a major ventilation corridor throughout the area, it is mainly beneficial to the ventilation at northern part of the area rather than the area to the southwest. Nevertheless there are provision of public waterfront

promenade with not less than 15 m wide as well as non-building areas with not less than 15 m wide within the Comprehensive Development Areas (CDAs) to the southwest near waterfront. The promenade and Non-Building Areas (NBAs) can facilitate the summer wind entering from sea side towards the inland areas, which locations of promenade and NBAs are illustrated in Figure 2.7.

2.2.2.3 Regarding the open space, the major one is Sam Ka Tsuen Recreation Ground, while there are some minor one, including Yau Tong Centre Rest Garden, the promenade around Sam Ka Tsuen Typhoon Shelter and Lei Yue Mun Rest Garden. With the connection of open space (especially Sam Ka Tsuen Recreation Ground) aforementioned NBAs and nearby roads/ streets, air paths are created, which would improve wind penetration in the area through the roads/ streets including Cha Kwo Ling Road, Yan Wing Street, Ko Fai Road, Tung Yuen Street, Sze Shan Street and Yan Yue Wai, etc., promoting air movement in the area.

2.2.2.4 Figure 2.7 shows the general wind environment of the area.

2.2.3 General Site Wind Environment

2.2.3.1 Aforesaid that the wind availability in the area mainly come from ENE, E, ESE and SE directions in a year while winds from E, ESE SE, SW and WSW direction are available in summer period.

2.2.3.2 Under ENE and E wind directions, the hilly terrain may weaken the air flows towards the area. ENE wind could flow through the valley between hills and reach Yau Tong area, then wind either flow along Ko Chiu Road towards the sea or flow through space to the north of Lei Yue Mun Estate and flow over the low-rises of Yau Tong Centre and St. James Church as well as Sam Ka Tsuen Recreation Ground, then towards the sea. Else, some ENE and E winds would also penetrate the space to the north of Lei Lung House at Lei Yue Mun Estate to reach the subject site then further downstream to Sam Ka Tsuen Recreation Ground. Figure 2.8 shows the flow pattern under ENE and E prevailing wind while Figure 2.9 supplements a sectional diagram of ENE and E prevailing wind flow through the valley to the area.

2.2.3.3 Under ESE wind conditions, wind could be limited in the area as it is likely in connection with the hilly terrain, yet some weaken winds might reach the subject Site and the downwind area at lower level. Alternatively, wind could flow through the valley between hills and reach the area. Some downhill winds may pass through the spaces between buildings formulating ventilation path at higher level and flow towards sea side, which is similar to ENE/ E wind. Nevertheless the area will generally experience low wind environment at lower level. High-altitude southeast easterly likely skim over the buildings and towards sea side. Further, some ESE wind could reach the subject site and part of Cha Kwo Ling Road via the space to the south of Lei Lung House at Lei Yue Mun Estate. Figure 2.10 shows the flow pattern under ESE prevailing winds.

2.2.3.4 Under SE wind condition, wind likely comes along the hill side and reaches the subject Site, then flows towards St. James Church, through Sam Ka Tsuen Recreation Ground and along Cha Kwo Ling Road. Figure 2.11 presents the flow

pattern under SE prevailing wind and Figure 2.12 shows the sectional diagram of SE prevailing wind flow through the area.

2.2.3.5 Under SW and WSW wind conditions, wind easily enters the area through Sam Ka Tsuen Typhoon Shelter, nevertheless winds could be slightly influenced by the planned residential development at 100mPD to the south of the subject Site, which is currently under construction. Such planned residential development would impede the wind reaching the subject Site and other inland area. It is expected that the wind flow along Shung Shun Street as well as flowing over low-rises at "Government, Institution and Community" zone. The wind could rather reach the subject Site via Shung Shun Street, but then encounter the building block of Lei Yue Mun Phase 3. The wind could then reach the downwind area through Yan Wing Street. Alternatively, wind could flow through Yan Yue Wai, NBA2 and Sam Ka Tsuen Recreation Ground to reach the subject Site, then either flow along Yan Wing Street or Cha Kwo Ling Road towards inland area. Figure 2.13 illustrates the flow patterns under present flow pattern under SW/ WSW prevailing wind.

2.3 Potential Impacts

2.3.1.1 The hilly topographies and urban morphologies of Yau Tong could limit the wind from the hill side, however its location is close to water front and wind could easily enter the area from sea side. With the proposed development on site, northeast easterly, easterly and southeast easterly could be limited as the hilly terrain weaken the air flow towards the area. Even though the northeast easterly, easterly and southeast easterly flow through the valley between hills, the subject Site is at the lee side of the existing Lei Yue Mun Estate and the flow mainly flow over the low-rises towards the side sea. Alternatively, some northeast easterlies and easterlies would penetrate the space around Lei Lung House and reach the subject Site. Such with the proposed development on site, influencing the flow to Sam Ka Tsuen Recreation Ground is noticed under ENE and E winds. Nevertheless the wind flow from the valley can still supply some winds to Sam Ka Tsuen Recreation Ground. Further, the southeast easterly, southeasterly, southwesterly and southwest westerly could be redirected by the proposed development. Under ESE/ SE wind, the wind will encounter the proposed development, less wind flow to St. James Church and Yan Wing Street while more flow is redirected to Cha Kwo Ling Road and Sam Ka Tsuen Recreation Ground. For the south westerly and southwest westerly, channelization could be occurred at Yan Wing Street, but not Cha Kwo Ling Road (which part is adjacent to the perimeter of the subject Site) where is relatively spacious, even though under ESE/ SE winds, channelization is unlikely.

2.3.1.2 In summary, it is expected that the localized wind distribution and wind flow to St. James Church, Yan Wing Street, Sam Ka Tsuen Recreation Ground and Cha Kwo Ling Road could be influenced especially under the ESE, SE, SW and WSW wind conditions. Lessening the wind flow to St. James Church and Yan Wing Street is relatively obvious than the impacts on Sam Ka Tsuen Recreation Ground and Cha Kwo Ling Road.

2.4 Good Design Features

2.4.1.1 The uncertainties on site conditions and existing site constraints, such as its small scale, existing drainage reserve and slopes, basically confine the building planning and design. Nevertheless some viable design features with respect to the urban morphology and the concerned prevailing wind directions have been considered so as to remedy the potential impacts/ problematic areas in particular for nearby St. James Church and Yan Wing Street (refer to Section 2.3).

2.4.1.2 Reservation of wider building separation intends for promoting wind penetration. According to the conceptual layout plan (Appendix A), there are a 15 m wide building separation between Blocks 1 and 2 at +34.30 mPD and a 20 m wide building separation between Blocks 1 and 3 at +20.65 mPD to encourage the air movement from sea side via Shung Shun Street, then towards Yan Wing Street especially south westerly and southwest westerly. According to the conceptual layout plan (Appendix A), there is also a 15 m wide building separation between Blocks 2 and 3 at +20.65 mPD to allow ENE/ E wind penetration as well as further downstream to St. James Church and Sam Ka Tsuen Recreation Ground. It is expecting that the incorporation of those building separation within the proposed development allows 15 m wide air path flow passing through between buildings and allows the wind flowing to Yan Wing Street as well as St. James Church and Sam Ka Tsuen Recreation Ground. Given that the proposed 15 m or 20 m-wide building separations between blocks are not fully aligned, there could be certain reduction. Their actual effectiveness shall be reviewed in detail through quantitative assessment(s) in coming design stage.

2.4.1.3 Considering the site topographies of sloping upward to inland area, a design with flat platform as a support for the residential blocks as well as catering the need of carpark and other facilities are unavoidable. Currently, an embedded podium deck was considered rather than filling the slope to construct a flat platform, which minimizes the bulk above deck and caters the carpark and other facilities underneath. Else to improve the permeability at pedestrian/ low level, the residential blocks have been uplifted which creates an at least 3 m high void above podium deck for better wind penetration and help mitigation the potential adverse air ventilation induced by the proposed development on St. James Church, Yan Wing Street and Lei Yue Mun Estate.

2.5 Further Study

2.5.1.1 In consideration of site constraints and uncertain conditions, the adoptable mitigation measures are basically limited at this early stage. Nevertheless some currently viable mitigation measures such as adequate separation between buildings and increasing the permeability at podium deck to promote air movement for localized area has been considered. It is anticipated that some potential impacts on air ventilation would be alleviated under aforesaid prevailing winds. In addition, for further wind enhancement, it is recommended that the implementation of any other mitigation measures referring to Sustainable Building Design Guidelines will be studied in detailed design stage, including building permeability, podium bulk,

building setback and greenery. Their viability as well as adoptability will be reviewed as much as possible.

2.5.1.2 In the meantime, it is acknowledged that the effectiveness of the proposed mitigation measures is a concern like the proposed 15 m or 20 m-wide building separations between blocks are not fully aligned, which could influence the ventilation performance in the mentioned potential problematic area in particular nearby St. James Church and Yan Wing Street (refer to Section 2.3). Their actual effectiveness and aforementioned design features shall be reviewed in detail through quantitative assessment(s) in respect of air ventilation and any rooms for further wind enhancement, such the air ventilation performance will be optimized as practicable in detailed design stage.

3 Conclusion

3.1.1.1 This AVA study investigates the pedestrian wind environment and provides the necessary information for a balanced decision on the overall planning and design process. It also identifies the ventilation corridors and wind availability in the assessment area.

3.1.1.2 With reference to best available wind data in previous experimental study, it is found that the annual prevailing wind in the area come from ENE, E, ESE and SE while the summer prevailing wind come from E, ESE, SE, SW and WSW.

3.1.1.3 In consideration of the surrounding environment and prevailing wind directions, adequate spacing between buildings and nearby buildings will promote air movement while increasing building mass permeability allow better wind penetration.

3.1.1.4 In summary, the winds from sea side could easily reach the area. In compliance with its situation and wind environment characteristic, the subject Site does not play any particular role on air ventilation in the district, significant impacts to its surrounding on air ventilation are not expected. The limitation of the proposed mitigation measures is fully aware, which could influence the ventilation performance of the mentioned potential problematic areas. Nevertheless the effectiveness of the design features and room for further wind enhancement with the adoption of any other viable mitigation measures shall be reviewed quantitatively in detailed design stage so as to optimize the air ventilation performance as practicable as possible.

Proposed Rezoning of Yau Tong Ventilation Building and Adjacent Areas for Residential Use

Executive Summary of Air Ventilation Assessment (Expert Evaluation)

Prepared by:
Ramboll Environ Hong Kong Limited

Date:
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Executive Summary of Air Ventilation Assessment (Expert Evaluation)

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Introduction

1. In response to the 2013, 2014 and 2015 Policy Addresses, the MTR Corporation has been actively exploring the opportunities for development along railways with the objective to increase housing supply. A rezoning study is conducted to examine the feasibility of property development above the existing Yau Tong Ventilation Building (YVB) and its adjacent government land, taking into consideration the local and statutory planning contexts as well as various opportunities and constraints.

2. The proposed rezoning involves the MTR Site and the Government Site which are located at Ko Chiu Road, Yau Tong. Both sites are covered by the current draft Cha Kwo Ling, Yau Tong and Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/22.

3. ENVIRON Hong Kong Limited is commissioned by MTR Corporation Limited to provide air ventilation assessment consultancy services for the rezoning proposal. This expert evaluation report has been prepared to evaluate the potential air ventilation impact of the Baseline Scheme (July 2014) and the Conceptual Scheme. Architectural drawings and technical information on the Proposed Development are provided by the Project Architect (MLA Architects (HK) Ltd.).

4. The MTR and Government Sites are sited at the northwest foothill of Pau Toi Shan (Devil's Peak) of over 220mPD and is bounded by Ko Chiu Road to the northwest in Yau Tong area. The MTR Site is located at relatively flat platform whereas the Government Site is located at the slope area. The surrounding is characterised by residential uses. It is surrounded by Ko Yee Estate to the northwest, Ko Cheung Court to the west and Lei Yue Mun Estate to the southwest. Ko Chun Court is located to the further north. Over 200m apart to the west is Yau Tong Centre. The nearest waterfront is more than 700m away in the southwest.

5. The nearest tower of Ko Cheung Court (Ko Fei House) is about 30m on the opposite side of Ko Chiu Road. There are two building gaps of both around 60m respectively between towers of Ko Cheung Court (Ko On House) and Lei Yue Mun Estate (Lei Sang House), and between towers of Yau Mei Court (To Mei House) and Yau Tong Centre (Tower 2).

6. It is observed that an additional tower (Lei Wong House) of Lei Yue Mun Estate is being built to the immediate west of existing towers of same estate so that the building separation between Lei Yue Mun Estate and Yau Tong Centre will be reduced to around 20m. The new tower also maintains a separation of about 15m from other existing towers of Lei Yue Mun Estate.

7. There are a number of site constraints that limit the design flexibility. The existing YVB and associated facilities is necessary for the operation of MTR and cannot be removed. To allow proper access, an access road should be provided to the northeast of the YVB. A drainage reserve zone is located to the southeast of the YVB and no structure and foundation can be located with this zone. Similarly, a tunnel is below ground on the southern side of the MTR Site so that it is not practicably possible to locate a tower and its foundation among or nearby this area.

8. The MTR Site (southwest part) is currently occupied by YVB for the MTR Tseung Kwan O and Kwun Tong Lines. The building is about rectangular in shape and has main roof elevated at around 49.68mPD. The Government Site is currently vacant.

9. The Baseline Scheme was agreed in-principle with government bureau/ departments in July 2014 regarding the development potential of the Yau Tong Ventilation Building. The Baseline Scheme consists of 3 buildings with two of which (T1 & T2) close to each other at MTR Site with the axis along NNW/SSE direction. T1 will be built over the existing YVB whereas T2 & T3 will be built at grade. T3 at Government Site is oriented to have the major façade perpendicular to Ko Chiu Road. The total length of T1 and T2 is about 60m and is in front of the existing building gap between towers of Ko Cheung Court and Lei Yue Mun Estate. The buildings are high-rise with T1 & T2 rising to 181mPD and T3 rising to 167mPD.

10. In the Conceptual Scheme, two towers are proposed (one at the MTR Site and the other at the Government Site) with major building façade perpendicular to Ko Chiu Road in order to address road traffic noise impact. The tower at the MTR Site will be built over the existing YVB whereas the tower at the Government Sites will be built at grade. No podium is proposed for the tower in the Government Site. The tower at the MTR Site is elevated up to 189.55mPD whereas another tower at the Government Site is up to 167mPD.

Site Wind Availability

11. The annual and summer simulated windrose result indicates the dominance of each of the 16 wind directions and distribution of wind speed. According to the windrose result, East and northeast wind is prevailing in a year. NE, ENE, E and ESE wind altogether contribute about 54% of time in a year. Southerly wind is dominant in summer with more wind coming from southwest quadrant. S, SSW, SW, WSW and E wind contributes about 56% of time in summer.

12. The MTR and Government Sites are elevated at around 38mPD and sited at the northwest foothill of Pau Toi Shan (Devil's Peak) of over 220mPD and about 300m apart. Junk Bay Chinese Permanent Cemetery is on the east side of Pau Toi Shan (and about 400m away from the MTR and Government Sites) and elevated over 200mPD. Chiu Keng Wan Shan is elevated over 240mPD and located about 530m apart to the northeast of the MTR and Government Sites. The nearest waterfront is about 715m from the MTR and Government Sites. Southwest, west and north sides of the MTR and Government Sites are built areas with high-rise developments. Lei Yue Mun Road is sloping downward from north to south down to about 25mPD. Ko Chiu Road connects from south end of Lei Yue Mun Road and climbing up to about 50mPD near Ko Yuen House of Ko Yee Estate and up to 62mPD at the junction with Pik Wan Road. Ko Yee Estate is generally bounded by Ko Chiu Road and built on stepping platform (38 to 46mPD). The towers of Ko Cheung Court (to the west and northwest of the MTR and Government Sites) with overall width more than 200m are arranged along Lei Yue Mun Road with small gap (~3m) between towers and are generally impermeable. Building separation of about 60m between Ko Cheung Court and Lei Yue Mun Estate is found.

13. Wind from southeast direction will likely be blocked due to the existing topography (Pau Toi Shan). It is understood that katabatic wind occurs when cold wind move down the slope. The extent of katabatic wind depends on the difference of temperature at uphill and downhill areas so that reduction of southeasterly wind availability is less significant.

14. The blockage effects due to topography on northeast quadrant and east side are less significant due to longer horizontal separation of the MTR and Government Sites from hill tops. Therefore, easterly and northeasterly wind prevailing annually can likely reach and penetrate the MTR and Government Sites to ventilate the surrounding areas further downstream without any significant reduction of wind speed. The segment of Ko Chiu Road bounding the MTR and Government Sites are along northeast/southwest axis and can serve as air corridor to allow wind penetration. Therefore, both northeast wind (prevailing annually) and southwest wind (prevailing in summer) penetration can be facilitated.

15. Wind from northwest which seldom occurs according to both annual and summer windrose results will be blocked by towers of Ko Cheung Court and Ko Yee Estate but will follow Lei Yue Mun Road. Wind from north direction which is also less important will also be blocked in some extent by existing Ko Yee Estate, Ko Cheung Court and Ko Chun Court to the further north but air paths between buildings of Ko Cheung Court and Ko Yee Estate are still available for wind penetration.

16. Under annual situation with respect to the windrose result, topography and building landscape, northeasterly and easterly wind still dominate. Ko Chiu Road will form an air corridor to facilitate northeast wind flow along it. Under summer situation, southwesterly and southerly wind are most important. The topography (i.e. hilly area on southeast side and lower ground elevation with waterfront over 700m from the southwest of MTR and Government Sites) suggests that wind from southwest quadrant is least blocked. Summer windrose diagram also indicates that southwesterly wind is relatively more frequent. Downhill wind from southeast and east side is expected. Both easterly and southeasterly winds can reach the basketball court of Ko Yee Estate through the MTR and Government Sites but with slight obstruction by existing YVB under southeasterly wind direction. Northwesterly wind is least important under annual and summer situation. Given significant building blockage by towers of Ko Cheung Court, northwesterly wind availability will become lower then.

Expert Evaluation

17. According to the site environs, there is an air corridor along Ko Chiu Road and roundabout area with building separation of about 60m between Ko Cheung Court (Ko On House) and Lei Yue Mun Estate (Lei Sang House). This building separation at roundabout location can allow east and northeast wind flow under existing situation. Ko Chiu Road can serve as air corridor to facilitate northeast/southwest wind flow so that northeasterly wind can flow through the building gap at roundabout location and to Lei Yue Mun Estate. It is however notable that the building gap (about 15m) between towers of Lei Yue Mun Estate (Lei Wong House and Lei Hing House) is much smaller so that northeasterly wind will diminish after passing the smaller gap. It is notable that the existing YVB's main roof is elevated at about 49.68mPD.

Easterly downhill wind at lower elevation is blocked by YVB. Most of easterly wind will flow to the immediate south of YVB and go westward to the roundabout area. SE and E wind can also reach and benefit Ko Cheung Court, Ko Yee Estate and its ball courts on the opposite side of Ko Chiu Road. On the other hand, Lei Yue Mun Estate will impose wind blockage effect so that most southwesterly wind breeze will tend to flow around Lei Yue Mun Estate and travel between Lei Yue Mun Estate and trough of Pau Toi Shan (Devil's Peak) and flow northeastward then. Remaining southwesterly wind would pass through building gap of 15m between Lei Wong House and Lei Hing House and can flow further along Ko Chiu Road. Southeasterly downhill wind will be blocked by Ko Yee Estate, Ko Cheung Court, etc. Only southeasterly wind to roundabout area can go further along Lei Yue Mun Road. The NE/SW and E/W air corridors are relevant as they would likely pass through or pass by the MTR and Government Sites. **Figure 1** Below illustrates the possible wind flow under existing situation and air corridors. These existing air corridors should be preserved where practicable.

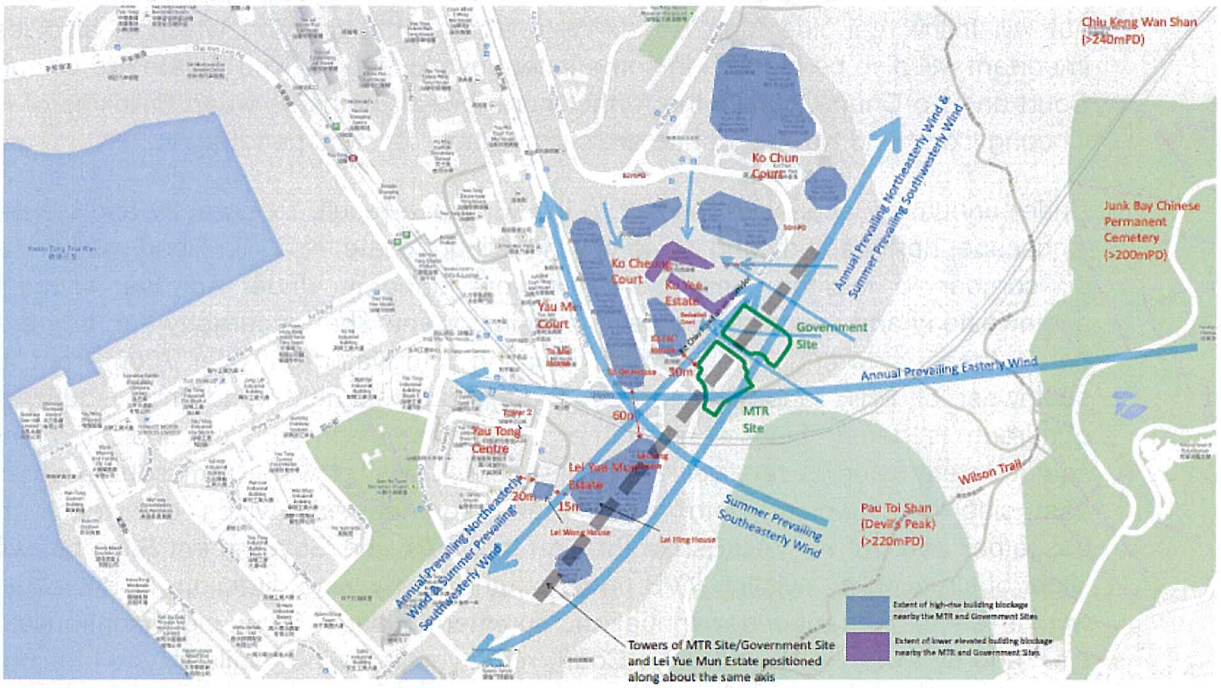


Figure 1: Illustration of Air Corridor, Air Paths and Existing Wind Flow

Comparison of Existing Situation and Conceptual Scheme

18. The Conceptual Scheme is formulated within an objective to have least impact on air ventilation. Under the Conceptual Scheme, northeast and southwest wind flow along Ko Chiu Road will not be affected. The corridor for easterly wind flow through the building gap between Ko Cheung Court and Lei Yue Mun Estate and to the further west can still be maintained. Southwest wind can pass along the eastern side of MTR and Government Sites without blockage problem. Among all prevailing wind directions annually and in summer, easterly wind are most affected relatively. The less important southeasterly wind will be affected as well. Nevertheless, 20m width building gap has been provided to ameliorate the impact. Based on good design in

disposition, provision of building gap and consideration on site constraint, the impact due to increased building height has also been minimised.

Comparison of Baseline Scheme and Conceptual Scheme

19. The Conceptual Scheme outperforms the Baseline Scheme in many important aspects. Under the Baseline Scheme, both easterly wind and southwesterly wind passing at eastern side of the MTR and Government Sites will be blocked whilst there is no such blockage under the Conceptual Scheme. Whilst both the Baseline and Conceptual Schemes consist of high-rise towers, the Conceptual Scheme, given its narrower building frontage, will have a higher building permeability and less significant blockage impact. In addition, more wind blockage will also be caused by the Baseline Scheme as the buildings are not arranged along an axis in parallel to the prevailing wind directions. It is also observed that both schemes will not impose impact on the existing air corridor along Ko Chiu Road and both provide building gap between towers to allow southeast wind penetration. To this end, it is apparent that the Conceptual Scheme is of better air ventilation performance.

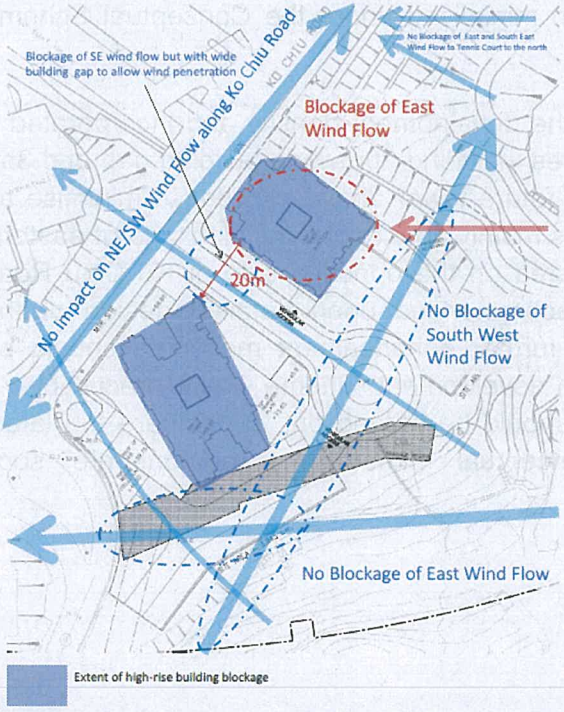


Figure 2: Illustration of Wind Flow for the Conceptual Scheme

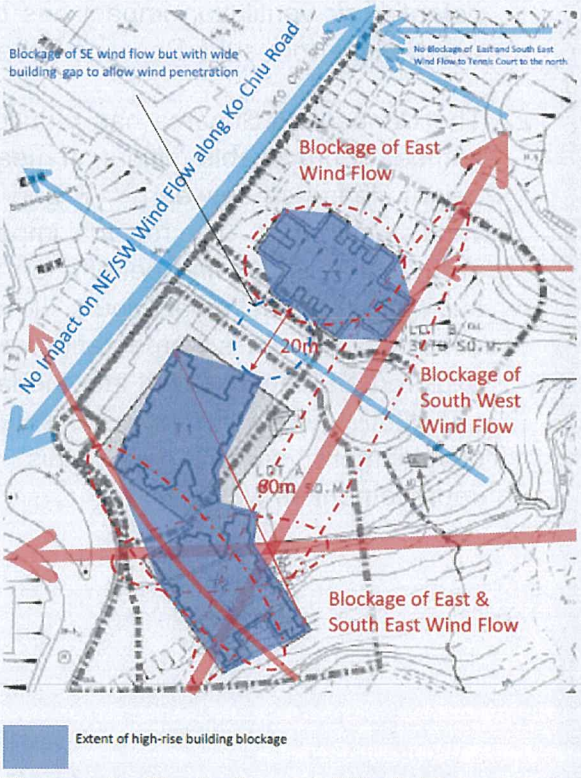


Figure 3: Illustration of Wind Flow for the Baseline Scheme

20. The site area is limited and also fragmented so that future development onsite cannot form a very massive structure which would significantly block air ventilation in the surrounding. The proposed development consists of two towers which are arranged along an axis in parallel to annual (northeasterly) and summer (southwesterly) prevailing wind. There is a building separation of 20m between two towers to improve the permeability to minimize blockage under other wind directions (e.g. east and southeast wind). About 3m-height clearance is maintained between the transfer plate underside and the top of ventilation building at MTR site. Important

air corridor is identified and preserved. Urban design guidelines are already followed where practicable. While it is admitted that the proposed development will result in additional air ventilation impact when compared to the existing situation, the scheme is considered optimized from air ventilation standpoint which has minimized the extent of air ventilation impact. In the detailed design of the project, further enhancement measures should be explored and incorporated into the latest development scheme where practicable. A quantitative air ventilation assessment should be carried out to compare the latest development scheme with this Conceptual Scheme to demonstrate such improvement as well.

Conclusion

21. The air ventilation under the existing situation and performance of the Baseline Scheme and Conceptual Scheme have been appraised. The Conceptual Scheme is considered better than the Baseline Scheme in terms of building disposition and building form, building permeability and preservation of air corridor. It does impose less significant additional air ventilation impact when compared with the existing situation. To summarise, good design directions have been followed and the potential air ventilation impact has been minimised under the Conceptual Scheme which outperforms the Baseline Scheme.

22. The Conceptual Scheme has reduced the development density and incorporated a number of practicable mitigation measures including 20m-wide building gap and 3m-height clearance between YVB and the future tower above in order to minimise air ventilation impact. The residual impact is mainly about potential blockage of easterly and southeasterly wind penetration to area on the opposite side of Ko Chiu Road such as the basketball court. It is recommended upon detailed design of the development with scheme refinement, further enhancement measures should be explored and incorporated into the latest development scheme where practicable. A quantitative air ventilation assessment should be carried out to compare the latest development scheme with this Conceptual Scheme to demonstrate such improvement as well.

Provision of Major GIC Facilities in
Cha Kwo Ling, Yau Tong, Lei Yue Mun Planning Area

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement	Provision		Surplus / Shortfall (Against Provision)
		Based on Planned Population (i)	Existing	Existing plus Planned (ii)	(ii)-(i)
Local open space	10 ha per 100,000 persons	17.53ha	25.16ha	32.37ha	+14.84ha
District open space	10 ha per 100,000 persons	17.53ha	9.08ha	17.60ha	+0.07ha
Secondary school	1 whole day classroom for 40 persons aged 12-17	165 classroom	78 classroom	78 classroom	-87 classroom
Primary school	1 whole day classroom for 25.5 persons aged 6-11	260 classroom	162 classroom	192 classroom	-68 classroom
Kindergarten/ nursery	26 classrooms for 1,000 persons aged 3 to under 6	88 classroom	109 classroom	118 classroom	+30 classroom
District police station	1 per 200,000 to 500,000 persons	0	0	0	0
Divisional police station	1 per 100,000 to 200,000 persons	0	0	0	0
Clinic/health centre	1 per 100,000 persons	1	0	1	0
Magistracy	1 per 660,000 persons	0	1	1	+1
Integrated children and youth services centre	1 for 12,000 persons aged 6-24	2	2	4	+2
Integrated family services centre	1 for 100,000 to 150,000 persons	1	2	3	+2

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement Based on Planned Population (i)	Provision		Surplus / Shortfall (Against Provision) (ii)-(i)
			Existing	Existing plus Planned (ii)	
Library	1 district library for 200,000 persons	0	1 (small library)	1 (small library)	+1 (3 district libraries and 3 small libraries to serve Kwun Tong Distrct)
Sports centre	1 per 50,000 to 65,000 persons	2	2	2	0
Sports ground/sport complex	1 per 200,000 to 250,000 persons	0	0	0	0
Swimming pool – standard	1 complex per 287,000 persons	0	0	0	0 (3 to serve Kwun Tong District)

Notes:

1. The population of the planning area in 2011 was about 132,500.

2. The planned population of the planning area, including the current rezoning proposals would be about 175,330 (usual residents and mobile residents). If transient population is included, the figure would be about 186,800. The planned population of Kwun Tong District would be about 715,750 (usual residents and mobile residents), and 764,800 if transient population is included.

3. Some facilities do not have set requirement under HKPSG, e.g. elderly facilities, community hall, study room, etc. They are not included in this table.

4. Some facilities are assessed on a wider district basis by the relevant departments, e.g. secondary and primary schools. They are subject to the assessment of concerned departments. There is no shortfall in the provision of secondary and primary schools in Kwun Tong District.

Summary of Representations and Comments and Responses

(1) The grounds of representations and proposals of **R1** to **R456** and responses are summarized below:

Major Representation Points	Responses
Supportive Representation	
S1. Support Item A. The current streetscape and air quality in the area is not satisfactory, and the Government should review the design of public space at street level and improve the walkability to the MTR Yau Tong Station to cope with the increasing population from the proposed residential developments in the area.	See Para. 6.3.1 of the TPB Paper
Adverse Representations	
A. Traffic Aspects	
Traffic Impact A1. The proposed residential developments, together with other new developments, e.g. those at Yau Tong Bay, ex-Kaolin Mine site, Lei Yue Mun (LYM) Path, would pose adverse traffic impacts in the area. The Government should have long-term vision in planning the traffic infrastructure to cater for the future traffic flow of the area. Without corresponding traffic infrastructure and network, the area would not be able to sustain the traffic impact. The proposed T2 trunk road and Tseung Kwan O-Lam Tin Tunnel may not help relieve the traffic congestion in the district. It is not appropriate to regulate the traffic flow at the roundabout at LYM Road and Kai Tin Road through signal-controlled junction.	See Paras. 6.3.3-6.3.5 and 8.2 (b) of the TPB Paper
Inadequate Parking Provision A2. Inadequate parking provision has resulted in illegal road-side parking in the area. The additional 421 public parking spaces at LYM Path and Yan Yue Wai sites cannot cope with the needs of the seafood stalls and are remote for future residents. More parking spaces should be provided to resolve the illegal roadside parking problem.	See Paras. 6.3.6-6.3.7 and 8.2 (c) of the TPB Paper
Public Transport A3. There is a serious shortage of bus and minibus services in the area, e.g. difficult to get on bus/minibus (e.g. Green minibus No. 76B) in the middle stops, and no direct route to Tsuen Wan and Sha Tin. Additional bus/minibus services should be provided to serve the existing and future residents.	See Paras. 6.3.8 and 8.2 (b) of the TPB Paper

Pedestrian Connectivity A4. The pedestrian connectivity in the area around Yau Tong Centre, the Domain and Yau Tong Community Hall is poor. The crossing facilities at the area should be improved and the section of Ko Chiu Road near Yau Tong Centre is proposed to be converted to one-way road.	See Paras. 6.3.9-10 and 8.2(b) of the TPB Paper
Yau Tong Driving Test Centre A5. Traffic induced by the Centre (including driving test and training) has worsen the traffic congestion and posed safety concern to pedestrians. The Centre should be relocated elsewhere.	See Paras. 6.3.11 and 8.2 (d) of the TPB Paper
East Kowloon Line A6. It is proposed to extend the East Kowloon Line further east to connect Po Tat Estate with Yau Tong, with the railway station located at Yau Tong Ventilation Building site. If the said site is identified for housing development, other land should be reserved for the railway station.	See Paras. 6.3.12 and 8.2 (e) of the TPB Paper
B. Open Space and GIC Facilities	
B1. There is a lack of comprehensive and forward planning for Yau Tong with a population of 70,000 in the future. The proposed developments at Yan Wing Street and Ko Chiu Road would accommodate about 10,000 people. Together with those at Yau Tong Bay, LYM Path, the junction of Pik Wan Road and Ko Chiu Road and comprehensive development areas in Yau Tong, the existing provision of GIC facilities is insufficient to cope with the increasing population. As a whole, there is a deficit of 2.1 sports centre, 1.6 sports grounds and 1 general out-patient (GOP) clinic in Kwun Tong district. B2. The existing LYM Municipal Services Building accommodating library, indoor sports centre, wet market is remote for the Yau Tong residents. The wet market at LYM Plaza is overcrowded. The mobile library service at Yau Lai Estate with a frequency of once per two weeks cannot nurture student's reading habit. B3. Sufficient supporting GIC facilities including wet market, library, child care/kindergarten/primary school places, youth centre, elderly facilities, swimming pool, sports centres, recreational facilities, multi-purpose room, etc. should be provided. B4. The number of residential blocks of the proposed development at Yan Wing Street should be reduced to two	See Paras. 6.3.13-6.3.18 and 8.2 (f) of the TPB Paper

in order to make room for an additional GIC complex to accommodate community facilities. B5. The earliest completion date of the planned Yau Tong GOP clinic to be integrated into the proposed residential development at the junction of Pik Wan Road and Ko Chiu Road is in 2026. The planned clinic should be incorporated into the proposed development at Yan Wing Street.	
C. Noise Nuisances	
C1. Noise nuisances generated by traffic along Ko Chiu Road is severe, and should be addressed. Otherwise, more complaints will be lodged.	See Paras. 6.3.19 and 8.2(a) of the TPB Paper
D. Living Environment	
D1. Converting greening area for residential use would lower the quality of life and make the living environment become more congested.	See Paras. 6.3.20 and 8.2 (a) of the TPB Paper
E. KTDC Consultation	
E1. Suggest that the Government should liaise with the concerned KTDC Members with a view to resolving issues and achieving a consensus.	See Paras. 6.3.21 and 8.2(g) of the TPB Paper
F. Oppose Item A	
F1. The area is already overloaded by Government aided housing and crowded with people. Local residents need better transportation, more greening area and community facilities. Greening area and natural air purifier should not be removed.	See Paras. 6.3.2 and 8.2 (a), (b) and (f) of the TPB Paper
G. Proposals	
G1. Request that Items B, C and D which are for housing developments should be withdrawn.	See Para. 6.3.22 and 8.2(a) of the TPB Paper
H. Other Issues Not Related to OZP Amendments	
H1. The roof of Yau Tong Reservoir should be opened for public enjoyment. To serve more people, the opening hour of the rooftop garden of the Domain should be advanced from 11:00am to 7am. H2. Propose to redevelop the Yau Tong Centre.	See Para. 6.3.23-6.3.24 of the TPB Paper
Provide Comments	
I. Proposed escalator system connecting Cemetery	
I1. Advised that they have been exploring opportunities to enhance and expand the facilities in the existing cemeteries to meet the intense public demand for niches.	See Para. 6.3.25 and 8.2 (h) of the TPB Paper

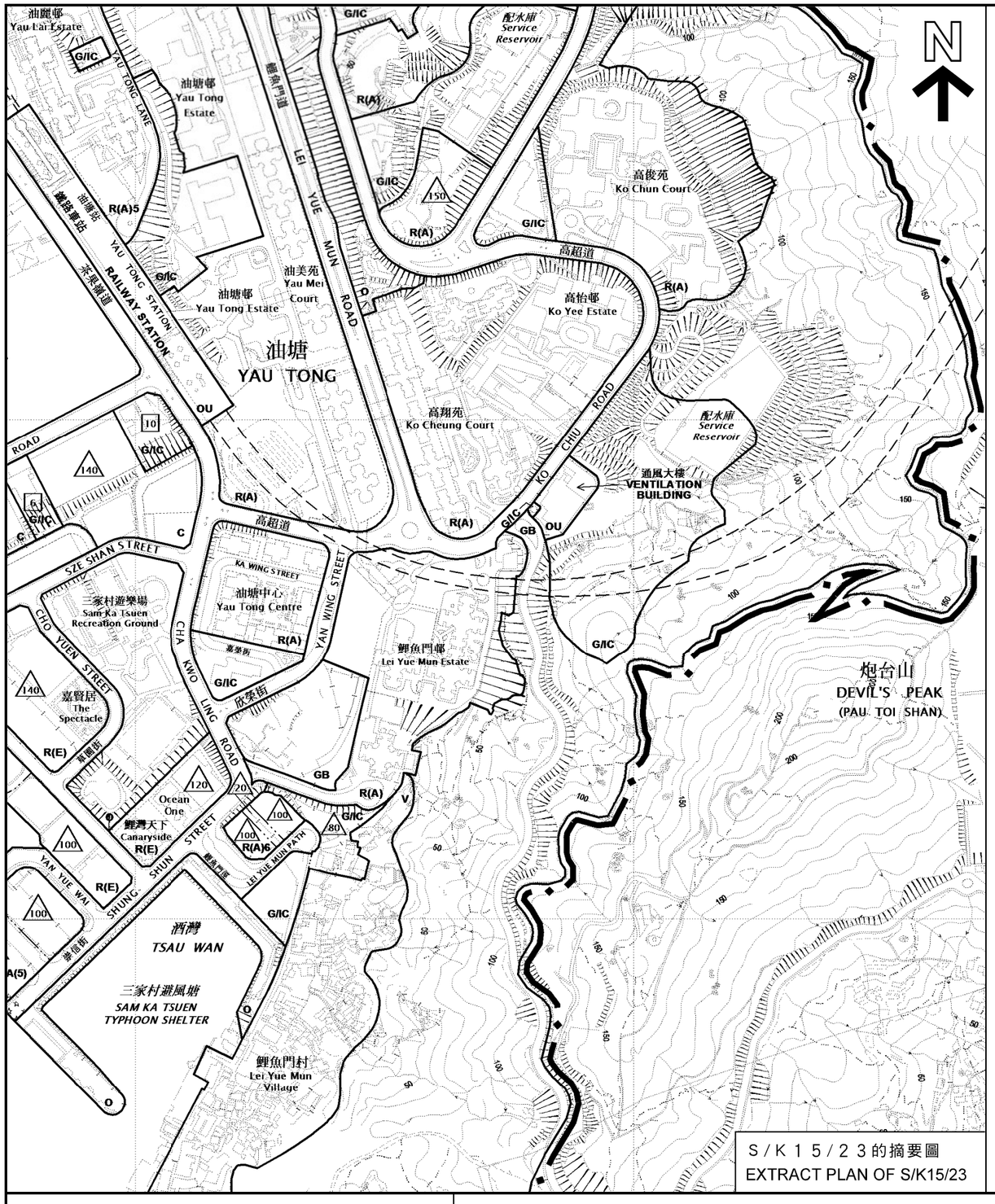
They have conducted a feasibility study and planned to construct a proposed escalator access connecting the Junk Bay Chinese Permanent Cemetery with Ko Chiu Road in Yau Tong. The proposed escalator system will encroach on the concerned "R(A)7" zone. They request the Board to consider their proposed system and reserve sufficient spaces within the concerned development for the proposed escalator system.	

(2) The grounds of comments **C1** and **C2** and responses are summarized below:

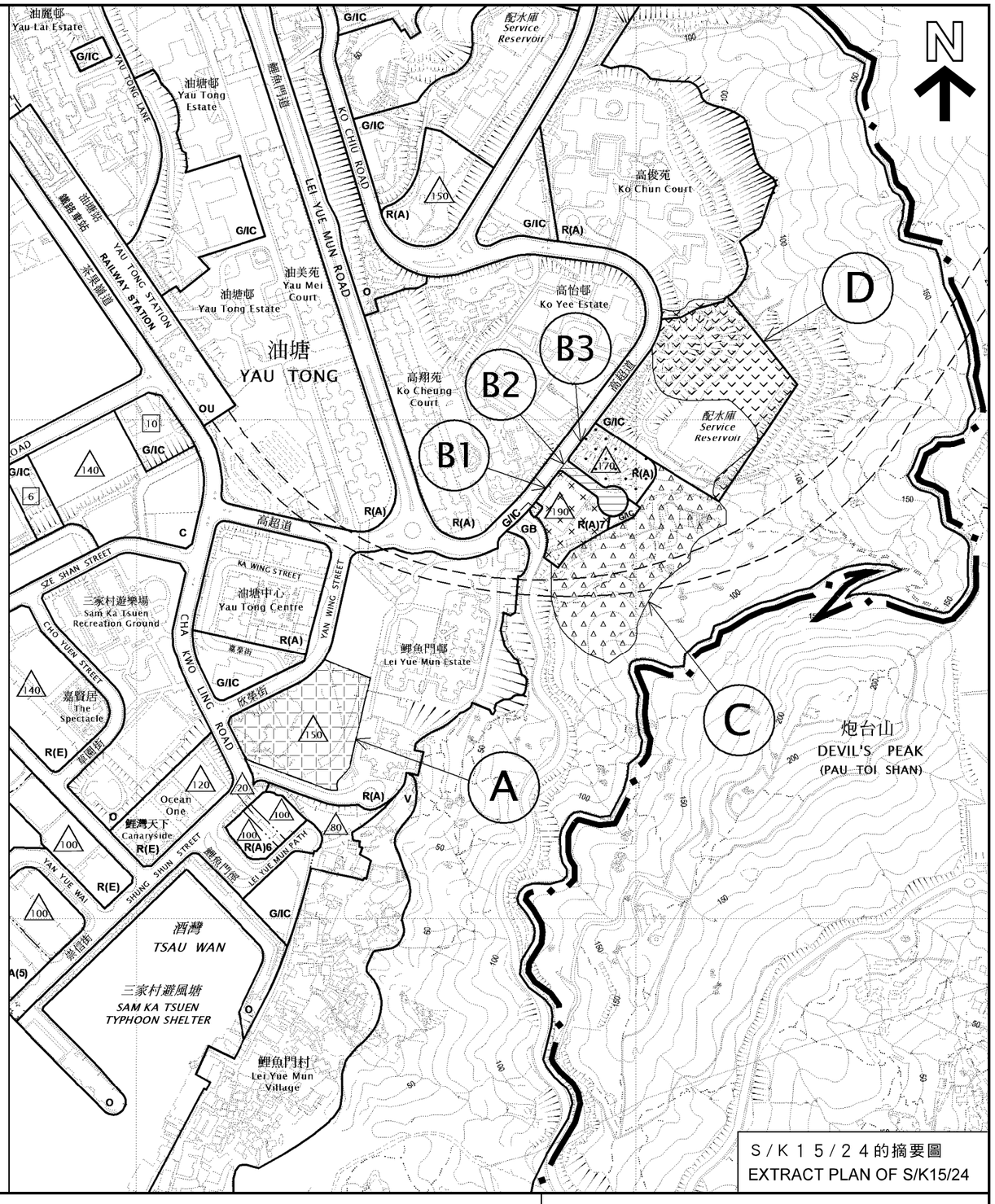
Major Comments on the Representations	**Responses**
Q1. Support R4 and oppose all items	
- The existing wet market at LYM Plaza is not able to meet the need of the residents. If no more new market is provided, it cannot serve the increasing population in the area. - The provision of library service, primary school places and sports facilities is limited. It is suggested to increase primary school places and to provide more GIC facilities to meet local needs. The Government should not just strive for increasing housing supply without providing supporting facilities for the area. - The provision of car parking spaces and bus and minibus services are also insufficient.	See Paras. 6.4.1 and 8.2(a), (b), (c) and (f) of the TPB Paper
Q2. Support Amendment Items A, B1, B3 and D	
- Land suitable for development in Hong Kong is limited. With a population of about 7 million, there is an urgent need for the Government to develop more land to resolve the housing problem and to provide GIC facilities.	See Para 6.4.2 of the TPB Paper

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

Representers/Commenters	**Major Representations Points/Proposals**
R1	S1
R2	F1
R3	A1-A6, B1-B5, C1, D1, E1, H1
R4-R451	A2-A5, B1-B3, C1, H1
R453	A2-A5, B1-B3, C1, H2
R454	A2-A5, B1-B3, C1, G1
R455	A3, B1-B5, D1
R456	I1
Commenters	**Major Comments on the Representation**
C1	Q1
C2	Q2



S / K 1 5 / 2 3 的摘要圖
EXTRACT PLAN OF S/K15/23



S / K 1 5 / 2 4 的摘要圖
EXTRACT PLAN OF S/K15/24

本摘要圖於2016年10月7日擬備，所根據的資料為
於2015年10月27日核准的分區計劃大綱圖編號S/K15/23及
於2016年6月24日展示的分區計劃大綱圖編號S/K15/24
EXTRACT PLAN PREPARED ON 7.10.2016
BASED ON OUTLINE ZONING PLANS No.
S/K15/23 APPROVED ON 27.10.2015 AND
S/K15/24 EXHIBITED ON 24.6.2016

茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號 S / K 1 5 / 2 3 及 茶果嶺、油塘、鯉魚門分區計劃大綱草圖編號 S / K 1 5 / 2 4 之比較

COMPARISON OF THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/23 AND THE DRAFT CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/24

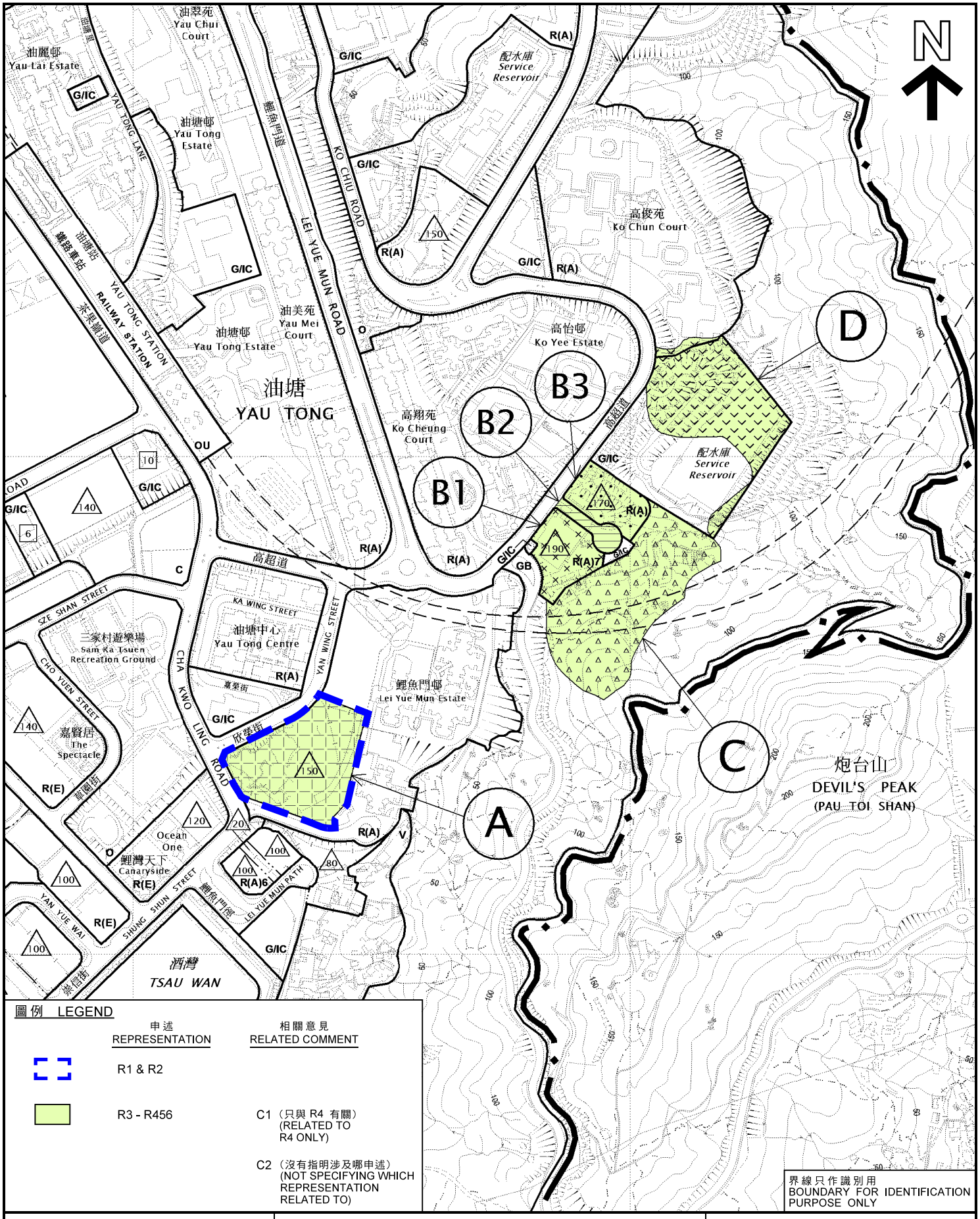
SCALE 1 : 5 000 比例尺

米 METRES 100 0 100 200 300 400 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
R/S/K15/24

圖 PLAN
H - 1



圖例 LEGEND

申述 REPRESENTATION	相關意見 RELATED COMMENT
R1 & R2	
R3 - R456	C1（只與 R4 有關）(RELATED TO R4 ONLY)
	C2（沒有指明涉及哪申述）(NOT SPECIFYING WHICH REPRESENTATION RELATED TO)

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2016年11月7日擬備，
所根據的資料為於2016年6月24日
展示的分區計劃大綱圖編號S/K15/24
EXTRACT PLAN PREPARED ON 7.11.2016
BASED ON OUTLINE ZONING PLAN No.
S/K15/24 EXHIBITED ON 24.6.2016

位置圖 LOCATION PLAN

就茶果嶺、油塘、鯉魚門分區計劃大綱草圖編號S/K15/24
修訂項目提出的申述個案以及相關意見作出考慮
CONSIDERATION OF REPRESENTATIONS AND RELATED COMMENTS
TO THE AMENDMENT ITEMS OF THE DRAFT CHA KWO LING,
YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/24

SCALE 1 : 5 000 比例尺

米 METRES 100 0 100 200 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
R/S/K15/24

圖 PLAN
H - 2a

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BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2016年10月11日擬備，
所根據的資料為地政總署
於2015年6月4日拍攝的航攝照片
編號CW114536
EXTRACT PLAN PREPARED ON 11.10.2016
BASED ON AERIAL PHOTO
No. CW114536 TAKEN ON 4.6.2015
BY LANDS DEPARTMENT

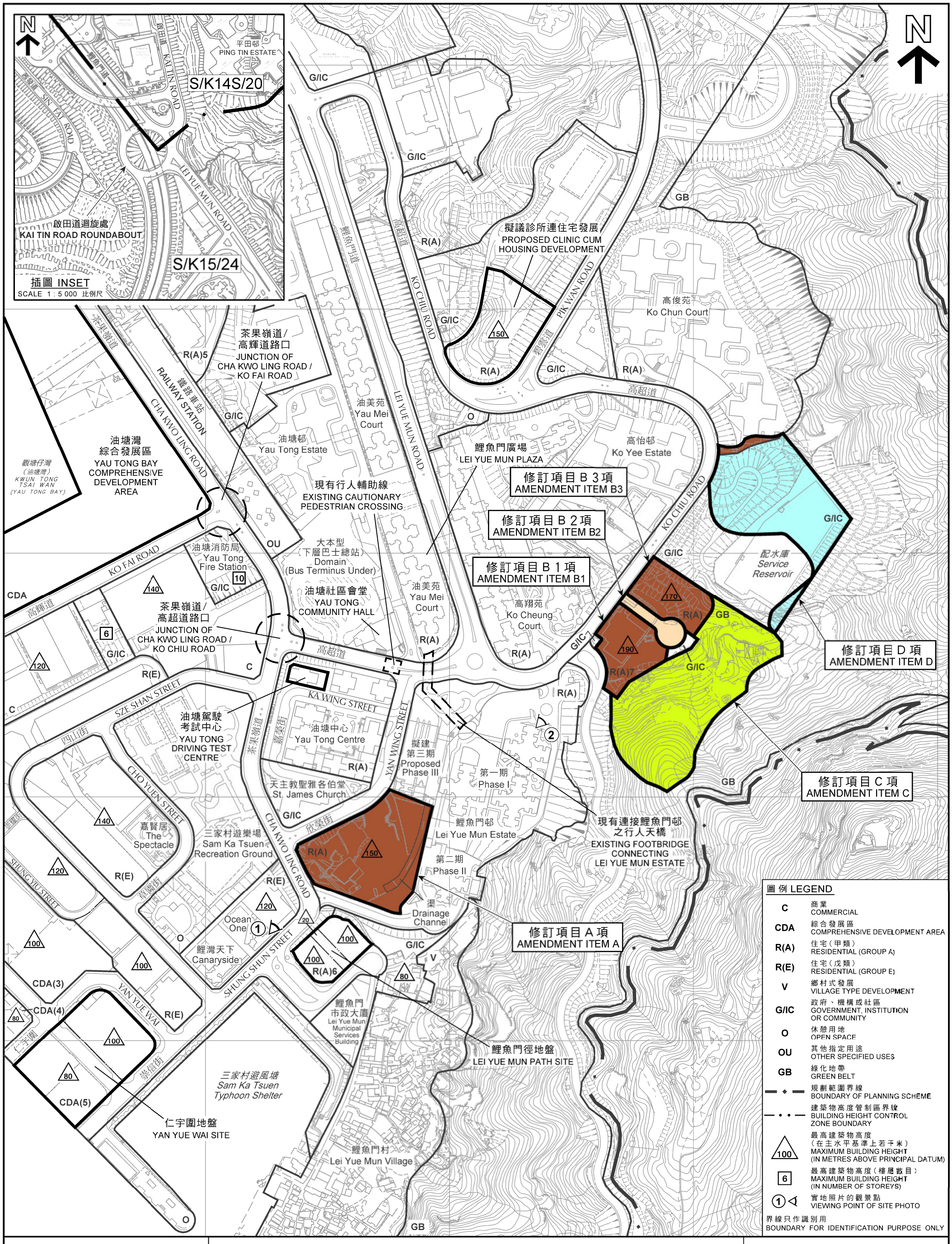
航攝照片 AERIAL PHOTO

就茶果嶺、油塘、鯉魚門分區計劃大綱草圖編號S/K15/24
修訂項目提出的申述個案以及相關意見作出考慮
CONSIDERATION OF REPRESENTATIONS AND RELATED COMMENTS
TO THE AMENDMENT ITEMS OF THE DRAFT CHA KWO LING,
YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/24

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
R/S/K15/24

圖 PLAN
H - 2b



本摘要圖於2016年12月28日擬備，
所根據的資料為測量圖編號
11-SE-4A，B，C和D及
11-NE-24C和D

EXTRACT PLAN PREPARED ON 28.12.2016
BASED ON SURVEY SHEETS No.
11-SE-4A,B,C & D AND 11-NE-24C & D

平面圖 SITE PLAN

就茶果嶺、油塘、鯉魚門分區計劃大綱草圖編號 S / K 1 5 / 2 4 修訂項目
提出的申述個案以及相關意見作出考慮

CONSIDERATION OF REPRESENTATIONS AND RELATED COMMENTS TO THE AMENDMENT ITEMS OF THE DRAFT CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/24

SCALE 1 : 3 500 比例尺

米 METRES 100 0 100 200 300 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
R/S/K15/24

圖 PLAN
H - 3

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2016年10月11日擬備，所根據的資料為攝於2016年1月4日的實地照片
EXTRACT PLAN PREPARED ON 11.10.2016
BASED ON SITE PHOTO TAKEN ON 4.1.2016

實地照片 SITE PHOTO

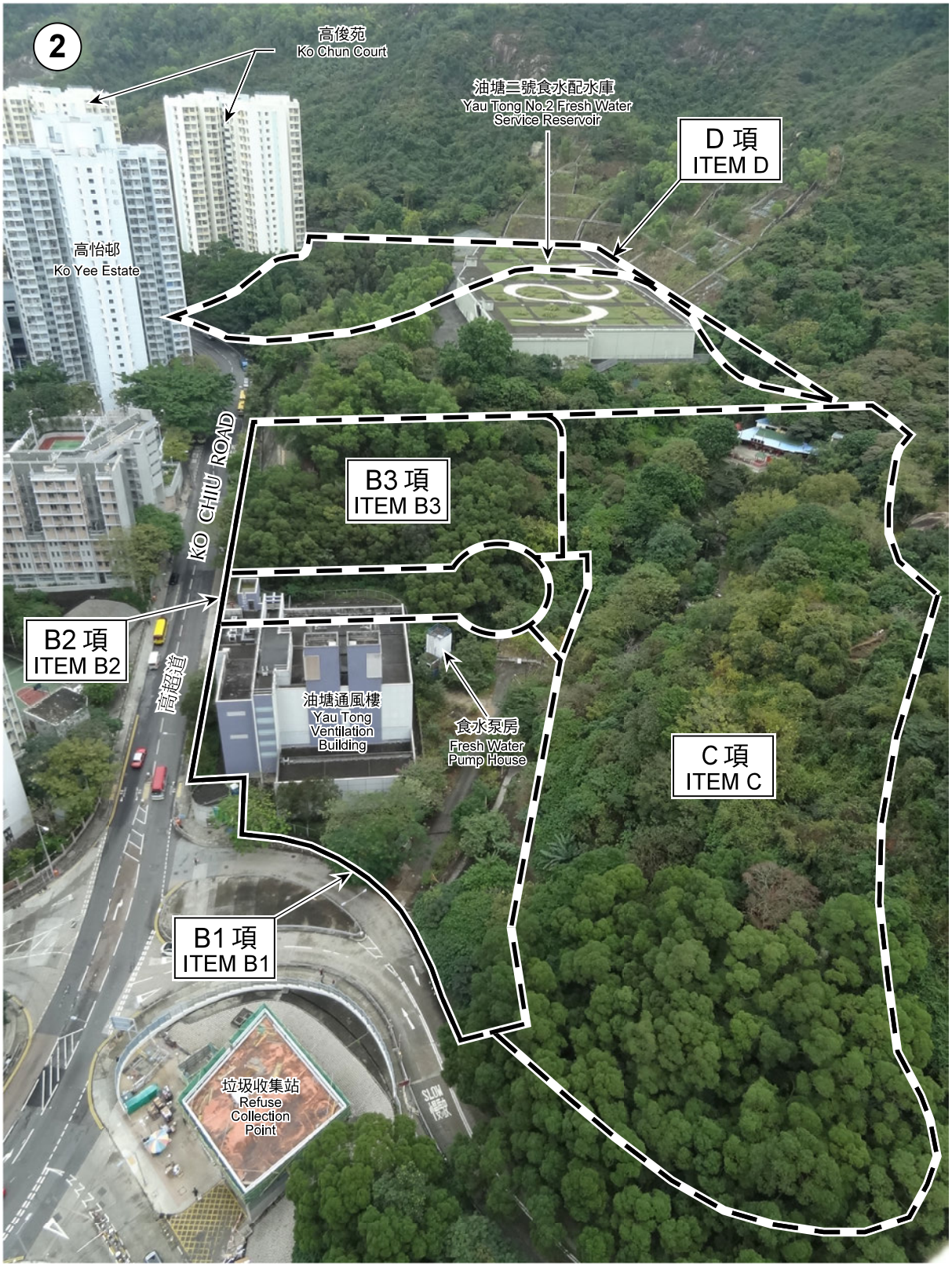
就茶果嶺、油塘、鯉魚門分區計劃大綱草圖編號S/K15/24
修訂項目提出的申述個案以及相關意見作出考慮
（A項）

CONSIDERATION OF REPRESENTATIONS AND RELATED COMMENTS
TO THE AMENDMENT ITEMS OF THE DRAFT CHA KWO LING,
YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/24
(ITEM A)

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
R/S/K15/24

圖 PLAN
H - 3a



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BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

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PLAN PREPARED ON 11.10.2016
BASED ON SITE PHOTO
TAKEN ON 4.1.2016

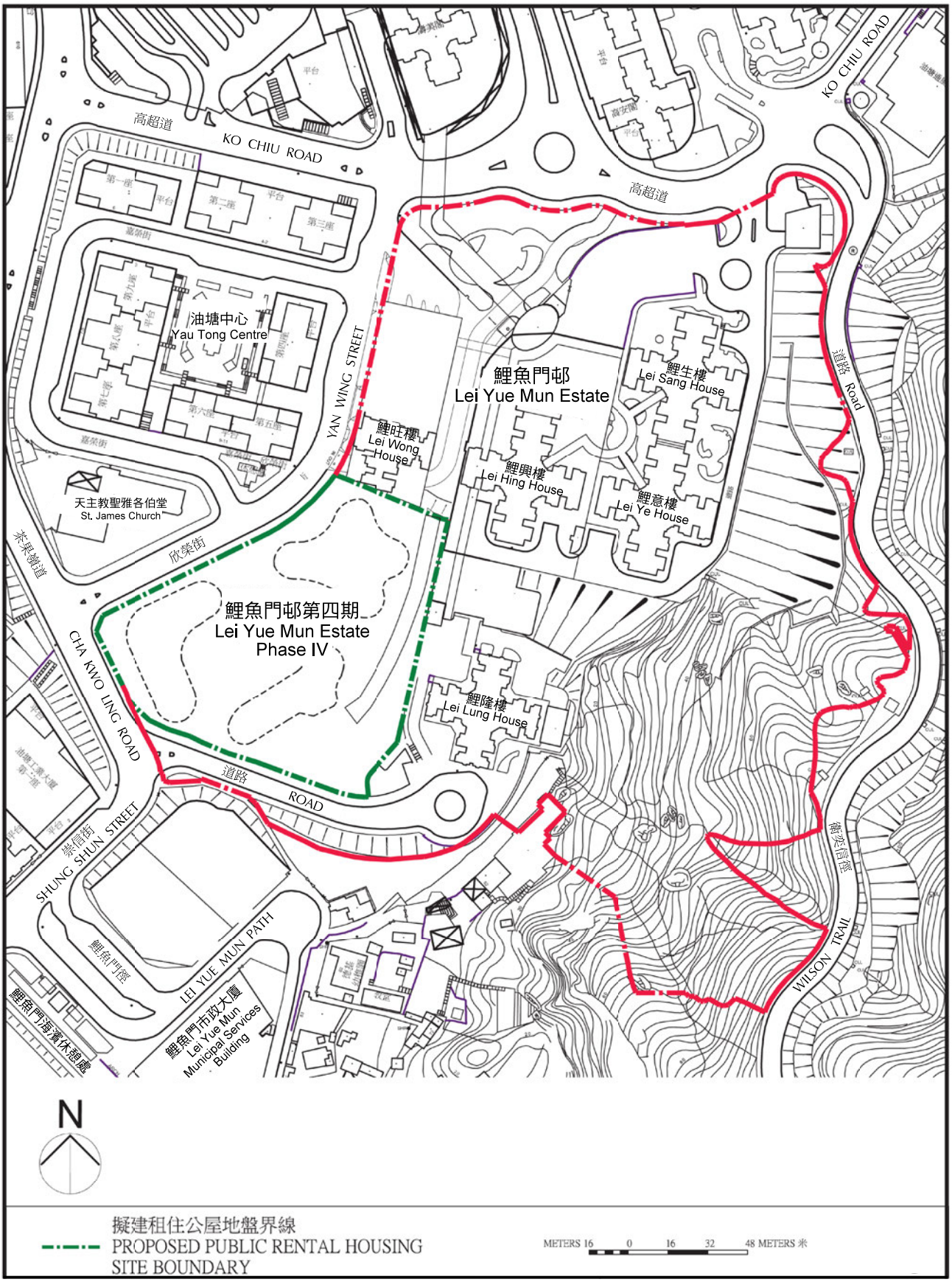
實地照片 SITE PHOTO

就茶果嶺、油塘、鯉魚門分區計劃大綱草圖編號S/K15/24修訂項目提出的申述個案以及相關意見作出考慮
（B1，B2，B3，C及D項）
CONSIDERATION OF REPRESENTATIONS AND RELATED COMMENTS TO THE AMENDMENT ITEMS OF THE DRAFT CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/24 (ITEMS B1, B2, B3, C AND D)

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
R/S/K15/24

圖 PLAN
H - 3b



本圖於2016年11月4日擬備，
所根據的資料由房屋署提交

PLAN PREPARED ON 4.11.2016
BASED ON THE SOURCE SUBMITTED
BY HOUSING DEPARTMENT

擬議位於欣榮街的公共房屋發展概念設計圖
CONCEPTUAL LAYOUT PLAN OF THE PROPOSED PUBLIC HOUSING DEVELOPMENT AT YAN WING STREET

就茶果嶺、油塘、鯉魚門分區計劃大綱草圖編號S/K15/24
修訂項目提出的申述個案以及相關意見作出考慮

CONSIDERATION OF REPRESENTATIONS AND RELATED COMMENTS
TO THE AMENDMENT ITEMS OF THE DRAFT CHA KWO LING,
YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/24

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
R/S/K15/24

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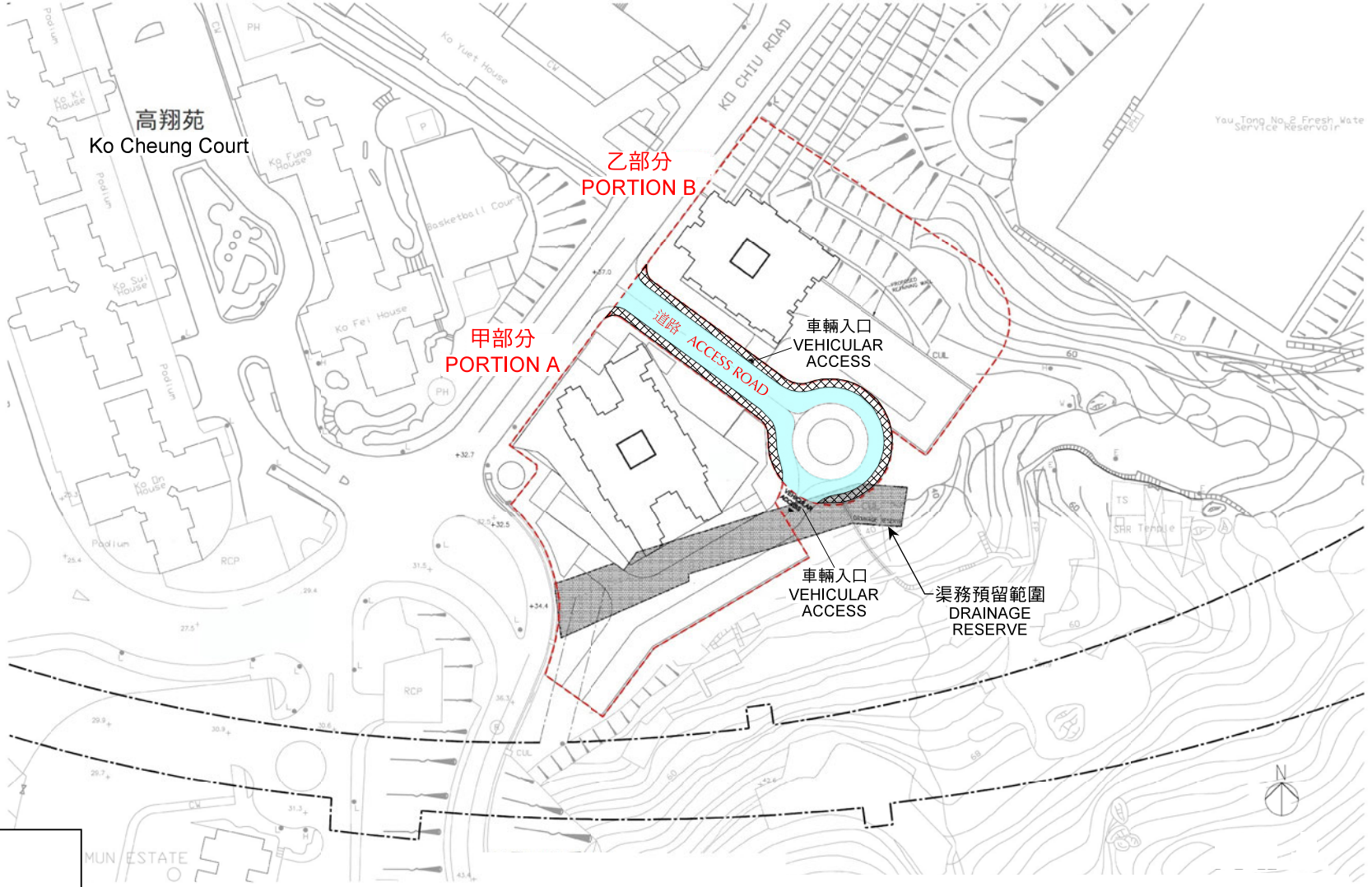
H - 3c



圖例 LEGEND

擬建之行人路
PROPOSED PAVEMENT

擬建之行車路
PROPOSED CARRIAGEWAY

本圖於2016年11月4日擬備,
所根據的資料由香港鐵路有限公司提交

PLAN PREPARED ON 4.11.2016
BASED ON THE SOURCE SUBMITTED
BY MTRCL

擬議位於高超道油塘通風大樓及鄰近土地的住宅發展概念設計圖
CONCEPTUAL LAYOUT PLAN OF THE PROPOSED RESIDENTIAL DEVELOPMENT AT YAU TONG VENTILATION BUILDING AND ITS ADJOINING LAND AT KO CHIU ROAD

就茶果嶺、油塘、鯉魚門分區計劃大綱草圖編號 S / K 1 5 / 2 4
修訂項目提出的申述個案以及相關意見作出考慮

CONSIDERATION OF REPRESENTATIONS AND RELATED COMMENTS
TO THE AMENDMENT ITEMS OF THE DRAFT CHA KWO LING,
YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/24

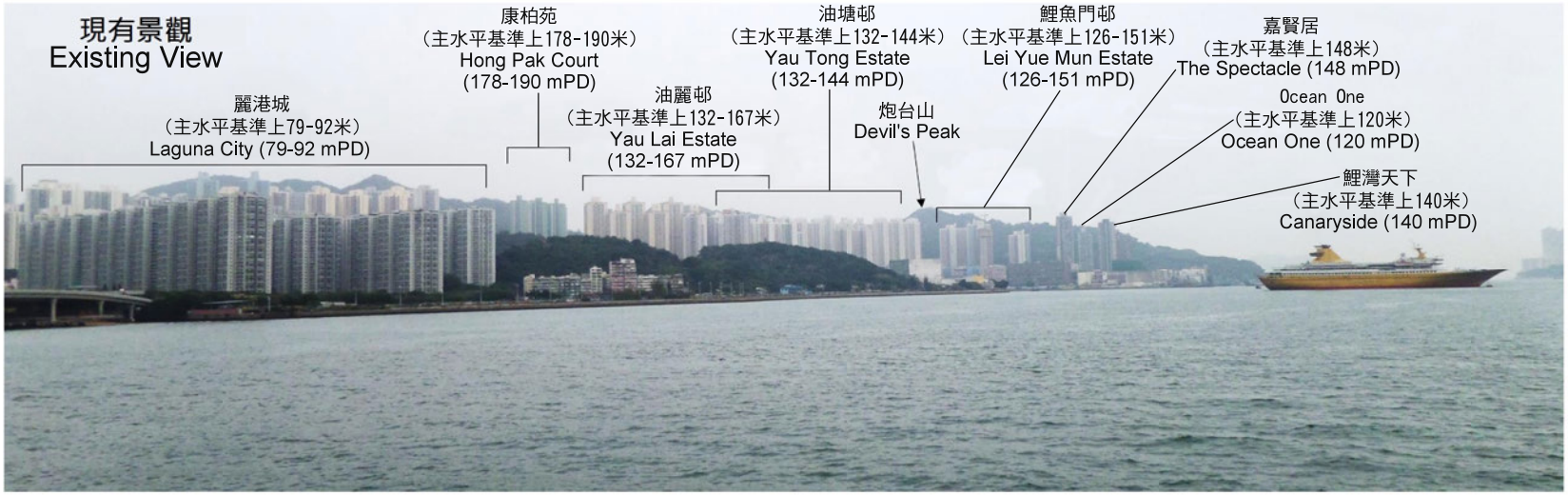
SCALE 1 : 1 500 比例尺

米 METRES 25 0 25 50 米 METRES

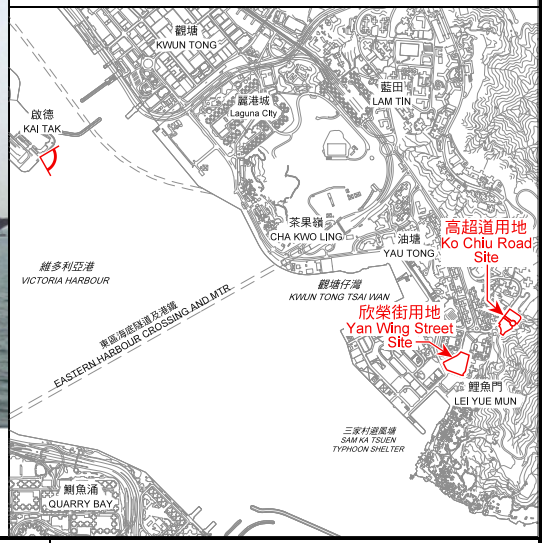
規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
R/S/K15/24

圖 PLAN
H - 3d



位置圖 LOCATION PLAN



本圖於2016年11月3日擬備，
所根據的資料由香港鐵路有限公司及
房屋署提交

PLAN PREPARED ON 3.11.2016
BASED ON THE SOURCE SUBMITTED
BY MTRCL AND HOUSING DEPARTMENT

合成照片 PHOTOMONTAGE

由啟德跑道公園眺望
VIEW FROM KAI TAK RUNWAY PARK

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
R/S/K15/24

圖 PLAN
H - 4

資料來源：由R456提交
SOURCE : SUBMITTED BY R456

本圖於2016年12月20日擬備
PLAN PREPARED ON 20.12.2016

覆蓋在分區計劃大綱草圖編號S/K15/24上的擬議自動梯
PROPOSED ESCALATOR OVERLAY ON DRAFT OULINE ZONING PLAN No. S/K15/24

就茶果嶺、油塘、鯉魚門分區計劃大綱草圖編號S/K15/24
修訂項目提出的申述個案以及相關意見作出考慮
CONSIDERATION OF REPRESENTATIONS AND RELATED COMMENTS
TO THE AMENDMENT ITEMS OF THE DRAFT CHA KWO LING,
YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/24

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
R/S/K15/24

圖PLAN
H - 5

本圖於2016年11月3日擬備
PLAN PREPARED ON 3.11.2016

東九龍綫的初步概念計劃
PRELIMINARY CONCEPTUAL SCHEME OF THE EAST KOWLOON LINE

就茶果嶺、油塘、鯉魚門分區計劃大綱草圖編號S/K15/24
修訂項目提出的申述個案以及相關意見作出考慮

CONSIDERATION OF REPRESENTATIONS AND RELATED COMMENTS
TO THE AMENDMENT ITEMS OF THE DRAFT CHA KWO LING,
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規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
R/S/K15/24

圖 PLAN
H - 6

圖例 LEGEND

圖書館 LIBRARY

1 藍田圖書館 LAM TIN LIBRARY
2 鯉魚門圖書館 LEI YUE MUN LIBRARY
3 牛頭角圖書館 NGAU TAU KOK LIBRARY
4 秀茂坪圖書館 SAU MAU PING LIBRARY
5 瑞和街圖書館 SHUI WO STREET LIBRARY
6 順利邨圖書館 SHUN LEE ESTATE LIBRARY

街市 MARKET

1 啟田邨街市 KAI TIN ESTATE MARKET
2 啟業邨街市 KAI YIP ESTATE MARKET
3 廣田邨街市 KWONG TIN ESTATE MARKET
4 鯉魚門街市 LEI YUE MUN MARKET
5 鯉魚門廣場街市 LEI YUE MUN PLAZA MARKET
6 樂華(南)邨街市 LOK WAH (SOUTH) ESTATE MARKET
7 牛頭角街市 NGAU TAU KOK MARKET
8 坪石邨街市 PING SHEK ESTATE MARKET
9 寶達邨街市 PO TAT ESTATE MARKET
10 秀茂坪街市 SAU MAU PING MARKET
11 瑞和街街市 SHUI WO STREET MARKET
12 順利邨街市 SHUN TIN ESTATE MARKET
13 順天邨街市 SHUN TIN ESTATE MARKET
14 德田邨街市 TAK TIN ESTATE MARKET
15 翠屏(北)邨街市 TSUI PING (NORTH) ESTATE MARKET
16 宜安街街市 YEE ON STREET MARKET

分科診療所 / 專科診療所 POLYCLINIC / SPECIALIST CLINIC

1 藍田分科診所 LAM TIN POLYCLINIC
2 容鳳書紀念中心和尤德夫人分科診療所 YUNG FUNG SHEE MEMORIAL CENTRE AND PAMELA YOUDE POLYCLINIC

普通科診療所 GENERAL CLINIC

1 順利政府診所 SHUN LEE GEVERNMENT CLINIC
2 九龍灣健康中心 KOWLOON BAY HEALTH CENTRE
3 牛頭角賽馬會診所 NGAU TAU KOK JOCKEY CLUB CLINIC
4 觀塘賽馬會健康院普通科門診診所 KWUN TONG JOCKEY CLUB HEALTH CENTRE GENERAL OUT-PATIENT CLINIC
5 藍田分科診所普通科門診診所 LAM TIN POLYCLINIC GENERAL OUT-PATIENT CLINIC

體育館 SPORTS CENTRE

1 振華道體育館 CHUN WAH ROAD SPORTS CENTRE
2 曉光街體育館 HIU KWONG STREET SPORTS CENTRE
3 九龍灣體育館 KOWLOON BAY SPORTS CENTRE
4 藍田(南)體育館 LAM TIN SOUTH SPORTS CENTRE
5 鯉魚門體育館 LEI YUE MUN SPORTS CENTRE
6 牛頭角道體育館 NGAU TAU KOK ROAD SPORTS CENTRE
7 瑞和街體育館 SHUI WO STREET SPORTS CENTRE
8 順利邨體育館 SHUN LEE TSUEN SPORTS CENTRE

運動場 SPORTS GROUND

1 九龍灣運動場 KOWLOON BAY SPORTS GROUND

游泳池 SWIMMING POOL

1 佐敦谷游泳池 JORDAN VALLEY SWIMMING POOL
2 觀塘游泳池 KWUN TONG SWIMMING POOL
3 藍田游泳池 LAM TIN SWIMMING POOL

觀塘區議會界線 BOUNDARY OF KWUN TONG DISTRICT COUNCIL
規劃範圍界線 BOUNDARY OF PLANNING SCHEME

佐敦谷 JORDAN VALLEY
九龍灣 KOWLOON BAY
牛頭角 NGAU TAU KOK
觀塘 KWUN TONG
秀茂坪 SAU MAU PING
藍田 LAM TIN
油塘 YAU TONG
鯉魚門 LEI YUE MUN

KWUN TONG ROAD 觀塘道
KAI CHEUNG ROAD 啟祥道
TSEUNG KWAN O ROAD 將軍澳道
LEI YUE MUN ROAD 鯉魚門道
CHA KWO LING ROAD 茶果嶺道

S/K15/24

鯉魚門道及啟田道迴旋處 ROUNDABOUT AT LEI YUE MUN ROAD AND KAI TIN ROAD

本摘要圖於2016年12月19日擬備，
所根據的資料為地形圖HM20C組別
編號11和12

EXTRACT PLAN PREPARED ON 19.12.2016
BASED ON TOPOGRAPHIC MAP SERIES
HM20C No.11 & 12

觀塘主要現有政府、機構或社區設施
MAJOR EXISTING GIC FACILITIES IN KWUN TONG

就茶果嶺、油塘、鯉魚門分區計劃大綱草圖編號S/K15/24
修訂項目提出的申述個案以及相關意見作出考慮

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TO THE AMENDMENT ITEMS OF THE DRAFT CHA KWO LING,
YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/24

SCALE 1 : 20 000 比例尺

米 METRES 200 0 200 400 600 800 1 000 1 200 1 400 1 600 1 800 2 000 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
R/S/K15/24

圖 PLAN
H - 7