TPB Paper No. 10085
For Consideration by the
Town Planning Board on 21.4.2016

城市規劃委員會文件第 10085 號
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CONSIDERATION OF REPRESENTATIONS AND COMMENTS IN RESPECT OF THE DRAFT TSING YI OUTLINE ZONING PLAN NO. S/TY/27

《青衣分區計劃大綱草圖編號 S/TY/27》
考慮申述及意見

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CONSIDERATION OF REPRESENTATIONS AND COMMENTS IN RESPECT OF THE DRAFT TSING YI OUTLINE ZONING PLAN NO. S/TY/27

<table>
<tr><th>Subject of Representations</th><th>Representers
(No. TPB/R/S/TY/27-)</th><th>Commenters
(No. TPB/R/S/TY/27-)</th></tr>
<tr><td rowspan="3"><u>Amendment Item A1</u>
Rezoning of a site between Tsing Yi Road and Tsing Hung Road from “Open Space” (“O”) to “Residential (Group A)4” (“R(A)4”) with stipulation of building height restriction (BHR)

<u>Amendment Item A2</u>
Rezoning of two pieces of land abutting Tsing Yi Road and Tsing Sha Highway from an area shown as ‘Road’ to “R(A)4” with stipulation of BHR

<u>Amendment Item B1</u>
Rezoning of a piece of land at the southern tip of Tsing Yi Road from “Government, Institution or Community” (“G/IC”) to an area shown as ‘Road’

<u>Amendment Item B2</u>
Rezoning of a piece of land to the immediate south of the site under Item A1 from “O” to an area shown as ‘Road’

<u>Amendment Item C</u>
Rezoning of a site in the southern part of Technological and Higher Education Institute of Hong Kong (THEi) from an area</td><td colspan="2"><u>Amendment Items A1 and A2</u></td></tr>
<tr><td><u>Total : 1</u>

<u>Support (1)</u>
R1: individual</td><td></td></tr>
<tr><td colspan="2"><u>Amendment Items A1, A2, B1, B2 and/or C</u></td></tr>
<tr><td><u>Total: 960</u>

<u>Oppose (960)</u>
<u>DC member:</u>
R394: Poon Chi Shing
R640: Lam Lap Chi
R921:Lee Chi Keung

<u>Owners’ Committee</u>
R171: Owners’ Committee of Rambler Crest

<u>Property Management Office</u>
R800: Cheung Ching Estate Property Services Management Office

<u>Other Group</u>
R901: Youngspiration

R2 to R170, R172 to R393, R395 to R639, R641 to R799, R801 to R900 and R902 to R961: individuals[1]</td><td><u>Total : 350</u>

<u>Support the following corresponding representations:</u>

<u>(R171)</u>
<u>DC member:</u>
C1: Poon Chi Shing

C3 to C345 (Part): individuals

<u>(R2 to R961)</u>
<u>Owners’ Committee</u>
C2: Owners’ Committee of Rambler Crest

<u>(R748)</u>
C345 (Part): individual

<u>(R734, R735 and R737)</u>
C346: individual

<u>(R734, R740 and R746)</u>
C347: individual

<u>(R907, R910 and R941)</u>
C348: individual

<u>(R800 to R802):</u>
C349: individual</td></tr>
</table>

[1] Representers **R748** to **R758** also oppose the Amendment Items (a) and (b) to the Notes of the draft OZP.

shown as 'Road' to "G/IC"		**(R944, R949 and R959):** **C350**: individual

Note : A CD-ROM containing names of all representers and commenters as well as their submissions is enclosed at **Appendix XII** [for TPB Members only]. The names of all representers and commenters can be found at the Board's website at http://www.info.gov.hk/tpb/en/plan_making/S_TY_27.html.

1. Introduction

1.1 On 7.8.2015, the draft Tsing Yi Outline Zoning Plan (OZP) No. S/TY/27 (the Plan) (**Appendix Ia**) incorporating amendments to various zones was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The amendments are set out in the Schedule of Amendments at **Appendix Ib**. During the two-month exhibition period, a total of 961 representations were received. On 20.11.2015, the Town Planning Board (the Board) published the representations for 3 weeks for public comments. A total of 350 comments were received.

1.2 The major amendments involve the rezoning of a site between Tsing Yi Road and Tsing Hung Road from "O" to "R(A)4" with stipulation of BHR (**Item A1**) and two pieces of land abutting Tsing Yi Road and Tsing Sha Highway from area shown as 'Road' to "R(A)4" with stipulation of BHR (**Item A2**) (**Plans H-1** and **H-2**) (hereinafter referring the site under Items A1 and A2 for the proposed public rental housing (PRH) development (PRH) as 'the Site').

1.3 The other amendments involve the rezoning of a piece of land at the southern tip of Tsing Yi Road from "G/IC" to an area shown as 'Road' (**Item B1**), a piece of land to the immediate south of the site under Item A1 from "O" to an area shown as 'Road' (**Item B2**) and a site in the southern part of THEi from an area shown as 'Road' to "G/IC" (**Item C**) (**Plans H-1** and **H-2**). The amendment **Items B1, B2** and **C** are mainly to reflect the existing as-built situation.

1.4 There are also two amendments to the Note of the Plan including:

(a) Incorporation of 'Art Studio (excluding those involving direct provision of services or goods)' as a Column 1 use under the Schedule II of the "Other Specified Use" annotated "Business" ("OU(B)") zone.

(b) Replacement of 'Place of Recreation, Sports, or Culture' use under Column 2 under the Schedule II of the "OU(B)" zone by 'Place of Recreation, Sports, or Culture (not elsewhere specified)'.

1.5 On 29.1.2016, the Board agreed to consider the representations and comments collectively since all the representations and comments are related to the major amendments under Items A1 and A2 for a proposed public rental housing (PRH) development at the Site with various combinations of other items.

1.6 This paper is to provide the Board with information for the consideration the representations and comments and a summary of the representations and comments is attached at **Appendix II**. The representation sites are shown on **Plans H1** to **H7**.

1.7 The representers and commenters have been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

2. Background

2.1 It was stated in the 2013 Policy Address that the Government would adopt a multi-pronged approach to build up land reserve with a view to meeting housing and other development needs. The 2014 Policy Address announced that except for the north of Hong Kong Island and Kowloon Peninsula, which are more densely populated, the Government considers it feasible to generally increase the maximum domestic plot ratio (PR) currently permitted for the other "density zones" in the territory by around 20% as appropriate. In implementing these measures, the Government will duly consider factors such as traffic and infrastructural capacities, local characteristics, existing development intensity and the various possible impacts of the proposed development on the areas concerned. In the 2015 Policy Address, it was announced that the housing target in the next decade is 480,000 units. On 18.12.2015, the Government announced that the 10 year housing supply target will be lowered from 480,000 to 460,000 units.

2.2 In general, the maximum domestic PR for Tsing Yi is 5. To maximise the development potential of housing land as announced in the 2014 Policy Address, a domestic PR of 6 (i.e. a 20% increase) is proposed for new housing sites in Tsing Yi. To ascertain the increase in PR in planning terms, relevant technical assessments (i.e. Broad Environmental Assessment (BEA), Traffic Impact Assessment (TIA), Air Ventilation Assessment (AVA), Visual Appraisal (VA) and Preliminary Tree Survey) based on the maximum domestic PR of 6 or non-domestic PR of 9.5 or the composite formula of 6/9.5 for mixed residential and commercial developments and the BH restriction of 140mPD have been conducted.

2.3 The proposed zoning amendments on the Plan are mainly to facilitate a proposed PRH at Tsing Hung Road which covers an area of about 4.29ha. The proposed PRH development will be subject to a maximum domestic PR of 6 or non-domestic PR of 9.5 and a maximum BHR of 140mPD as stipulated under the "R(A)4" zone. The proposed amendments together with the technical assessments and the views of Kwai Tsing District Council (K&TDC) were submitted to the Metro Planning Committee (MPC) for consideration on 17.7.2015. The MPC members noted that the proposed zoning amendments would not have insurmountable impacts on environment, traffic, visual, air ventilation and landscape aspects. The adequacy of provision of open space and GIC facilities in the area had also been assessed. As such, MPC considered that the Plan was suitable for exhibition under section 5 of the Ordinance.

2.4 Subsequent to the gazettal of the Plan, the proposed preliminary layout of the PRH and the technical assessments have been refined to address the concerns of the locals raised at the local forum on 18.9.2015 (see paragraph 3.5 below).

2.5 The proposed PRH will produce about 4,000 flats and will have some retail and community facilities as well as about 1.18ha of local open space to serve the future population and the locals in the area.

3. Public Consultation

3.1 Prior to the submission of the proposed amendments to the MPC of the Board for consideration, K&TDC was consulted on the rezoning proposal of the Site on 14.5.2015. During the meeting, K&TDC members expressed concern on the potential traffic, air ventilation and visual impacts brought by the proposed development and the insufficient provision of community facilities. Furthermore, they were concerned about the environmental impacts (i.e. traffic noise and glare impacts) from the adjacent Tsing Sha Highway, Container Terminal No. 9 (CT9) and port back up facilities on the future residents. K&TDC passed a motion requesting the re-planning of the Site and the proposed PRH development should be shelved until there is comprehensive planning for supporting transport, environmental and community facilities (see paragraphs 94 to 96 of the minutes of the K&TDC meeting at **Appendix IIIa**).

3.2 K&TDC members' views were incorporated into the MPC Paper No. 9/15 to facilitate the MPC's consideration of the proposed amendments at its meeting on 17.7.2015.

3.3 K&TDC was further consulted on the gazetted amendments by circulation of K&TDC Paper No. 30/2015 on 18.9.2015 before the end of the 2015 DC session. There was no comment received from K&TDC.

3.4 Some K&TDC members have submitted representations during the 2-month public inspection period which forms part of the statutory public consultation process under the Ordinance (Attachment A of **Appendix II**). Their representations are incorporated in paragraph 4.2 below.

3.5 Subsequent to the proposed zoning amendments and upon the request of the local, with the coordination of the Kwai Tsing District Office, the Home Affairs Department (K&TDO, HAD), the Planning Department (PlanD) and the Housing Department (HD) attended a local forum on 18.9.2015 to solicit local views. In gist, their concerns are mainly the same as those in the 960 adverse representations and 350 adverse comments. A summary of the local views expressed in the local forum is at **Appendix IIIb**. In particular, the local expressed strong views on the site suitability, the impacts of the proposed housing development at a site originally for open space development and questioned the results of the technical assessments.

4. The Representations

4.1 Subject of Representations (**Plans H-1** and **H-2**)

A total of 961 valid representations were received. They include:

(a) **R1** supports Items A1 and A2;

(b) **R2** to **R773** and **R955** object to all items (i.e. Items A1, A2, B1, B2 and C), of which **R748** to **R758** also oppose Amendment Items (a) and (b) to the Notes of the draft OZP without providing grounds;

(c) **R774** to **R948** object to Items A1 and/or A2; and

(d) **R949** to **R954** and **R956** to **R961** object to Item A1 with various combinations with other items.

Representations made by K&TDC members (**R394**, **R640** and **R921**), Owners' Committee of Rambler Crest (**R171**), Cheung Ching Estate Property Services Management Office (**R800**), Youngspiration (**R901**) and some individuals as well as a sample of a standard letter submitted by 96 individuals are at **Appendix IV**. A full set of hard copy is deposited at the Secretariat of the Board for Members' reference and copies are deposited at the PlanD's public enquiry counters for public inspection.

4.2 Major Grounds of Representations

Supportive Representation

4.2.1 **R1** supports Items A1 and A2 to the OZP. The grounds are summarised below:

(a) The proposed PRH development at the Site could be used as re-housing site for the residents of Cheung Ching Estate which should be re-developed to provide more public housing. Cheung Ching Estate should be redeveloped in 2 phases and the floor area of the public rental housing, parking, wet market and commercial use should be efficiently increased.

(b) In view of the demand of car parking at Cheung Ching Estate resulted from the private residential developments nearby, the provision of parking spaces, commercial use and wet market in the proposed public housing development at the Site should be increased.

(c) Mini-bus routes should be increased, frequency and routes of bus service should be increased.

(d) Elevated road connecting Tsing Hung Road/Rambler Crest and Tsing Yi Bridge/Kwai Tsing Bridge to and from Kowloon should be built, and Tsing Yi Road should be widened.

Adverse Representations

4.2.2 All the 960 adverse representations are mainly related to the proposed PRH development at Tsing Hung Road under Items A1 and A2 including **R2** to **R773** and **R955** which object to all items (i.e. Items A1, A2, B1, B2 and C), **R774** to **R948** object to Items A1 and/or A2, and **R949** to **R954** and **R956** to **R961** object to Item A1 with various combinations with other items. The major grounds of the adverse representations are summarised below:

Land Use

(a) The "O" zone between Tsing Yi Road and Tsing Hung Road should not be rezoned for residential use as it is the open space reserved for residents

nearby and was compensated to serve the residents of Mayfair Gardens and Cheung Tsing Estate due to the construction of CT9. There is inadequate open space in Tsing Yi according to the Hong Kong Planning Standards and Guidelines (HKPSG).

Site Suitability

(b) The Site is not suitable for a massive scale housing development or any other developments. The proposed PRH development would be affected by the pollutions from CT9 and the sewage treatment works nearby. The Government should find other suitable sites such as the Northern, Southern and Southwestern of Tsing Yi, the temporary car park sites in Tsing Yi, etc.

Layout

(c) The building gaps between the proposed housing blocks are narrow.

Technical Assessments

(d) The Government should re-assess the impacts of the proposed public housing development including traffic, environmental and ecological impacts, provide sufficient information or data and propose mitigation measures.

Environment

(e) The proposed PRH development would impose adverse environmental impacts on noise and air quality due to construction works, cause loss of trees in the original "O" zone, and affect the ecology of the natural stream.

Traffic

(f) The proposed PRH development would impose adverse traffic impacts on the public transport services including bus, minibus and taxi which are already insufficient; and the journey time, road capacity, parking spaces and traffic safety due to more road traffic to be generated. Moreover, the TIA has underestimated the traffic demand which was based on insufficient days of traffic surveys and inappropriate survey locations of the public transport services for the assessment. There was nil consultation with the public transport providers for their services to meet the future demand.

Visual

(g) The proposed PRH development would impose adverse visual impact by blocking the views of Rambler Crest, Mayfair Gardens and the Hong Kong Institute of Vocational Education (Tsing Yi) (the Tsing Yi IVE). Besides, there is no photomontage provided in the Landscape and Visual Impact Assessment from the viewpoint of the Rambler Crest's frontage direct towards the proposed PRH development.

Air Ventilation

(h) The proposed PRH development would impose adverse impacts on air flow due to the denser environment and wall effect caused by the proposed development. Rambler Crest would be located between the existing hotels and the proposed development suffering from poor ventilation performance resulted from the five 45-storey buildings with limited distance between blocks.

Tree Felling

(i) The landscaping of about 1,800 trees within the Site of the proposed PRH development will be removed.

Potential Risk

(j) The Site would be at potential risks including the potential hazard induced from the Esso petrol filling station (PFS) located to the north of the Site; large amount of water flowing down from the slope at the Site during the rainy season; and the construction works on the drainage reserve within the Site. According to the HKPSG, PFS should preferably be located in relatively open areas and not surrounded by developments. Where such requirement cannot be met, it is desirable that the surrounding buildings of the PFS are only low-rise and structures of any kind should not be permitted on drainage reserves.

Building on Slope

(k) There is a sloppy terrain at the Site. It is not suitable for a massive scale housing development or any other developments. Also, the proposed public housing development would impose potential adverse impact on the foundations of or slope works supporting Cheung Ching Estate and Mayfair Gardens. The Government should identify other suitable sites for the proposed PRH development.

(l) High construction, maintenance and management cost would be expected due to the special design and construction materials to mitigate the pollutions from CT9 and the slope safety issue of the Site.

Supporting Facilities

(m) There are no large retail facility and sufficient community facilities to support the future population increase. The existing retail facility is being operated at capacity and the community facilities namely educational, elderly and medical facilities, wet market, and transport and parking are insufficient. The proposed community facilities at the proposed PRH development could not meet the demand in Tsing Yi South. There is a lack of comprehensive planning on the provision of community facilities.

(n) Sufficient transport, recreational and community facilities should be provided at the proposed PRH development.

Public Consultation

(o) The Government had disregarded the objection of K&TDC. There was insufficient consultation and insufficient information on traffic, visual and air ventilation aspects. In addition, there were advance site investigation works conducted by HD and resulted in suspected tree felling.

(p) More time should be allowed for public consultation and should adopt a more effective approach for public engagement.

Proposed Amendment to the Plan[2]

(q) The zoning should remain unchanged. [**R171-R179, R181-R213, R215-R470, R472-R481, R487, R495-R496, R508-R639, R641-R652, R661-R666, R677-R689, R705-707, R732-R735, R751, R757-R758, R763, R777, R793, R795, R802, R834, R904, R906, R908-R912, R919, R928, R945-R946, R950** and **R956**]

(r) The development intensity and building height should be reduced. [**R3, R5-R6, R8, R17, R19, R41, R47, R75, R85, R98, R106-108, R120, R124, R132, R136, R141, R165-R166, R171, R178, R190, R223, R227-R228, R240, R258, R260, R268, R272, R299, R301-R302, R318, R323-R324, R333, R340, R362, R364, R373, R386, R394, R426, R432, R461, R464, R479, R486, R493, R511, R529, R532, R551-554, R557, R561, R565, R567, R598, R603, R633, R651, R677, R686, R697, R721, R742, R748, R753-R756, R758, R773, R796, R802-R803, R834, R903, R950, R956** and **R961**]

4.2.3 Some minor grounds of representations in relation to Items B1, B2 and C are at **Appendix II** for Members' reference.

5. Comments on Representations

5.1 A total of 350 comments were received. All of them are in relation to the proposed PRH development at Tsing Hung Road under Items A1 and A2 and support the adverse representations. They include:

(a) **C1** and **C3** to **C345 (Part)** support **R171** which opposes all items;

(b) **C2** supports **R2** to **R961** which oppose all items;

(c) **C345 (Part)** supports **R748** which opposes all items;

(d) **C346** supports **R734**, **R735** and **R737** which oppose all items;

(e) **C347** supports **R734**, **R740** and **R746** which oppose all items;

[2] Specific representation proposals for each representation can be found at **Attachments B and C of Appendix II**

(f) **C348** supports **R907, R910** and **R941** which oppose Items A1 and A2;

(g) **C349** supports **R800** to **R802** which oppose Items A1 and A2; and

(h) **C350** supports **R944**, **R949** and **R959** which oppose Items A1, A2, B1 and/or C.

Comments made by a K&TDC member (**C1**), Owners' Committee of Rambler Crest (**C2**) and some individuals are at **Appendix V**. A full set of hard copy is deposited at the Secretariat of the Board for Members' reference and copies are deposited at the PlanD's public enquiry counters for public inspection.

5.2 Grounds of Comments

The comments are very similar to those of the adverse representations. The major grounds of the adverse comments are summarised below:

Adverse Comments

(a) Abandon or review the proposal of the PRH development. The zoning should remain unchanged.

(b) Find other suitable sites for the proposed PRH development.

(c) Reduce the development density of the proposed PRH development such as deleting Block Nos. 3 to 5 and including environmentally friendly design in the building.

(d) Enhance the provision and quality of supporting facilities including retail, recreational, community facilities.

(e) The Government should provide comprehensive and effective traffic proposal and re-do the TIA.

(f) Preserve the trees at the Site. The Government should study whether the open space is an important buffer area in the area.

(g) Re-consultation and enhancement of consultation are required.

6. Planning Considerations and Assessment

Items A1, A2, B1, B2 and C (Plans H-1 to H-7)

6.1 The Site and Its Surrounding Area

6.1.1 The Site is on government land and is currently vacant. It comprises sloping area covered with vegetation and two platforms (**Plans H-2** and **H-3**). A nullah (drainage reserve) currently under a permanent government land allocation to the Drainage Services Department (DSD) lies in the middle of the Site (**Plan H-2**).

6.1.2 The surrounding areas of the Site (**Plans H-1** and **H-2**) are:

(a) to the immediate north is a PFS and to the further north and west across Tsing Yi Road is Mei King Playground, two high-density residential developments namely Mayfair Gardens and Cheung Ching Estate and two educational institutions namely the Tsing Yi IVE and THEi. A proposed high-density private residential development located to the west of Mayfair Gardens was rezoned in 2014 from "Green Belt" to "R(A)4" with the same development restrictions as the Site, i.e. maximum domestic/non-domestic PR of 6/9.5 and maximum BHR of 140mPD;

(b) to the immediate northeast is the Tsing Yi Preliminary Treatment Works (TYPTW);

(c) to the immediate east is a high-density commercial and residential developments comprising Rambler Crest which comprises a service apartment and three hotels;

(d) to the immediate south is the Tsing Sha Highway and further south across Tsing Sha Highway is CT9 and a cluster of land zoned "OU (Container-Related Uses)" with temporary car parks, logistics centres and storage of containers to support CT9; and

(e) the BH of the existing surrounding residential developments ranges from about 83mPD at Cheung Ching Estate to 143mPD at Rambler Crest (**Plan H-2**).

6.2 Planning Intention

6.2.1 The "R(A)4" zone under Items A1 and A2 is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building. The "R(A)4" zone is subject to a maximum domestic PR of 6 or a maximum non-domestic PR of 9.5 or the composite formula of 6/9.5 for mixed residential and commercial developments and the maximum building BHR of 140mPD.

6.2.2 The "G/IC" zone under Item C is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments. Item C reflects the existing situation of the site which is part of the Tsing Yi IVE Campus and thus in line with the planning intention.

6.2.3 Items B1 and B2 is to reflect the existing situation of the sites which are part of the existing Tsing Yi Road.

6.3 Responses to Grounds of Representations and Representers' Proposals **(Attachment C of Appendix II)**

Supportive Representation

6.3.1 The supportive view of **R1** on Items A1 and A2 is noted.

6.3.2 While redevelopment may increase public housing supply over the long term, the Hong Kong Housing Authority (HA) does not have redevelopment plan for Cheung Ching Estate at this moment.

6.3.3 The number of parking spaces within the Site will be provided in accordance with the requirements of the HKPSG as agreed by the Transport Department (TD). In order to meet changes of demand for public transport services in relation to population increase due to the proposed PRH development at Tsing Hung Road, TD will closely monitor the public transport services in the area before and after population in-take, and will include necessary bus service enhancement measures in annual bus route planning for public consultation in due course. If required, TD will strengthen the existing Green Minibus Bus (GMB) services.

6.3.4 Tsing Hung Road and Rambler Crest are already connected to Tsing Yi South Bridge via Tsing Yi Road with a bypassing lane (underpass). There is no planning for constructing a separate flyover.

Adverse Representations

Land Use

6.3.5 The Site of the proposed PRH development at Tsing Hung Road is previously zoned "O" on the OZP. The Director of Leisure and Cultural Services (DLCS) advises that they have no development programme for the subject "O" site. The Site is identified as having potential to be rezoned for residential use, taking into account that the Site is vacant and that Tsing Yi has surplus existing and planned provision of open space. Based on the requirement of HKPSG, there is a surplus of existing/planned district and local open space of 1.45ha and 26.47ha respectively in Tsing Yi district (**Appendix XI**), including 1.18ha of local open space to be provided within the Site. There are Tsing Hung Road Playground, Mei King Playground, Ching Hong Road Playground and other local open spaces serving the vicinity (**Plans H1** and **H-2**). In view of the pressing housing needs and the suitability of the Site for residential use, the Site is proposed for public housing.

Site Suitability

6.3.6 Given the Site is surrounded by residential, commercial and educational developments (**Plan H-2**), the proposed PRH development is considered

compatible with the surrounding developments. Although the Site is in close proximity to CT9 and port back up land, residential development at the Site is considered technically feasible and environmentally acceptable with the adoption of appropriate mitigation measures (see technical assessments in paragraph 6.3.9 to 6.3.31 below). In order to meet housing needs, other sites will also be considered for housing purpose, if they are found suitable and technically feasible.

Layout

6.3.7 For the layout design, relevant regulations and guidelines such as 'Sustainable Building Design Guidelines' in relation to the key building design elements including building separation, building setback and site coverage of greenery will be observed. The AVA (Figures 2.15 and 2.20 of **Appendix IX**) illustrates that wider building separation ranging from 15m to 60m and set-back distance of the domestic blocks of the Site from the residential blocks nearby ranging from 60m to 140m could be provided to improve the air ventilation.

Technical Assessments

6.3.8 Technical assessments have been conducted to ascertain the proposed PRH development under the proposed zoning amendments and confirmed that there would be no insurmountable technical problems. As the design of the proposed PRH is progressing and taking into account concerns of the locals, representers and commenters, refined technical assessments have been conducted to ascertain the technical feasibility of the proposed PRH development (**Appendices VI** to **X**). The refined technical assessments re-confirmed that there would be no insurmountable environmental, traffic, visual, air ventilation and landscape impacts on the surrounding developments. The concerns on various impacts are detailed in paragraphs 6.3.9 to 6.3.31 below.

Environment

6.3.9 According to the BEA (**Appendix VII**), the proposed PRH development with suitable mitigation measures will not have adverse environmental impacts. The Director of Environmental Protection (DEP) also advises that the proposed PRH development is not anticipated to have insurmountable environmental problem.

6.3.10 HD is now conducting an Environmental Assessment Study (EAS) comprising air quality and noise impact assessments with a view to identifying the necessary mitigation measures. Supplementary information on the preliminary findings on noise impact is appended in the BEA. According to the preliminary findings, the proposed PRH development would be subject to potential road traffic noise impacts from Tsing Yi Road, Tsing Hung Road and Tsing Sha Highway. Under the unmitigated scenario, the noise compliance rate is about 85%. Most of the affected flats that exceed the noise limit of 70 dB(A) have a predicted maximum

noise level of 71-72 dB(A) and a few have a predicted maximum noise level of 73 dB(A). Appropriate noise mitigation measures (Figure 2.2 of **Appendix VII**) such as noise barriers, architectural fins, acoustic windows/balconies and setback of building blocks would be explored and implemented to mitigate the noise impact. As a preliminary estimation, the mitigated noise compliance rate is at least 90% which will be further enhanced during the detailed design stage.

6.3.11 For fixed plant noise, the proposed PRH development would be subject to potential impacts from CT9 and TYPTW. Noise measurement results indicated that the noise from the existing fixed noise sources could comply with the relevant noise limits under the Noise Control Ordinance (NCO). However, in view of the possible deviation of the noise impact, it is preliminarily anticipated that the noise level at some flats more exposed to the CT9 operation may marginally exceed the noise limit during the night time period. Appropriate noise mitigation measures such as acoustic windows/balconies will be explored during the detailed design stage to ensure full compliance with the NCO requirement.

6.3.12 Regarding air quality, separation distances from the building blocks to the road kerbs will comply with the buffer distances recommended in the HKPSG and no adverse air quality impact on the building blocks due to vehicular emission is anticipated.

6.3.13 For industrial emission, TYPTW and a PFS at Tsing Yi Road are the two major sources. TYPTW may have an odour concern due to the presence of hydrogen sulphide in the sanitary sewer system. Given that appropriate odour treatment measures (e.g. deodorizers) have been fully adopted by its operator, no adverse odour impact will be anticipated. The main air quality issue for the PFS is the emission of petrol vapour from the storage tanks. Under the Air Pollution Control (Petrol Filling Stations) (Vapour Recovery) Regulation, the PFS is required to install the Phase II vapour recovery system. As such, no adverse air quality impact is anticipated due to the operation of the PFS.

6.3.14 Regarding the noise and air pollution impacts during the construction stage caused by the proposed PRH development, the duration of construction will be optimized, and the contractors have to comply with relevant pollution control ordinances such as NCO and apply for relevant permits such as Construction Noise Permit where necessary for the execution of construction works.

6.3.15 On the ecological aspect, according to the preliminary tree survey report (**Appendix X**), the existing trees within the site are mainly common species with low amenity value. According to the preliminary survey of the Agriculture, Fisheries and Conservation Department (AFCD), there is no record of species of conservation importance at the Site. The Chief Engineer/Mainland South of DSD (CE/MS, DSD) advises that the water channel which bisects the Site is a nullah.

Traffic

6.3.16 The Commissioner for Transport (C for T) comments that the TIA (**Appendix VI**) has already taken into account of the proposed PRH development at Tsing Hung Road and the planned and committed developments in the vicinity of the Site. C for T advises that the TIA has been done in accordance with Transport Planning and Design Manual (TPDM) and on-site surveys. In view of the above, C for T considers the TIA is acceptable in-principle. The TIA Report demonstrated that with the traffic generated by the proposed PRH development, the existing roads including junctions nearby would still perform at acceptable levels and the impact on journey time would therefore be low. The traffic impact induced by the proposed PRH development is acceptable from traffic engineering point of view.

6.3.17 According to Table 2.1 at page 3 of the TIA (**Appendix VI**), the current ratio of flow to capacity (V/C ratio) of the road junctions in the vicinity (including Tsing Yi Interchange, junction of Tsing Yi Road/Ching Hong Road and junction of Tsing Yi Road/Sai Shan Road) ranges from 0.435 to 0.624 in AM peak hour and from 0.357 to 0.552 in PM peak hour. The anticipated traffic flow generated from and attracted by the proposed PRH development is about 424 passenger car unit per hour (pcu/hr) in 2-way at AM peak hour and 332 pcu/hr in PM peak hour (Table 4.1 of TIA). According to Table 4.6 at page 19 of the TIA, the 2025 junction operation performance with the scenario of having the proposed PRH development in place indicates that the V/C ratio of the above mentioned road junctions will be in the range from 0.573 to 0.789 in AM peak hour and from 0.440 to 0.678 in PM peak hour, i.e. with the traffic generated by the proposed PRH development, the existing roads including junctions nearby would perform at acceptable levels with reserved capacities.

6.3.18 For the concern about the traffic impact on the Tsing Yi Interchange, C for T advises that it is not a traffic accident black spot according to the records of TD and the operation of the interchange is observed satisfactory. For Tsing Yi Roundabout No. 2 outside Rambler Crest, as the proposed main vehicular access for the PRH development would be at Tsing Yi Road (Figure 1.1 of **Appendix VI**), the traffic routing through the roundabout would be low. Another proposed vehicular access at Tsing Hung Road would mainly be for service vehicles.

6.3.19 In terms of public transport services, according to the TIA, there would be about 1,861 and 1,113 passengers generated by the proposed PRH development in the AM and the PM peak hours respectively. Currently, there are more than 20 franchised bus and scheduled minibus routes in the vicinity of the Site (Figure 2.6 of **Appendix VI**), which could cater for the additional demand arising from the proposed PRH development. To tie in with the policy of using railway as the backbone public transport mode, a new bus or GMB feeder route between the proposed PRH development and Tsing Yi Railway Station could be considered.

Alternatively, extension of the existing KMB Route 249M (Mayfair Gardens – Tsing Yi Railway Station) to the proposed PRH development is also a viable option. Detailed arrangement should be explored at the later stage before the commencement of the proposed PRH development. C for T advises that the bus and GMB services will be reviewed and strengthened in respect of the completion and population in-take timing of the proposed development.

6.3.20 Although the existing public transport services would be able to absorb the additional demand on the road based public transport services by the proposed PRH development by adjusting the frequency of the existing routes, it is proposed to reserve an on-street lay-by for 2 numbers of 26m long bus stops/terminals and 2 numbers of 14m long minibus stops/terminals to accommodate 4 buses and 4 GMBs respectively at Tsing Yi Road abutting on the proposed PRH development for possible expansion of the bus and GMB services in future (Figure 3.1 of **Appendix VI**).

6.3.21 Moreover, improvement to Tsing Yi Road is proposed to enhance the operation of the traffic movements and pedestrian flows (Figures 3.1 and 3.2 of **Appendix VI**):

(a) For the section of Tsing Yi Road to the south of Sai Shan Road, (i) the existing western footpath fronting Tsing Yi IVE will remain unchanged, (ii) a single carriageway of 7.3m width with 1 northbound and 1 southbound traffic lanes will be provided, (iii) an on-street lay-by reserved for bus and GMB stops will be provided, and (iv) an eastern footpath of about 6m width will be provided; and

(b) For the section of Tsing Yi Road to the north of Sai Shan Road, in view of the very limited traffic turning right from Sai Shan Road to Tsing Yi Road where is a cul-de-sac, the junction of Tsing Yi Road and Sai San Road will be signalised and the right turn movement will be banned at that junction to fully utilise the signal timing. Traffic will then be diverted to the roundabout of Tsing Yi Road and Ching Hong Road. The pedestrian crossing across Tsing Yi Road carriageway at the proposed signalised junction will also be widened to the standard width of 4m. Furthermore, the section of Tsing Yi Road between Sai Shan Road and Ching Hong Road will be re-aligned by removing part of the central divider in order to provide extra space for the widening of the eastern footpath to about 3m clear width. Two traffic lanes for each direction will be maintained.

Visual

6.3.22 The VA (**Appendix VIII**) revealed that there would be no substantial visual impact imposed by the proposed PRH development. The Chief Town Planner/Urban Design and Landscape (CTP/UD&L) of PlanD considers the proposed BHR of 140mPD for the Site would not be incompatible with the surroundings.

6.3.23 Photomontages from various public viewpoints area prepared to illustrate the possible visual impact of the proposed PRH development. When viewed from longer distance viewpoints (Figures A and E of **Appendix VIII**) and some medium range viewpoints (Figures D and H of **Appendix VIII**), the proposed PRH development would result in insignificant visual impact on the public viewers and would generally not be incompatible with the existing built environment, local character and the surroundings in visual terms.

6.3.24 From some short or medium range viewpoints including viewpoint 2 at the northeastern corner of Tsing Hung Road Playground and viewpoint 7 at Mei King Playground (Figures B and G of **Appendix VIII**), the visual openness and part of the open sky view would be blocked to some extent. However, the visual impact arising from the proposed PRH development would be mitigated by providing visual corridors through visual enhancement measures such as building gaps, variation of building heights, open space, green coverage and greening measures. Noteworthy is viewpoint 3 which is at the same location at Tsing Hung Road Playground, but view to the north. Since the northern part of the Site will be used as playground, visual openness can be maintained and there will be no adverse visual impact from this viewpoint. It is concluded that the proposed PRH development will not induce insurmountable visual impact at the surrounding developments.

6.3.25 Regarding the criteria of choosing vantage points, the Town Planning Board Guidelines on 'Submission of Visual Impact Assessment for Planning Applications to the TPB' (TPB PG-NO.41) has been followed. Whilst paragraph 4.5 of the TPB PG-NO.41 states that it is not practical to protect private views without stifling development opportunity and balancing other relevant considerations, and it is far more important to protect public views, visual corridors, building setbacks, and sensitive disposition of residential blocks reserved to maintain the visual permeability of the surroundings would also minimise the visual impacts to neighbouring residential blocks (see conceptual layout plan at Figure 2.20 of **Appendix IX**).

Air Ventilation

6.3.26 In order to recognize the ventilation impact arisen from the proposed PRH development, air ventilation assessment covering expert evaluation (AVA EE) (**Appendix IX**) and initial study (AVA IS) has been employed to evaluate the ventilation impact on the Site and the surrounding.

6.3.27 The AVA EE revealed that the proposed PRH development would impose negligible impact on the breezeway at the section of Tsing Yi Road between Tsing Yi Interchange and Roundabout No.2 outside Rambler Crest. Adverse impact on Rambler Crest is thus not expected under major prevailing wind directions. However, the ventilation performance of Mayfair Gardens, Mei King Playground

and Tsing Yi IVE would be partially affected due to the proposed PRH development mainly under east (E), southeast (SE) and south (S) prevailing wind directions, while Cheung Ching Estate would also be affected under SE, southwest (SW) and S wind directions. The AVA EE recommended that mitigation measures could be incorporated into the proposed development including preservation of existing breezeways/air paths by maximising the separation between the proposed PRH development and the surrounding developments (Figure 2.20 of **Appendix IX**), reduction of domestic block and optimising the building separations within the proposed PRH development to increase permeability of the Site (Figures 2.14 and 2.15 of **Appendix IX**). These features would help to alleviate the potential ventilation impact to the surrounding wind environment.

6.3.28 To improve the air ventilation, the total number of 5 blocks under the original proposal (i.e. the baseline scheme in the AVA EE) is proposed to be reduced to 4 blocks (i.e. the proposed scenario). In order to assess ventilation performance quantitatively and visualise wind flow pattern, an AVA initial study adopting computational fluid dynamics (CFD) simulation is conducted to assess the existing situation and the proposed scenario and the findings are summarised in the Executive Summary at **Appendix IXa**.

6.3.29 According to the AVA IS, under the annual condition, comparing the existing and proposed Scenarios, the same ventilation performance is found at Rambler Crest, Tsing Hung Road and Mayfair Gardens. The ventilation impact of the proposed PRH development on Rambler Crest which is located at the upwind location of the Site under most of the annual prevailing wind directions would be insignificant. Although the proposed PRH development would inevitably affect the general annual wind availability at the downstream area at Tsing Hung Road, the 60m building separation between Block 3 and Block 4 of the proposed PRH development would allow the southerly winds to penetrate through the site and reach Mayfair Gardens. On the one hand, improvements in ventilation performance would be found at Tsing Hung Road Playground, Tsing Yi Road (between Tsing Yi Interchange and Roundabout No.2 outside Rambler Crest), Tsing Sha Highway, Tsing Yi IVE and Mayfair Gardens Bus Terminus. Improvement at Tsing Hung Road Playground would be significant due to the proposed high-rise buildings which would introduce downwashed wind from the north-east and south-east quadrants to the pedestrian level bringing significant localised improvements in ventilation performance. On the other hand, deterioration in ventilation performance is found at Sai Shan Road, Ching Hong Road and Tsing Yi Road (the section to the west of the Site), Cheung Ching Estate and Mei King Playground under the proposed scenario since the proposed PRH development would block the prevailing winds from the south-east quadrant.

6.3.30 Under the summer condition, improvements in ventilation performace at Tsing Hung Road Playground, Mayfair Gardens Bus Terminus, Tsing Yi Road (between

Tsing Yi Interchange and Roundabout No.2 outside Rambler Crest) and Tsing Yi IVE are also found for the similar rationale under the annual condition. Similar to the annual condition, deterioration in ventilation performance is found at Mei King Playground, Ching Hong Road, Cheung Ching Estate, Tsing Yi Road (the section to the west of the Site), Sai Shan Road and Cheung Fai Road under the proposed scenario. Worsened ventilation performance is also found at Mayfair Gardens. The higher frequencies of winds from the southerly quadrant under the summer condition would mean an increased impact on Mayfair Gardens by the proposed development. Under winds from the south-west quadrant, Rambler Crest would fall within the wake region of the proposed PRH development. The proposed PRH development would also reduce the general wind availability along Tsing Sha Highway and Tsing Hung Road as it would block wind penetration when compared to the existing open ground condition.

6.3.31 The annual site wind velocity ratio (SVR) for the existing scenario and proposed scenario are 0.21 and 0.19 respectively, while the summer SVR are 0.24 and 0.20 respectively. The annual local wind velocity ratio (LVR) for the existing scenario and proposed scenario are 0.20 and 0.19 respectively, while the summer LVR are 0.21 and 0.19 respectively. There is deterioration in ventilation performance in both annual and summer conditions comparing the existing open ground condition to the Proposed Scenario. However, the proposed PRH development would bring improvement to the wind environment of some areas including Tsing Hung Road Playground, Mayfair Gardens Bus Terminus, Tsing Yi IVE and Tsing Yi Road (between Tsing Yi Interchange and Roundabout No.2 outside Rambler Crest) under both annual and summer conditions. Considering the baseline scheme (i.e. 5 blocks) in the AVA EE and the proposed scenario (i.e. 4 blocks), substantial effort has been made to alleviate the potential ventilation impact by incorporating mitigation measures including preserving the existing breezeways/air paths and optimising building separations and the deterioration of ventilation performance can be deemed not significant in view of the effect on local air ventilation performance which is reduced from 0.21 to 0.19.

Tree Felling

6.3.32 CTP/UD&L of PlanD considers that as there are existing residential developments in the surroundings, the proposed PRH development is not incompatible with the landscape character in the surrounding area.

6.3.33 The Site was previously occupied by oil depots before they were relocated to the Tsing Yi South in 1990's. The trees in the Site have grown up since then. There are about 1,800 trees on the Site based on the preliminary tree survey (**Appendix X**). The tree survey revealed that there are no Old and Valuable Tree or rare species within the Site. Existing Trees are mainly common species (Acacia auriculiformis (大葉相思), Acacia confusa (台灣相思) and Leucaena leucocephala (銀合歡)) with average form and low amenity. Some of the

existing trees are of poor health, including deformed, damaged or cracked trunks, leaning caused structural conditions with failure potential due to limited and competitive slope woodland growing conditions. For existing trees unavoidably to be affected by the proposed PRH developments such as building blocks and vehicular roads, tree felling will be necessary. Tree Felling Application and Compensatory Tree Proposal will be submitted to HD's Tree Preservation Committee for approval in accordance with the requirements under Development Bureau Technical Circular (Works) No. 7/2015 on Tree Preservation for Government projects. Compensatory trees and shrubs planting proposal will match and be compatible with the newly built residential environment and coherent to adjacent existing site condition.

Potential Risk

6.3.34 There is a PFS located to the north of the Site. The Director of Electrical and Mechanical Services (DEMS) advises that there is no LPG supply at the concerned PFS. The concerned PFS is not classified as a Potential Hazard Installation (PHI). Furthermore, DEMS and DEP advised that the Site does not encroach into any Consultation Zone of the PHIs. There is no PHI within 1km of the Site.

6.3.35 The Director of Fire Services (DFS) advises that the operator of the PFS ought to comply with the relevant fire safety regulations. The PFS would not impose fire safety impact on the proposed PRH development.

6.3.36 For the concern of carrying out construction works on the drainage reserve within the Site, HD advised that the drainage reserve would not be adversely affected.

6.3.37 Regarding the large amount of water flowing down from the deep slope at the Site during the rainy seasons, CE/MS, DSD advises that the stormwater from the catchment area could be conveyed to the stormwater drains along Tsing Hung Road and also the existing nullah. Besides, proper drainage system will be proposed at design stage by HD. Proposed drainage connections will be submitted to DSD for approval.

Building on Slope

6.3.38 The Head of Geotechnical Engineering Office of the Civil Engineering and Development Department (HGEO, CEDD) advises that a number of existing geotechnical features lie within or in the vicinity of the Site. He also comments that the Site is not subject to natural terrain hazard and the existing geotechnical features have no past instability record. He confirms that the proposed PRH development would not impose insurmountable geotechnical problem onto the surroundings and proper design could cater for the presence of the foundations and slopes in its surroundings. HD will be required to investigate and study the

stability of those geotechnical features that could affect or be affected by the proposed PRH development, and carry out any necessary slope stabilisation/modification works to ensure that the geotechnical features are up to the current safety standards.

6.3.39 The Director of Housing (D of H) advises the Site currently comprises two platforms with existing slopes. The slope gradient varies between 20 to 38 degrees. Housing development on the sloping terrain is not uncommon in Hong Kong. The layout of the domestic blocks and ancillary structures will be designed to optimise the land use and to achieve a cost-effective solution.

6.3.40 As regards the concern of high construction, maintenance and management cost in view of the site constraints, D of H advises that to meet the public housing need of the society, HA has to consider all suitable sites regardless of their sizes, for public housing development and will develop public housing projects under the principles of optimisation of the land use, maximisation of cost-effectiveness and sustainability to meet the needs of public housing.

Supporting Facilities

6.3.41 There will be approximate 4,000m^2 GFA of commercial centre within the proposed PRH development to cater for the population increase. Convenient accesses would be provided to enhance the connectivity between the commercial centre and the surroundings. There would be pedestrian linkage between the commercial centre and the public transport facilities along Tsing Yi Road (Figures 1.1 and 3.1 of **Appendix VI**). It should be noted that there are currently retail facilities in each of the housing developments in the vicinity of the Site. The commercial centre in the proposed PRH development will enhance the provision of retail facilities in the area.

6.3.42 Based on a planned population of about 211,950 persons for Tsing Yi area (including population of the proposed PRH development under **Items A1 and A2**), there is basically no shortfall in open space and major community facilities in the district (**Appendix XI**). Although there will be a deficit of 1,166 hospital beds, the provision of hospital beds is on a regional basis, and the Tsing Yi residents can use the hospital facilities in the adjacent districts such as Tsuen Wan and Kwai Chung. There is thus no need to provide the said community facilities at the Site.

6.3.43 As regards the social welfare facilities, HD and the Social Welfare Department (SWD) now propose some more new social welfare facilities which will serve not just the new population but the existing residents of the neighbourhood. The community facilities include kindergarten, Neighbourhood Elderly Centre, Integrated Support Service for Persons with Severe Physical Disabilities, Day Care Centre for the Elderly, Residential Care Home for the Elderly, Special Child Care Centre, and Early Education and Training Centre, subject to detailed design

and the confirmation on the availability of government funding.

Public Consultation

6.3.44 To provide a full picture on the potential housing sites which will be available between 2014/15 and 2018/19, relevant DCs have been consulted on the overall planning of these sites. For K&TDC, there are 13 potential housing sites. K&TDC was consulted on 8.5.2014. The Site is one of the 13 identified housing sites. Prior to the submission of the proposed amendments for the Site to the MPC for consideration on 17.7.2015, K&TDC was consulted on 14.5.2015. The views collected at the K&TDC meeting have been incorporated into the MPC Paper No. 9/15 to facilitate the MPC's consideration of the proposed amendments. The proposed amendments were exhibited for public inspection in accordance with the provision of the Ordinance on 7.8.2015 for two months until 7.10.2015, which was a statutory public consultation process. Furthermore, K&TDC was further consulted by circulation of K&TDC Paper No. 30/2015 on 18.9.2015 on the gazette amendments. There was no comment from K&TDC received. A local forum on 18.9.2015 was also held to brief the locals of the zoning amendments. In gist, their concerns are mainly the same as those in the 960 adverse representations and 350 adverse comments. A summary of the local views expressed in the local forum is at **Appendix IIIb**. Refinement to the layout and technical assessments has been conducted to reassure that the proposed PRH development was suitable and technically feasible at the Site.

6.3.45 Public consultation on the amendments to the OZP was carried out in accordance with the established procedures. The exhibition of OZP for public inspection and the provisions for submission of representations and comments on representations form part of the statutory public consultation process under the Ordinance. The public and relevant stakeholders have been given the opportunity to provide their views and counter-proposals to the proposed amendments. Besides, all representers/commenters will be invited to the meeting to present their views under section 6B(3) of the Ordinance. The statutory and administrative procedures in consulting the public on the proposed amendments have been duly followed.

6.3.46 K&TDC members' comments on requesting comprehensive planning for support transport, environmental and community facilities are noted and have been taken into consideration when designing the revised scheme of the proposed PRH development. HD has liaised with the departments concerned to include appropriate welfare facilities in the development. Furthermore, PlanD and HD attended a local forum in September 2015 to solicit local views.

6.3.47 Regarding the advanced site investigation (SI) works, D of H clarifies that the works were for geotechnical appraisal study which is one of the preliminary technical studies conducted for all public housing developments. Advanced SI

works are not abided by the Ordinance. There would not be any tree felling while the advanced SI works are in progress.

6.3.48 For the proposal of allowing more time for public consultation and adopting a more effective approach, it should be noted that the public consultation in accordance with the provision of the Ordinance and consultations with K&TDC and the locals have been carried out, as mentioned in paragraphs 6.3.41 to 6.3.43 above.

Representers' Proposals

6.3.49 Regarding the proposal to keep the original zoning, it should be noted that the Site is vacant and Tsing Yi has surplus existing and planned provision of open space (**Appendix XI**) and the Leisure and Cultural Services Department has no programme for developing the Site for open space. Hence, the Site is identified as having potential to be used for residential purpose in order to help meet the housing needs in the next decade. Given the Site is surrounded by residential, commercial and educational developments (**Plan H-2**), the proposed PRH development is considered compatible with the surrounding developments. [**R171-R179, R181-R213, R215-R470, R472-R481, R487, R495-R496, R508-R639, R641-R652, R661-R666, R677-R689, R705-707, R732-R735, R751, R757-R758, R763, R777, R793, R795, R802, R834, R904, R906, R908-R912, R919, R928, R945-R946, R950** and **R956**]

6.3.50 It is technically feasible and environmentally acceptable to develop the Site for PRH development with the planned intensity of domestic/non-domestic PR 6/9.5 and BHR of 140 mPD. The proposed PRH development would not generate unacceptable impacts. [**R3, R5-R6, R8, R17, R19, R41, R47, R75, R85, R98, R106-108, R120, R124, R132, R136, R141, R165-R166, R171, R178, R190, R223, R227-R228, R240, R258, R260, R268, R272, R299, R301-R302, R318, R323-R324, R333, R340, R362, R364, R373, R386, R394, R426, R432, R461, R464, R479, R486, R493, R511, R529, R532, R551-554, R557, R561, R565, R567, R598, R603, R633, R651, R677, R686, R697, R721, R742, R748, R753-R756, R758, R773, R796, R802-R803, R834, R903, R950, R956** and **R961**]

6.4 Responses to Grounds of Comments
(Attachment C of Appendix II)

Adverse Comments

6.4.1 As the views of the commenters are very similar to those of the adverse representations, the responses to the respective representations made in above paragraphs are relevant. In particular, the rezoning of the Site for residential use is considered suitable in view of the pressing housing needs, the compatibility with the surroundings with residential, commercial and educational developments

and no insurmountable adverse impacts of the proposed PRH development, etc. as stated in the responses to the representations above. In processing the rezoning amendment, the Government has followed the established procedures and in accordance with the provisions of the Ordinance.

6.5 Detailed responses to representations and comments received are at **Appendix II** for Members' reference.

7. Consultation

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

(a) DEP;
(b) DEMS;
(c) FEHD;
(d) C for T;
(e) DAFC;
(f) GEO, CEDD;
(g) SWD;
(h) CE/MS, DSD;
(i) DFS;
(j) CTP/UD&L, PlanD; and
(k) D of H

7.2 The following Government departments have no comment on the representations and comments:

(a) Secretary for Development;
(b) Secretary for Education;
(c) Secretary for Transport and Housing;
(d) District Lands Office, Tsuen Wan and Kwai Tsing, Lands Department;
(e) Chief Building Surveyor/New Territories West, Buildings Department;
(f) Chief Engineer/Development(2), Water Supplies Department;
(g) Chief Engineer/Port Works, Civil Engineering and Development Department (CEDD);
(h) Commissioner of Police;
(i) Director – General of Civil Aviation;
(j) Director of Leisure and Cultural Services;
(k) Chief Highway Engineer/New Territories West, Highways Department (HyD)
(l) Chief Engineer/Railway Division, Railway Development Office, HyD;
(m) Chief Highway Engineer/Bridges & Structures, HyD;
(n) Government Property Administrator;
(o) Project Manager (New Territories West), CEDD;
(p) Chief Architect/ Central Management Division 2, Architectural Services Department;
(q) Chief Architect/Advisory & Statutory Compliance Division, Architectural Services Department; and
(r) District Officer/Kwai Tsing.

8. Planning Department's Views

8.1 The supportive view of **R1** is noted.

8.2 Based on the assessment in paragraph 6 above and for the following reasons, PlanD does not support the representation Nos. **R2** to **R961**, and considers that the Plan should not be amended to meet the representations:

(a) Land suitable for housing development in Hong Kong is scarce and there is a need for optimising the use of land available to meet the pressing demand for housing land. Rezoning of suitable sites for residential development is one of the multi-pronged approaches to meet housing and other development needs. Planning is an on-going process and the Government will continue to review various land uses and rezone sites as appropriate for residential use.

(b) With good transport network and residential, commercial and educational developments nearby, the Site is considered suitable for residential development. The proposed development intensity and building height are technically feasible and will not have insurmountable problems. The zoning amendment of the Site will contribute to the Government's effort in meeting the pressing need for housing land supply in the short term.

(c) The proposed public housing development under the zoning amendments would not generate unacceptable impacts in terms of traffic, environment, ecological, landscape, infrastructure, air ventilation and visual impacts on the surrounding areas.

(d) There are no trees on the Register of Old and Valuable Trees within the Site and the existing trees are mainly common species. Tree preservation and landscaping will be required following the established procedures.

(e) The planned provision of major GIC facilities and open space in the district including those at the Site are generally sufficient to meet the demand of the future population as well as additional demand from the new housing site.

(f) The statutory and administrative procedures in consulting the public on the proposed zoning amendments have been duly followed. The exhibition of OZP for public inspection and the provisions for submission of representations and comments form part of the statutory consultation process under the Town Planning Ordinance.

9. Decision Sought

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

Appendices

Appendix Ia	Draft Tsing Yi OZP No. S/TY/27 (reduced size)
Appendix Ib	Schedule of Amendments to the draft Tsing Yi Outline Zoning Plan No. S/TY/27
Appendix II	Summary of Representations and Comments and PlanD's responses
Appendix IIIa	Extract of Minutes of the Kwai Tsing District Council meeting on 14.5.2015 and motions passed by K&TDC
Appendix IIIb	Summary of the Local Views Expressed in the Local Forum in September 2015
Appendix IV	Representations made by individuals, K&TDC members and sample of standard letters
Appendix V	Comments on Representations made by individuals, K&TDC members and sample of standard letters
Appendix VI	Traffic Impact Assessment Report
Appendix VII	Broad Environmental Assessment Report
Appendix VIII	Visual Appraisal Report
Appendix IX	Air Ventilation Assessment Expert Evaluation
Appendix IXa	Executive Summary of Air Ventilation Assessment Initial Study
Appendix X	Preliminary Tree Survey Report
Appendix XI	Provision of Major Community Facilities in Tsing Yi Area
Appendix XII	CD-ROM containing names of all representers and commenters as well as submission of all representations and comments **(for Members only)**
Plan H-1	Location Plan of Amendment Items A1 to C
Plan H-2	Site Plan of Amendment Items A1 to C
Plan H-3	Aerial Photo of Amendment Items A1 to C
Plan H-4	Site Photos of Amendment Items A1 and A2
Plan H-5	Site Photos of Amendment Items A1 to C
Plan H-6	Site Photo of the Proposed Development Site Boundary
Plan H-7	Comparison of the approved Tsing Yi OZP No. S/TY/26 and the draft OZP No. S/TY/27

PLANNING DEPARTMENT
APRIL 2016


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青衣
TSING YI
葵涌
KWAI CHUNG
MA WAN CHANNEL
RAMBLER CHANNEL
TSING KWAI BRIDGE
TSING MA BRIDGE
KWAI TSING BRIDGE
TSING YI BRIDGE
CHEUNG TSING BRIDGE
TSING KWAI HIGHWAY
TSING YI SOUTH COASTAL ROAD
TSING YI NORTH COASTAL ROAD
CHEUNG TSING HIGHWAY
CHEUNG TSING TUNNEL
CHEUNG KING ROAD
TSING YI ROAD
TSUEN KING CIRCUIT
TSUEN WAN ROAD
TSING TSUEN ROAD
KWAI TSING ROAD
TUNG CHUNG ROAD
TUNG TSUEN ROAD
TSING LUNG ROAD
TSING YI NORTH COASTAL ROAD
TSING YI SOUTH COASTAL ROAD
TUNG CHUNG CHEUNG ROAD
TUNG CHUNG WAN ROAD
TUNG CHUNG WEST ROAD
TUNG CHUNG EAST ROAD
TUNG CHUNG ROAD
TUNG CHUNG CRESCENT
TUNG CHUNG LINE
MASS TRANSIT RAILWAY (AIRPORT EXPRESS AND TUNG CHUNG LINE)
AIRPORT EXPRESS AND TUNG CHUNG LINE IN LOWER DECK OF TSING MA BRIDGE
機場快線及東涌線
西行青馬大橋下層
BOATYARD AND MARINE-ORIENTED INDUSTRIAL USES
船廠及修船業用途
CEMENT PLANT
水泥廠
RECREATION AND TOURISM RELATED USES
康樂及旅遊業有關的用途
VIEWING PLATFORM
觀景台
WOK TAI WAN
TSING YI NORTHEAST PARK
青衣東北公園
CHEUNG FAT COURT
祥發苑
CHEUNG FAT ESTATE
祥發邨
CHEUNG ON COURT
祥安苑
CHEUNG ON ESTATE
祥安邨
CHEUNG SHUI TSAI
長水仔
YAU KAM TAU
油柑頭
CHEUNG WANG COURT
祥宏苑
CHEUNG WANG ESTATE
祥宏邨
CHEUNG HONG COURT
祥康苑
CHEUNG HONG ESTATE
祥康邨
CHING WAH COURT
青華苑
CHING WAH ESTATE
青華邨
CHUNG YI ESTATE
頌宜邨
CHUNG YI PARK
頌宜公園
CHUNG YI TERRACE
頌宜台
CHUNG YI TUNNEL
頌宜隧道
CHUNG YI WALK
頌宜行人道
CHUNG YI ROAD NORTH
頌宜北路
CHUNG YI ROAD SOUTH
頌宜南路
CHEUNG HONG ROAD
祥康路
CHEUNG LUNG ESTATE
祥龍邨
CHEUNG TSING ESTATE
祥清邨
CHEUNG TSING HIGHWAY
CHEUNG TSING TUNNEL
CHEUNG TSING INTERCHANGE
祥景邨
CHEUNG KING ESTATE
祥景苑
CHEUNG KING ROAD
祥景路
CHEUNG KING WEST INTERCHANGE
祥景西交匯處
CHEUNG KING EAST INTERCHANGE
祥景東交匯處
CHEUNG KING TUNNEL
祥景隧道
CHEUNG KING WEST
祥景西
CHEUNG KING EAST
祥景東
CHEUNG LUNG ROAD
祥龍路
CHEUNG FU ROAD
長福路
CHEUNG FU ROAD PROMENADE
長福路海濱公園
CHEUNG FU ROAD PROMENADES
長福路海濱公園
CHEUNG WANG ESTATE
祥宏邨
CHEUNG WANG ROAD
祥宏路
CHEUNG SHUN STREET
祥順街
CHEUNG SHUN STREET EAST
祥順街東
CHEUNG SHUN STREET WEST
祥順街西
CHEUNG TSING ROAD
祥清路
CHEUNG TSING ROAD NORTH
祥清路北
CHEUNG TSING ROAD SOUTH
祥清路南
CHEUNG TSING ROAD WEST
祥清路西
CHEUNG TSING ROAD EAST
祥清路東
CHEUNG TSING ROAD EAST NORTH
祥清路東北
CHEUNG TSING ROAD EAST SOUTH
祥清路東南
CHEUNG TSING ROAD WEST NORTH
祥清路西北
CHEUNG TSING ROAD WEST SOUTH
祥清路西南

SCHEDULE OF AMENDMENTS TO THE APPROVED TSING YI OUTLINE ZONING PLAN NO. S/TY/26 MADE BY THE TOWN PLANNING BOARD UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)

I. Amendments to Matters shown on the Plan

Item A1 – Rezoning of a site between Tsing Yi Road and Tsing Hung Road from "Open Space" ("O") to "Residential (Group A)4" ("R(A)4") with stipulation of building height restriction.

Item A2 – Rezoning of two pieces of land abutting Tsing Yi Road and Tsing Sha Highway from area shown as 'Road' to "R(A)4" with stipulation of building height restriction.

Item B1 – Rezoning of a piece of land at the southern tip of Tsing Yi Road from "Government, Institution or Community" ("G/IC") to an area shown as 'Road'.

Item B2 – Rezoning of a piece of land to the immediate south of the site under Item A1 from "O" to an area shown as 'Road'.

Item C – Rezoning of a site in the southern part of Technological and Higher Education Institute of Hong Kong from an area shown as 'Road' to "G/IC".

II. Amendments to the Notes of the Plan

(a) Incorporation of 'Art Studio (excluding those involving direct provision of services or goods)' as a Column 1 use under the Schedule II of the "Other Specified Use" annotated "Business" ("OU(B)") zone.

(b) Replacement of 'Place of Recreation, Sports, or Culture' use under Column 2 under the Schedule II of the "OU(B)" zone by 'Place of Recreation, Sports, or Culture (not elsewhere specified)'.

Town Planning Board

7 August 2015

城市規劃委員會根據城市規劃條例(第131章)
對青衣分區計劃大綱核准圖編號S/TY/26
所作修訂項目附表

I. 就圖則所顯示的事項作出的修訂項目

A1項 － 把位於青衣路及青鴻路之間的一塊用地由「休憩用地」改劃為「住宅(甲類)4」地帶，並訂定建築物高度限制。

A2項 － 把毗連青衣路及青沙公路顯示為「道路」的兩塊用地改劃為「住宅(甲類)4」地帶，並訂定建築物高度限制。

B1項 － 把青衣路南端的一塊「政府、機構或社區」地帶改劃為顯示作「道路」的地方。

B2項 － 把毗連修訂項目A1南面的一塊「休憩用地」地帶改劃為顯示作「道路」的地方。

C項 － 把香港高等科技教育學院南面一塊顯示為「道路」的用地改劃為「政府、機構或社區」地帶。

II. 就圖則《註釋》作出的修訂項目

(a) 在「其他指定用途」註明「商貿」地帶的附表II的第一欄用途加入「藝術工作室(直接提供服務或貨品者除外)」。

(b) 在「其他指定用途」註明「商貿」地帶的附表II的第二欄用途中的「康體文娛場所」改為「康體文娛場所(未另有列明者)」。

2015年8月7日 城市規劃委員會

青衣分區計劃大綱草圖編號 S/TY/27 － 申述人名單
List of Representers in respect of the Draft Tsing Yi Outline Zoning Plan. No. S/TY/27

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R1	Chris Lee
R2	Rachelle Ng
R3	Chu Man Yu
R4	Mrs Lam
R5	Wong Long Fung
R6	Chan Tak Hung
R7	Hoi Ki
R8	Ma Yuk Ying
R9	To Yee Lok, Enoch
R10	Ka Sing
R11	繆煒崇
R12	Step Wai
R13	馮女
R14	Mak Wai Ling, Dana
R15	Ng Wing Tsz
R16	林玉葉
R17	村上純一
R18	Cheung Tsz Ying
R19	Tang Kwun Leong
R20	馮家偉
R21	Choi Bing Sum
R22	Chow Kai Pong
R23	Yeung Chi Fan
R24	Yeung Chi Wun
R25	Kwok Kit
R26	Wong Sau Ching
R27	Chan Ting Ting
R28	何偉文
R29	葉秀玲
R30	Kan Hon Kwan
R31	高子文
R32	鄧浩驊
R33	蕭心柑
R34	李淑玲
R35	Chung Wing Kei
R36	Jonas Chan
R37	Chan Cheuk Kit, Jackie
R38	麥德康
R39	Leung Sui Ki
R40	梁潔萍
R41	Fu Lai Cheung
R42	Lam Kwok Kay Kansas
R43	呂玉琼
R44	Wong Hin Shing
R45	Chu Yiu Wai
R46	Lau Hui Wan

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R47	Lo Sha Sha
R48	謝釆凌
R49	温運金
R50	鄺展威
R51	Kan Lai Sheung
R52	So Kam Man
R53	方鳳詩
R54	Cheng Lai Har Vanessa
R55	郭加元
R56	杜炳乾
R57	Mabel Chan
R58	Chan Pik Kan
R59	Wai Man Ning
R60	蔡文修
R61	劉紫薇
R62	Leung Yuk Hing
R63	Wong Lai Kit
R64	Koo Hau Tai
R65	Lo Sze Ping
R66	Ng Tsz Hong
R67	Leung Shui Pui
R68	鄧惠卿
R69	Nien Ching Ping
R70	陳志榮
R71	官健怡
R72	Cheng Chak Leung
R73	陳彩蓮
R74	Leung Chung Ho
R75	Chung Ho Wing
R76	Wong Ngan Ling Tiffany
R77	Ko Ka Man
R78	Ng Sun Man
R79	盧帶好
R80	Chan Nam Wah
R81	Wong Hei Long
R82	Wong Hei Man
R83	Ho Shu Kwong
R84	Chan Wing Yee
R85	Wong Yin Ping
R86	歐陽燕玲
R87	毛澤友
R88	黃麗群
R89	陳柏喬
R90	Chow Chiu Wah
R91	何月嬋
R92	Chan Chun Wai

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R93	何嘉欣
R94	Leung Kam Fai
R95	Yip Ngai Yan
R96	Shum Wai Wai
R97	黎仲明
R98	梁頌欣
R99	Nip Pui Ki
R100	Tsui Wai Man
R101	Mak Pui Gar
R102	Wan Hoi Yan
R103	Ng Wan Yee
R104	Ip Nga Woon
R105	曾蓮美
R106	簡淑玲
R107	Agris Cheng
R108	Kwan Cheuk Yin
R109	Yung Chi Yin
R110	Chu Wing Tong
R111	Lau Chun Kit
R112	Lee Kwok Wai
R113	Tsun Ka Yan, Abby
R114	張玉霞
R115	Yeung Ming Kiu
R116	Poon Siu Yin
R117	Chan Chi Keung
R118	Au Pak Ho
R119	Chow Ka Ki
R120	Cheung Kwei Lan
R121	Tsang Dip Yee
R122	陳雅清
R123	Lam King Fai
R124	Chan Yuk Ping
R125	Tang Tat Ming
R126	Wong Chung Fai
R127	Cheng Ping Man
R128	Cheung Yeuk
R129	周文熙
R130	To Shun Chu
R131	Ip Lai Kuen
R132	Teresa Hiu
R133	Au Ka Yue
R134	Tso Ka Lee
R135	梁麗屏
R136	林宏行
R137	Lee Wing Tung
R138	Tse Suk Fong
R139	黃紫雋

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R140	Ngan Fong Fong
R141	Chu Chiu Ying
R142	張孝嘉
R143	龐秀琼,鄧偉文
R144	Cheung Wing Yiu Laura
R145	Lai Pui Yi
R146	Janny
R147	Chee Wing Suet Zoe
R148	吳嘉樂
R149	Lee Lai Sang
R150	Lor Hang Ling
R151	方君爵
R152	黃智漢
R153	Kwong Yiu Shing
R154	Lee Lin Ching
R155	Lai Fung Yee Ellen
R156	Lo Chin Hang Pete
R157	何智賢
R158	Chu Kam Yuk
R159	Sit Yun Tin
R160	Sai Kai Leung
R161	Lee Fei Chui
R162	Cheung Tat Ming
R163	鄧安怡
R164	梁露施
R165	Ho Chai Wang
R166	Ng Ka Ho
R167	Lai Ching Hei
R168	Ng Tan Fung Tanny
R169	梁志光
R170	Wong Kar Fai
R171	藍澄灣業主委員會 Owners' Committee of Rambler Crest
R172	湯煥明
R173	霍建峰
R174	容麗紅
R175	黃勵波
R176	應義鎧
R177	聶雪梅
R178	王朗怡
R179	梁美玲
R180	Sin Lok Hang
R181	Orh Chung Yan
R182	Pang Oi Yi
R183	黃詩如

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R184	Lau Ka Wai
R185	伍慧嫻
R186	Li Hiu Yu
R187	Wong Lok Kan
R188	To Kai Wai
R189	趙朗婷
R190	Yeung Shu Ting
R191	Lee Lok Yee
R192	Kwong Dennis Shiu Hin
R193	Wong Tsun Ho
R194	溫麗梅
R195	Lo Oi Kwai
R196	Fong Lam Kam
R197	Liu Hon Chung
R198	Chan Lai Ming
R199	Sze Po Kan
R200	Lam Bo Yee
R201	Lau Wai Leung
R202	Lin Ching Man
R203	Tung Chi Yin, Nigel
R204	Au Choi Ying
R205	Fong Hoi Kin
R206	Au Sui Cheong
R207	張樂影
R208	錢國芳
R209	Ng Wai Chi
R210	Fong Yan Ling
R211	Cham Yuen Ling
R212	黃秀琴
R213	王妙琴
R214	Leung Fung Ching
R215	Leung Yuen Ki
R216	Katrina Leung
R217	Wu Miu Yee
R218	Chow Chi Ming
R219	Au Hu Chuan Hao
R220	Tse Wing Cheong
R221	黃文華
R222	Adrian Ng
R223	Mrs Lee
R224	Ka Ho
R225	Ka Wei
R226	Law Hok Wai
R227	Mr Ng
R228	To Ngai
R229	Ng Wing Yee
R230	Sze Tak Lok

城市規劃委員會文件第 10085 號附件 II 附錄 A
Attachment A of Appendix II of TPB Paper No.10085

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R231	Chu Choung Him
R232	Lam Shuk Yi
R233	Lai Kam Ching
R234	Christina Tong
R235	陳國生
R236	Chow Chiu Hing
R237	潘慧明
R238	施寶盈
R239	Chan Wai Hon
R240	李琼美
R241	阮國媚
R242	劉樂彤
R243	鄭巧盈
R244	姓名不詳 Name Illegible
R245	Leung Po Yee Jusinda
R246	黃妙群
R247	Ngo To Yee
R248	Yip Wing Yan
R249	林虹櫻
R250	林彥彤
R251	Li Wing Yiu
R252	Tang Ka Wai
R253	Ann Lau
R254	李秀琼
R255	郭妱雲
R256	Zhou Chu, Virgil
R257	Ng Wing Han
R258	戴思賢
R259	黃振強
R260	Fung King Chung, Jerome
R261	Chung Wing Yan
R262	Joshua Chan
R263	Leung Ka Hei
R264	梁陳佩卿
R265	鄭淑雯
R266	Leung Chu Sang
R267	何雄風
R268	Kwong Chun Wai
R269	Leung Kai Chung
R270	Tse Wo Hin Jimmy
R271	Yeung Hai Wai
R272	So Ka Ho
R273	Tai Sheung Fung
R274	Leung Yiu Cho
R275	Chu Kit Lin
R276	Lee Ho Yin
R277	Chau Tung Ngai
R278	謝偉光

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R279	Leung Ping Kwan
R280	蔡文迪
R281	Chan Lai Lai
R282	Phyllis Cheng
R283	羅在心
R284	Lam Kit Yee
R285	楊吉蓮
R286	Fan Pei Min
R287	Ho Allen Siu Kin
R288	Wong King Kwong
R289	楊芷芬
R290	Tang Siu Lan
R291	To Yee Lok Enoch
R292	李兆豪
R293	Chan Mei Kuk
R294	陳瑞欽
R295	Chow Lai Shan
R296	Li Sin Yee
R297	容福
R298	Choi Fung Ping, Iris
R299	張永賢
R300	Tai Hung Chun
R301	Lee Carol
R302	簡漢彬
R303	區志明
R304	Yung Tsz Chai
R305	蔡智偉
R306	Wong Yuen Ming
R307	Chung Wai Fong
R308	Ng Lai Sheung, Carrie
R309	Lee Ka Sin
R310	Wong Wai Yin
R311	Wong Wai In
R312	Chu Kwok Hung
R313	鄧柔柔
R314	Chan Lai Wa
R315	Lui Siu Hung, Terence
R316	Chan Wing Yan
R317	Kwong Yuen Ching, Cora
R318	Siu Mo Yu, Dela
R319	Tang Wai Man
R320	張承豐
R321	黃志堅
R322	Lo Kwan Mui
R323	Chan Tsz Him
R324	Liu Ya Chao
R325	Fok Siu Lun
R326	Lau Yin Ming Candy
R327	陳惠儀
R328	Leung Yuk Ning

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R329	林梓秦
R330	倫佩麗
R331	Wong Yuk
R332	Fong Wing Wang
R333	Tong Kwan Ho
R334	Choi Ka Yee
R335	盧婉婷
R336	伍志華
R337	Leung Sau Fong
R338	Connie Wong
R339	Wong Sai Ho
R340	Cheung Kit Bing
R341	鄭榮輝
R342	翁祖太
R343	Chan Sau Ming
R344	Lau Hiu Man
R345	劉永強
R346	馬玉珠
R347	王保良
R348	Siu Lai Man
R349	許榮軒
R350	許漢延
R351	謝文亮
R352	戴達明
R353	Cho Ka Pan
R354	袁君雄
R355	Leung Lung Wai
R356	Lam Ka Yee, Becky
R357	梁賽琼
R358	區偉鴻
R359	馮葉珍
R360	Kwan Sum
R361	Leung Ka Wing
R362	Cheung Chun Wai
R363	何嘉怡
R364	Tam Ching Hang
R365	戴詠詩
R366	關明輝
R367	黃
R368	Mok Siu Tung
R369	林圳競
R370	劉惠賢
R371	Wong Hau Yu
R372	Fok Po Shan
R373	Tam Kar Kin Samuel
R374	Candy Chui
R375	Wong Wing Yin
R376	To Yuen Yee
R377	Ng Lai Wan

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R378	余麗娟
R379	蔡良輝
R380	何月好
R381	Mok Tsz Kin
R382	To Kit Ling
R383	楊栢寧
R384	楊國明
R385	黃國強
R386	Yau Lok Keung
R387	Tai Chi Keung
R388	Cheng Pui Ha
R389	Leung Pak Ho
R390	Sri Kunjarwati
R391	黃樂天
R392	Leung Wing Yui
R393	羅佩霞
R394	潘志成 (葵青區議員) Poon Chi Shing (Kwai Tsing District Council (K&TDC) Member)
R395	Terry Wan
R396	Christeve Cheng
R397	姚予梅
R398	Ang Bee Sian
R399	蔡麗敏
R400	鍾容好
R401	Tung Cheng Ling Yi
R402	Lee Ho Yiu
R403	Chan Siu Lee
R404	鍾永全
R405	So Ka Ching
R406	Lai Pik Kuen
R407	陳道賢
R408	陳卓沛
R409	Hon Kai Lee
R410	陳仲曦
R411	傅美燕
R412	Yip Tak Hung
R413	Au Yeung Siu Leung
R414	黃裕美
R415	Law Suet Yee
R416	Kan Suk Man
R417	Tse Ka Kei
R418	Chan Tak Wing
R419	李采虹
R420	林采瑩
R421	韓笑
R422	Wong Hing Wah
R423	Li Kwong Fat

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R424	Yue Ho Man
R425	陳偉喬
R426	譚嘉諾
R427	Wong Hin Chor
R428	姚景浩
R429	Mak Cho Cheong
R430	Chow Ka Keung
R431	周鏡新
R432	Tse Pui Ling
R433	Ma Kam Wing
R434	Kwong Hiu Man
R435	劉存厚
R436	李慧冰
R437	Lai Sze Nga
R438	Wong Fung Kit
R439	Tam Bo Wing
R440	Chan Chi Wai
R441	Ng Ching Han
R442	陳潔梅
R443	黃冠怡
R444	Leung Kai Yiu
R445	孫曉嵐
R446	林亞眼
R447	徐日虾
R448	Lam Chung Yin
R449	Wong Kai Shu
R450	談偉芬
R451	Yau Pun Tung
R452	游淑芬
R453	張愛依
R454	郭嘉玲
R455	葉翠芝
R456	Li Tsz Kin
R457	Law Ching Wa
R458	Mak Hung Ki
R459	Leung Cho Hung
R460	To Yuen Ling
R461	Chan Wai Yip
R462	Hon Mei Kuen
R463	Ng Wai Sze
R464	趙月梅
R465	容凌駒
R466	何素秋
R467	Lui Ka Chun
R468	Fong Yuen Ching
R469	Cheng Wing Shan
R470	Lee Carol
R471	阮國萍
R472	何慧中
R473	Yu Lai Kuen

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R474	Tong Chi Chung, Louis
R475	梁翠嫦
R476	Chan Chau Hung
R477	Lee Wai Wah
R478	Kiang Man Yan
R479	Lau Cheong Yin
R480	Lam Kai Chi
R481	Chow Chui Shan
R482	Lam Ho Lun
R483	Lam Chan Ka Ki
R484	Liu Wai Kwan
R485	Cheung Chun Tim
R486	劉鳳蓮
R487	歐陽慧雯
R488	Lee Wai Man
R489	章繼紅
R490	梁雄
R491	Chan Wai Han
R492	Lam Sau Chun
R493	Yung Wai Haang
R494	Mok Chi Kwong
R495	Mok Yuk King
R496	李振華
R497	Leung Lai Kit
R498	符
R499	Chan Shek Fai
R500	黃韻瑜
R501	Lam Kam Sang
R502	Chow Hui Ching
R503	莊健文
R504	Lai Pui Yee
R505	Mandy
R506	楊昭強
R507	Chu Ka Leung
R508	Luk Yuet Ngor
R509	Ng Man Fai
R510	Cheung Chun Wah
R511	詹柏濂
R512	吳卓羲
R513	Tang Kim Kiu
R514	Sin Man Chee
R515	Ho Pui Sheung
R516	Ngai Ying Chuen
R517	Siu Cho Lam
R518	Shiu Hin On
R519	李群英
R520	黎炳清
R521	Chiu Long Chi
R522	Ng Lai Fong
R523	Lai Chuk Mui
R524	Fung Wing Mei Eugenia

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R525	Chiu Ying Yuen
R526	張勇
R527	Fok Lai Ngor Louisa
R528	Chung Tai Ying
R529	陳少君
R530	Leung Chung Sze, Sabina
R531	高邦舜
R532	Cheung Yin Yin
R533	Carrie Kwong
R534	林永佳
R535	Del Valle, Nova Arboleda
R536	徐國強
R537	郭愉婷
R538	肖日風
R539	黃嘉齊
R540	朱耀祖
R541	Ng Yik Ling Winnie
R542	Ho Siu Hing
R543	黃韻瑜, 黃荻茵
R544	Wong Lai Kwan
R545	鍾華勝
R546	Lau Man Yee Rosana
R547	Tang Chui Woon
R548	Kwong Yiu Wing
R549	薛婉貞
R550	Chu Man Kit
R551	Chee Kee Tat
R552	卓麗華
R553	Lau Kit Ling
R554	Lau Kit Yan
R555	譚錫奇
R556	Leung Kwai Ching
R557	梁志強
R558	Lee Ka Ki
R559	Wong Hoi Wai
R560	何玉君
R561	張玉珍
R562	Tam Ching Yan
R563	繆樂軒
R564	Shum Mei Yee
R565	Tai Chi Pang
R566	Tai Kam Chu
R567	Lo So Ching
R568	高朗舜
R569	Leung Cheuk Wah
R570	蔡正康
R571	Sin Wai Yip
R572	Li Tuen Yung

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R573	Chen Wan Heung
R574	周慧屏
R575	張美媚
R576	Hung Siu Lai
R577	Chan Woon Ying
R578	Sin Chi Leung
R579	趙科
R580	馬玉英
R581	Chan Sze Wah
R582	Wong Ying Ying
R583	Chan So Kam
R584	So Sheung Chun
R585	Tam Yuk Lun
R586	黃耀強
R587	Cheung Kit Fong
R588	Leung Tat Ming
R589	周文翰
R590	鄭嘉成
R591	何殷琪
R592	Luk Siu Kuen
R593	楊金峰
R594	Lau Yue Gay
R595	Chan Pui Wai
R596	Wong Ka Kit
R597	Wong Chai Hong
R598	Liu Kwok Choy
R599	陳閨玲
R600	Cheng Siu
R601	Tsang Oi Chun
R602	Chow Sau Yip
R603	Tam Wing Kei Vikky
R604	Chan Hui Yeung
R605	譚少文
R606	Chai Kwai
R607	Fung Yim Fun
R608	Leung Pak Kan
R609	Li Kam Yuen
R610	Wong Chung Yin
R611	Hui On Lam
R612	Lee Chi Shing
R613	Mok Siu Nam
R614	Lau Chi Keung
R615	Chan Hoi Yi
R616	Cheung Yick Sum
R617	Chan Kwai Fong
R618	Li Ho Keung
R619	王朗豐
R620	王愛儀
R621	陳韶清
R622	Tang Lai Ching
R623	郭彤恩

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R624	林福全
R625	Choi Yat Hing
R626	Yip Miu Sheung
R627	Pak Kum Wun
R628	孫國強
R629	Cheung Kin Shum
R630	林瑞賢
R631	Yuen Pui Yan
R632	Leung Ching Ping, Carry
R633	Lam Kai Chung
R634	Danny Tong
R635	Tam Kar Leung Simon
R636	Law Wing Ki
R637	潘妙娟
R638	Hung Kwok Kit, Frankie
R639	Fong Lai Ching
R640	林立志 (葵青區議員) Lam Lap Chi (K&TDC Member)
R641	周志常
R642	黃友德
R643	Lai Mei Ling Eunice
R644	Lam Wai Yee
R645	顧巧娣
R646	Yip Wing Sum
R647	李婉菱
R648	Ho Wai Mun
R649	吳耀英
R650	Tse Pui Ling
R651	陳美寶
R652	Lai Vincci
R653	黃慶良
R654	Lam Kwok Kay
R655	許永傑
R656	周頌羲
R657	馮瑞贊
R658	陳思雅
R659	何穎妍
R660	梁嘉輝
R661	陳如柏
R662	施國榮
R663	黃世傑
R664	Lam Kit Wan
R665	余樹勤
R666	Yeung Sau Mui
R667	陳國軒
R668	陳俊文
R669	Chow Kai Pong

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R670	Ho Chiu Fung
R671	Chang Wan
R672	馬雄志
R673	Fong Shuk Han
R674	陳澔進
R675	Cheung Mei Ki
R676	Lee Wai Man
R677	陳偉恆
R678	Chan Chin Fung
R679	余曼娜
R680	Lau Siu Ming
R681	曹東生
R682	Chan Cheuk Kin
R683	Wong Suk Ching
R684	Tong Wai Keung
R685	Chan Tsz Yan
R686	麥婉萍
R687	Chong Wing Kai
R688	王愛珍
R689	Leung Wai Kei
R690	姚文賢
R691	章林祥
R692	Szeto Chi Tat
R693	Lam Yim Yat
R694	盧婕妤
R695	Leung Yuen Yee
R696	Samuel Chow
R697	Sin Wai Hon
R698	Chan Sau Kwan
R699	鍾麗寶
R700	Kiang Chun Wah
R701	吳佩妮
R702	游嘉寶
R703	戴小謹
R704	梁世廉
R705	Wong Chi On
R706	Lee Chi Kin Eric
R707	Chau Yeuk Ling
R708	Chan Wing Hung
R709	陳昀
R710	Chan Kam Pang Joseph
R711	Leung Kam Chi
R712	李健瑋
R713	黃玲娟
R714	葉荏碩
R715	Lam Kwok Wah
R716	Chan Sau Kuen
R717	鄧安麗
R718	張朝基
R719	譚栢偉

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R720	Tsoi Kin Cheong
R721	陳漢光
R722	王巧云
R723	Choi Hiu Shan
R724	鄭麗燕
R725	Chan Yuen To
R726	Kwong Ka Yiu
R727	黃裕勝
R728	何承峯
R729	陳卓泓
R730	陳炳堅
R731	Lau Lai Hing
R732	謝彩華
R733	黃韶暉
R734	Frankie Yung
R735	So Chi Kuen
R736	陳卓傑
R737	Ann Lau
R738	Ko Lok Ling
R739	Mrs Ha
R740	Kan Lai Sheung
R741	Soon Tak Kong, Paul
R742	Emilia Tam
R743	Pang Man Yee
R744	Mr Kee
R745	黃淑儀
R746	Tang On Kei
R747	Mandy Lau
R748	Judy Ma
R749	Wong Long Yee
R750	Wong Po Leung
R751	Leo Chow
R752	Ada Ko
R753	Ko Sum
R754	Lok Ling
R755	Ivy Peng
R756	Alan Lim
R757	Chow Cheuk Hin
R758	Joanne Choi
R759	Tracy
R760	Andy
R761	Tong Hang Sheung
R762	Chui Robert
R763	Poon Lai Kwan
R764	Cheung Hau Ka
R765	Chan Ho
R766	Kan Wing Leung
R767	Kan Yuk Ping
R768	Kan Yuk Yan
R769	Pong Yuk Kam
R770	Cheung Kai Hei

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R771	Kan Yu On
R772	Mr Lam
R773	Ip Cheong Sang
R774	Wong Tsz Yui
R775	Wong Hin Shing
R776	Cheng Suk Man
R777	Lam Yuk Yip
R778	Wong Wing Sum
R779	Lam Yuen Ching, Philomena
R780	Connie Tang
R781	招德輝
R782	Ms Tso
R783	Erskine Lau
R784	梁家麗
R785	Ho Oi Lam
R786	Miss Chan
R787	Lee Pak Wing
R788	Fong Justice
R789	Leung Kam Chi
R790	Carmen Mak
R791	Carol Yam
R792	Shum Miu Chu Even
R793	Lam King Fai
R794	Sophianne Teng
R795	Dave Choi
R796	Wu Kwok Wai
R797	Lawrence Ko
R798	Zhang Xi
R799	Leung Sui Ki
R800	長青邨物業服務辦事處 Cheung Ching Estate Property Services Management Office
R801	Li Kin Ming
R802	Lee Hoi Chun
R803	Chow Siu Chin
R804	Matthew
R805	黃淑儀
R806	曾偉良
R807	曾偉良
R808	姓名不詳 Name Illegible
R809	Tim Tsang
R810	Mathew
R811	魏雄華
R812	甘國棟
R813	Wendy Wong
R814	李寶翰
R815	張家豪
R816	盧翠顏

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R817	長青
R818	Ivy Tse
R819	施影霞
R820	姓名不詳 Name Illegible
R821	姓名不詳 Name Illegible
R822	柯麗娜
R823	余卓言
R824	Shing Lai
R825	楊芷芬, 陳炳堅
R826	Esther Tse
R827	姓名不詳 Name Illegible
R828	曹嘉喜
R829	Cho Ka Pan
R830	So King Fai
R831	Ho Pui Sheung
R832	Teresa Cheung
R833	曾慶玉
R834	村上皓言
R835	鄭國強
R836	鄭嘉瑤
R837	黃振強
R838	萬新雄
R839	林明儀
R840	譚太
R841	Chan Kit Ying
R842	劉永強
R843	史紀紅
R844	Chow Sze Man
R845	Ng Yuen Ping
R846	鄧連耀
R847	Carol Lee
R848	姓名不詳 Name Illegible
R849	梁政銘
R850	姓名不詳 Name Illegible
R851	何
R852	姓名不詳 Name Illegible
R853	姓名不詳 Name Illegible
R854	姓名不詳 Name Illegible
R855	姓名不詳 Name Illegible
R856	姓名不詳

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
	Name Illegible
R857	Tammy Ng
R858	Hui Wai Yin
R859	李志紅
R860	姓名不詳 Name Illegible
R861	姓名不詳 Name Illegible
R862	Wong Yau Leung
R863	潘
R864	林香麗
R865	Kwong Yuen Ching Cora
R866	Lam Oi Sze
R867	So Chi Kuen
R868	Leung
R869	Wong Yin Ping
R870	Anson Liu
R871	姓名不詳 Name Illegible
R872	Maggie
R873	Cheung Kwei Lan
R874	李浩強
R875	Isaac
R876	余曼娜
R877	Lam Chau Wah
R878	Chau Lai Chu
R879	Lau Wing Sum
R880	Annie
R881	姓名不詳 Name Illegible
R882	Donald
R883	姓名不詳 Name Illegible
R884	姓名不詳 Name Illegible
R885	姓名不詳 Name Illegible
R886	郭修忠
R887	姓名不詳 Name Illegible
R888	姓名不詳 Name Illegible
R889	姓名不詳 Name Illegible
R890	姓名不詳 Name Illegible
R891	姓名不詳 Name Illegible
R892	雯
R893	姓名不詳 Name Illegible

Rep No. (TPB/R/S/TY/27-)	Name of 'Representer'
R894	姓名不詳 Name Illegible
R895	Tsoi Leung Fai
R896	姓名不詳 Name Illegible
R897	姓名不詳 Name Illegible
R898	So Fung
R899	姓名不詳 Name Illegible
R900	姓名不詳 Name Illegible
R901	青年新政 Youngspiration
R902	Mandy Chow
R903	Kitman
R904	Wong Oi Ling
R905	Wong Wai Yin
R906	Lau Mei Wa
R907	吳先生
R908	KC Lai
R909	Chan Wai Yip
R910	Cherry Chow
R911	Polly Hon
R912	蘇嘉豪
R913	Lui Mei Sum
R914	Tsui Tsz Yee
R915	Tsui Tsz Yiu
R916	Tsui Chi Hung
R917	Leong Pou Heng
R918	Lui Shun Wan
R919	Ng Ka Ho
R920	Tsang Wing Wai
R921	李志強 (葵青區議員) Lee Chi Keung (K&TDC Member)
R922	Miss Wong
R923	Wai Yin Lau
R924	張偉明
R925	Sung Wang Lok
R926	Sung Ka On
R927	Wong Ka Bo
R928	Sung Wang Ngai
R929	Ng Tsz Hong
R930	Mr Lam
R931	Michelle Koo
R932	David Li
R933	李恩明
R934	羅煒俊
R935	陳慧萍

Rep No. (TPB/R/S/ TY/27-)	Name of 'Representer'
R936	Li Kwong Fat
R937	Luk Siu Kuen
R938	Lo Cho Sam
R939	Ng Kwok Wa
R940	Lau Yuk Hang Alberto
R941	Lau Wai Yin
R942	Lee Wing Hin
R943	Au Mei Yee
R944	Yiu Chun Long
R945	Anna Lai
R946	CK So
R947	Tam Kar Kin, Samuel
R948	Tso Ka Lee
R949	Mrs Wong
R950	Mrs Lam
R951	Yuen Kwan Hung
R952	Wong Ying Ying
R953	Ho Kam Lun
R954	Ho Ka Keung
R955	Chau Wai Ping
R956	Chun Yung Ho
R957	Yip Ada Ying Hei
R958	鄺錦煥
R959	Tony Chau
R960	Au Yeung Man
R961	Tam Diana

《青衣分區計劃大綱草圖編號 S/TY/27》的申述要點
Major Points of Representation in respect of the Draft Tsing Yi OZP No. S/TY/27

表示支持的申述
Supportive Representations

R1

申述編號 Rep. No (TPB/R/S/TY/27-)	申述要點 / 建議 (參見附件 C) Representation Points/Proposals (Refer to Attachment C)
R1	S1 S2 S3 S4

城市規劃委員會文件第 10085 號附件 II 附錄 B
Attachment B of Appendix II of TPB Paper No.10085

表示反對的申述

Adverse Representations

R2 to R961

申述編號 Rep No. (TPB/R/S/TY/27-)	申述要點 / 建議 (參見附件 C) Representation Points/Proposals (Refer to Attachment C)
R2	A E F I M
R3	P2
R4	A E F H J K
R5	A E F I J M Q P2
R6	E F H I J M P2
R7	F I J
R8	A E F G I J L M O P2
R9	A C E G H J
R10	D F M
R11	F J K L M P
R12	E F M O
R13	E F H J
R14	E F H I J M
R15	A B E F G J M O
R16	A E F J L M
R17	E F G J O P2
R18	A E G J
R19	E F G M P2
R20	A E F L M
R21	C E H I J K L M O
R22	A J O
R23	E G J L M O
R24	E G J L M O
R25	A E F P
R26	A C E H J O
R27	E G J L M O
R28	E F J O
R29	A E F J L
R30	A F J L
R31	A E I J L
R32	A C E F H J
R33	A C E H I K L O
R34	E M O
R35	A I J K L O
R36	A E F L O
R37	A E G L O
R38	A E F L O
R39	A F J L
R40	A E G I J K
R41	E G J K L M P2
R42	E G J L M O
R43	E J K L O
R44	A E F K L O
R45	A E G I J K L M
R46	A E I J K L
R47	A E F G J O P2
R48	C E G H I K L O
R49	A E F I J K L
R50	A E J K L
R51	E F G J O
R52	E F J
R53	A E F G I K L
R54	E F H J
R55	A E I J L
R56	E F G J K L O
R57	E F J L
R58	A C E F H M O
R59	F I J K L O
R60	A E F O
R61	F J L M O
R62	F I J K L M O
R63	E F K L O
R64	A E G J K L O
R65	A E F K L O
R66	E I J K L
R67	E I J K L
R68	E F I J K L
R69	A E K L O
R70	I J K L O
R71	E G J L M O
R72	I J K L M
R73	E I J K L
R74	A E I K L O
R75	A E F G P2
R76	A E F M
R77	B F G K L M O
R78	E G I J K L O
R79	F J M O
R80	A F I J K L
R81	A E I J K L O
R82	A I K L M O
R83	E I K L O
R84	A F J K L O
R85	A E F G J O P2
R86	A F J M O
R87	E I J K L
R88	A E G J M O
R89	A E F J
R90	F J L M
R91	A E F O
R92	A E I J K L
R93	C E H I J K L M O
R94	F I J K L M O
R95	A E F J M
R96	A E F K L O
R97	A E F G O
R98	E G O P2
R99	E F M O
R100	E F J O
R101	E F J K L
R102	A E F L O
R103	A E F G M O
R104	F G J M O
R105	E M O
R106	A E G J O P2
R107	A E G H J O P2
R108	E F G K L M O P2
R109	E H I K L M
R110	A E F I J K L
R111	E F K L O
R112	A E J K L O
R113	C E G H J O
R114	A E F K L M O
R115	F J M O
R116	E J K L M O
R117	A E G H J
R118	A E I K L O
R119	E G J K L
R120	A E G I K L M P2
R121	A E I K L M O
R122	F I K L O
R123	J K L M
R124	A E F G K L M P2
R125	E F O
R126	A E G J O
R127	A E F O
R128	A E F G J
R129	C E G H J
R130	A E J M
R131	A E J L O
R132	E G J K L M P2
R133	E F L O
R134	E J L O
R135	E F G J K L O
R136	E J K L P2
R137	A E K L O
R138	E H J L
R139	E F I J K L O
R140	E F G O
R141	A E F G L M P2
R142	A E G H I K L
R143	E F O
R144	A F H J L M
R145	A F J M O
R146	A E G J K L
R147	A E G I K L
R148	E I K L M O
R149	E F J M O
R150	A E O P
R151	F L O
R152	B E J L O
R153	E F G J
R154	A C E H K L O
R155	E G K L M O
R156	A G I J K L O
R157	A E F M O
R158	A F I K L O
R159	E I J K L M O
R160	A E I J K L
R161	E F O
R162	E F M
R163	A B E G J O
R164	F G J O
R165	A B E F G H K L M O P2
R166	A D E F G H J K L M O P2
R167	F L M O
R168	A F K L O
R169	A F J M O
R170	A E F H J
R171	A B C D E F G H I J K L M O P P1 P2
R172	E F M O P1
R173	E F M O P1
R174	E F K P P1
R175	E J K L P1
R176	A E F K L M O P1
R177	E J K L M P1
R178	E G I J K L M P1 P2
R179	E F L M O P1
R180	A C E H J O
R181	A E F M P1
R182	A E F J P1
R183	C E F G H K L M O P1
R184	E F I K L M O P1
R185	A E F I J K L M P1
R186	E F J K L P1
R187	E F M O P1
R188	A E F J K P1
R189	A J K L O P1
R190	A E G J K L P1 P2
R191	A E F K L M P1
R192	E F K L M O P1
R193	F I J K L P1
R194	A E J O P1
R195	A F K L M P1
R196	C E F H I J K L M P1
R197	A E F L P1
R198	A E F I K L M P1
R199	A E F J M O P1
R200	C E F H K L M O P1
R201	C E F G H J O P1
R202	E F G M O P1
R203	A E F J M P1
R204	E F O P1
R205	A E F M O P1
R206	E F G I K L P1
R207	E F G H J M O P1
R208	E F J K L M O P1
R209	E L M O P1
R210	A E J M P1
R211	E F G J K L M P1
R212	A E F I K L M O P1
R213	A E F K L O P1
R214	F I J K L M O

申述編號 Rep No. (TPB/R/S/ TY/27-)	申述要點 / 建議 (參見附件 C) Representation Points/Proposals (Refer to Attachment C)
R215	E F J K L M O P1
R216	E I J K L P1
R217	E J L O P1
R218	E F G K L M P1
R219	A F G J M O P1
R220	A E F J L O P1
R221	E J M O P1
R222	E F J M P1
R223	B F J P1 P2
R224	D F P1
R225	A C E F G H J L O P1
R226	A C E G H J L O P1
R227	A C E F G H J K L M O P1 P2
R228	E F G J L M P1 P2
R229	E G I J K L P1
R230	A E F G J M P1
R231	A C E F H K L P1
R232	E F J L M P1
R233	A E F J M O P1
R234	A E F O P1
R235	A E F J P1
R236	A E F G J K L M P1
R237	A E F J O P1
R238	E F M O P1
R239	A E J P1
R240	E F G J L M P1 P2
R241	A E F G O P1
R242	A E I J K L P1
R243	A E F J K L M O P1
R244	A F J K L M O P1
R245	E G J M O P1
R246	E F M O P1
R247	E F G M P1
R248	E H J L M O P1
R249	E F J M P1
R250	F J M O P1
R251	A E J M P1
R252	A E J K L M P1
R253	E F G J L O P1
R254	A E F P1
R255	A E F J K L P1
R256	E O P P1
R257	E F J M P P1
R258	E F G L P1 P2
R259	J O P1
R260	A E G J K L O P1 P2
R261	E F L O P1
R262	E F L O P1
R263	A E F K L M O P1

申述編號 Rep No. (TPB/R/S/ TY/27-)	申述要點 / 建議 (參見附件 C) Representation Points/Proposals (Refer to Attachment C)
R264	A E F K L O P1
R265	E F I J K L M P1
R266	A E F J K L M P1
R267	E J M O P1
R268	E G J M P1 P2
R269	E G M O P1
R270	A E F O P1
R271	F I J K L P1
R272	E F H I J K L O P1 P2
R273	A E F M P1
R274	A E G J O P1
R275	A E J P1
R276	A E F P1
R277	E F G O P1
R278	A J K L M O P1
R279	A E J K L P1
R280	A E F P1
R281	A E F K L M O P1
R282	A E G H J K L P1
R283	A E F K L M O P1
R284	E F J L P1
R285	E G J L P1
R286	E M O P1
R287	A E O P1
R288	A E F K L O P1
R289	A E F K L M O P1
R290	A J K L M O P1
R291	E F O P1
R292	A E F K L M P1
R293	A E F K L M O P1
R294	E J O P1
R295	E F O P1
R296	A E J M P1
R297	A E J M O P1
R298	E F J M O P1
R299	A E G I J K L P1 P2
R300	C E H I J K L O P1
R301	E F G O P1 P2
R302	E F G L O P1 P2
R303	A E F K L M O P1
R304	A E F J K L O P1
R305	A E K L O P1
R306	C E F H J P1
R307	A E F K L M P1
R308	A E F G I J K L P1
R309	A E J O P1
R310	A I J K L M O P1
R311	A E J K L M P1
R312	A E F L O P1
R313	G I J K L O P1

申述編號 Rep No. (TPB/R/S/ TY/27-)	申述要點 / 建議 (參見附件 C) Representation Points/Proposals (Refer to Attachment C)
R314	E F O P1
R315	A E I J K L P1
R316	A E I J K L O P1
R317	E F G O P1
R318	E G P1 P2
R319	E G J M P1
R320	E F J O P1
R321	E F J O P1
R322	A E O P1
R323	A E J K L P1 P2
R324	A E F J K L M P1 P2
R325	B E G J M O P1
R326	A J K L O P1
R327	A E F G P1
R328	A C E H M O P1
R329	A E F O P1
R330	A E F G P1
R331	E G J O P1
R332	A E J O P1
R333	E F G M P1 P2
R334	E F G M O P1
R335	C E G H J O P1
R336	E G J M P1
R337	A J M O P1
R338	E F M O P1
R339	A F K L M O P1
R340	E F G J M P1 P2
R341	A E G M P1
R342	A E K L M O P1
R343	A E J K L M P1
R344	E G J M O P1
R345	A F J K L M O P1
R346	A J M O P1
R347	A J M O P1
R348	A E K L M O P1
R349	A E K L M O P1
R350	A E K L M O P1
R351	A J M O P1
R352	A J M O P1
R353	A E K L M O P1
R354	A J M O P1
R355	A E J K L M O P1
R356	A E J K L M O P1
R357	A F J M O P1
R358	A E G M P1
R359	A J L M O P1
R360	A E F K L M O P1
R361	E F J L M P1
R362	A E G L M P1 P2
R363	A E J K L M O P1

申述編號 Rep No. (TPB/R/S/ TY/27-)	申述要點 / 建議 (參見附件 C) Representation Points/Proposals (Refer to Attachment C)
R364	A E G K L M O P1 P2
R365	A F L M O P1
R366	F J M O P1
R367	A E K L M O P1
R368	F L M O P1
R369	E F M O P1
R370	A E M O P1
R371	A E F G M P1
R372	A F J M P1
R373	E F G M O P1 P2
R374	A E F J M P1
R375	A E G J K L M O P1
R376	A E F K L M P1
R377	E F L M P1
R378	A F J K L M P1
R379	A E G M P1
R380	A E F J M P1
R381	F M O P1
R382	A E M O P1
R383	C E H M O P1
R384	E J M O P1
R385	E G H L M O P1
R386	A E F G M O P1 P2
R387	A C E F H L M P1
R388	A E G L M O P1
R389	A F I K L M P1
R390	A E F G H I K L M P1
R391	E F J L M O P1
R392	E G I K L M O P1
R393	E F L M O P1
R394	A B C E F G H J L M O P1 P2
R395	A E F I K P1
R396	A B E F J M O P1
R397	A B E F K L P1
R398	A B E L P1
R399	A B E K L M O P1
R400	A B E F K L M O P1
R401	B E F G O P1
R402	A B E G K L P1
R403	A B E G H J O P1
R404	A B E F G K L P1
R405	A B E O P1
R406	A B E G I J K L M O P1
R407	B E F G J M O P1
R408	A B E O P1
R409	B E O P1
R410	B E F L O P1
R411	B E G J P1
R412	A B E F I J K L P1

申述編號 Rep No. (TPB/R/S/ TY/27-)	申述要點 / 建議 (參見附件 C) Representation Points/Proposals (Refer to Attachment C)
R413	A B E F J M P1
R414	A B E F M O P1
R415	A B E M O P1
R416	A B E F J K L M O P1
R417	A B E F G H J M P1
R418	A B E M P1
R419	A B E J M P1
R420	A B E F M O P1
R421	A B E F J M O P1
R422	B F J P1
R423	A B E J P1
R424	B E J L P P1
R425	B C E G H J O P1
R426	A B E G J O P1 P2
R427	A B F J O P1
R428	A B C E H J O P1
R429	A B J L M P1
R430	B E O P1
R431	A B J K L M P1
R432	B E F G P1 P2
R433	B E F G J P1
R434	B E M O P1
R435	B E G J M O P1
R436	B E F J M O P1
R437	A B E G H P1
R438	A B E P1
R439	B E F G H M O P1
R440	A B E F J O P1
R441	B E F I J K L M P1
R442	A B E F J P1
R443	A B E F J P1
R444	B E F G H O P1
R445	A B E F J P1
R446	A B E F J K L M P1
R447	A B E F J P1
R448	A B E J O P1
R449	A B E F J L M P1
R450	B E F L P1
R451	A B E G O P1
R452	A B E O P1
R453	A B E O P1
R454	A B C E F H O P1
R455	A B E F J P1
R456	A B E F G K L M O P1
R457	B E F M P1
R458	A B E O P1
R459	B E I K L O P1
R460	B E J L P1
R461	A B E F G H J K L M O P1 P2

申述編號 Rep No. (TPB/R/S/ TY/27-)	申述要點 / 建議 (參見附件 C) Representation Points/Proposals (Refer to Attachment C)
R462	A B E F J M O P1
R463	A B F J K L P1
R464	B E G P1 P2
R465	A B E F J M O P1
R466	B E G M O P1
R467	B C E H M O P1
R468	B E F M P1
R469	A B M O P1
R470	B E F J M P1
R471	B E G H M P
R472	B E G M O P1
R473	B E J M O P1
R474	B E F G M O P1
R475	A B F M O P1
R476	A B E G M O P1
R477	B E F O P1
R478	B E F P1
R479	A B E G K L P1 P2
R480	B E F L P1
R481	A B E F K M P1
R482	B C F J K L
R483	B F J N
R484	A B E G I K L
R485	A B E F L M O
R486	B E G I K L O P2
R487	A B E F M P1
R488	B E F M
R489	A B E F O
R490	A B E I J K L
R491	A B E K L O
R492	B E J O
R493	B E F G J P2
R494	A B E G H J L
R495	B E L M O P1
R496	B E I J K L M O P1
R497	B C E F G H O
R498	B E G J M O
R499	B C E F G H O
R500	B E F O
R501	B E J L M O
R502	B E J M O
R503	B E O
R504	B E G I K L O
R505	A B E M O
R506	B E G M
R507	A B E G P
R508	A B E M O P1
R509	B E M O P1
R510	A B E L O P1
R511	A B E G M P1 P2
R512	B E F G J L P1
R513	A B O P1
R514	A B E L M P1
R515	A B E G H M O P1
R516	B E L O P1
R517	B F J L M P1
R518	A B F J L P1
R519	B E F J L P1
R520	A B J O P1
R521	B J L O P1
R522	A B L M P1
R523	B E J L O P1
R524	A B C H L M O P1
R525	A B E L M P1
R526	A B E F G H L P1
R527	A B F G L O P1
R528	B E F J P1
R529	A B E F G J L P1 P2
R530	B E J O P1
R531	B E F L O P1
R532	B C E G H J P1 P2
R533	B F M P1
R534	B E F L O P1
R535	A B E J L O P1
R536	B E F L O P1
R537	B E F L O P1
R538	B E F L O P1
R539	B E F L M O P1
R540	B E L P1
R541	A B E L M P1
R542	A B E O P1
R543	A B F J L O P1
R544	A B E I J K L P1
R545	A B E O P1
R546	A B F M O P1
R547	B F O P1
R548	B E F L O P1
R549	B E F L P1
R550	B E M O P1
R551-554	A B E G M P1 P2
R555	B E F L P1
R556	A B E F J L P1
R557	A B E G M P1 P2
R558	B E F M O P1
R559	A B E O P1
R560	B E F J P1
R561	B E G P1 P2
R562	B J O P1
R563	B J L M P1
R564	A B E G O P1
R565	B E F G I K L O P1 P2
R566	B E G H J M P1
R567	B E G J L O P1 P2
R568	A B E J L P1
R569	A B C E F G H J L P1
R570	B F G J L O P1
R571	B E O P1
R572	A B E F G L P1
R573	B E J L O P1
R574	B E J L O P1
R575	B E J O P1
R576	A B E J L P1
R577	B E J L O P1
R578	B E F J L P1
R579	B E G J O P1
R580	A B E J L P1
R581	B F I J K L O P1
R582	A B F M P1
R583	A B E G P1
R584	B E J P1
R585	B E F L M P1
R586	A B E J L P1
R587	A B F J L O P1
R588	B J M O P1
R589	B E G J P1
R590	A B E G H L M P1
R591	A B F L M P1
R592	B E J L O P1
R593	B F L O P1
R594	A B L O P1
R595	A B E L O P1
R596	A B E L P1
R597	B E G M O P1
R598	A B E G H L P1 P2
R599	A B C H O P1
R600	B E J O P1
R601	A B E F L O P1
R602	A B F O P1
R603	A B E G H J P1 P2
R604	B E I K L M O P1
R605	A B E F L P1
R606	B E J L M P1
R607	A B E J L P1
R608	B C E G H O P1
R609	B C E F H L O P1
R610	B E I K L P1
R611	A B E G J L O P1
R612	B E O P1
R613	A B F O P1
R614	B F J M P1
R615	A B E L O P1
R616	A B C E I J P1
R617	B E G J L O P1
R618	A B O P1
R619	A B E J L P1
R620	A B E J L P1
R621	B E J L O P1
R622	A B C E F H L O P1
R623	A B E J L P1
R624	A B E F J L P1
R625	A B E J P1
R626	B F G J L M O P1
R627	B F L M O P1
R628	A B E F J L P1
R629	A B J O P1
R630	B E J M P1
R631	B E F L P1
R632	B E F J L M P1
R633	A B E G P1 P2
R634	A B E F J L P1
R635	A B E F L P1
R636	B E M O P1
R637	B E F J L P1
R638	B E F P1
R639	B E J M P1
R640	F N
R641	A E F G M P P1
R642	A E F L M P P1
R643	E F J L M P P1
R644	E F L M P P1
R645	E F G L M O P P1
R646	E G H O P P1
R647	E J L M P P1
R648	A E O P P1
R649	C E F H I K L M P P1
R650	A E F J L M O P P1
R651	E F G M P P1 P2
R652	A F G J O P P1
R653	E J M P
R654	A E F P
R655	A I J K L O P
R656	A E G H I K L P
R657	A E F P
R658	A E F G L P
R659	A I J K L P
R660	C E F H J L P
R661	A B E G H L P P1
R662	A B E F L P P1
R663	B E F L P P1
R664	A B E F L P P1
R665	B E F G H M P P1
R666	A B E F M P P1
R667	A B E F L P
R668	A B E F O P
R669	A B E F H O P
R670	A B F M P
R671	A B E O P
R672	B E J O P
R673	A B E P
R674	A B E F L P
R675	B E O P
R676	A B E G J P
R677	A E G L N P P1 P2
R678	A E N O P P1
R679	A F L N P P1
R680	E F G I J K L N P P1
R681	A E J N O P P1
R682	E F J N P P1
R683	A E M N O P P1
R684	A E F L N O P P1
R685	A I J K L N O P P1
R686	A E G L N P P1 P2
R687	E F J L N P P1
R688	A F J L M N P P1
R689	F I K L M N P P1
R690	E F I J K L N P
R691	C E F G H J L N P
R692	A E G L N O P
R693	F J L N O P
R694	A F I K L N P
R695	E G H I K L N O P
R696	A L N O P
R697	A E G N O P P2
R698	A E F L N P
R699	A E L N O P
R700	A F J L N P
R701	E F J N O P
R702	E F L N P
R703	E G J L N O P
R704	E N O P
R705	B E J N P P1
R706	B F J L N O P P1
R707	C H J N P P1
R708	A B C E F H L N P
R709	A B E J N P
R710	B E I J K L N O P
R711	B C E H N O P
R712	A B J K L N P
R713	A B J M N P
R714	B C E G H L N P

申述編號 Rep No. (TPB/R/S/ TY/27-)	申述要點 / 建議 (參見附件 C) Representation Points/Proposals (Refer to Attachment C)
R715	A B E F L N P
R716	B E G H J N P
R717	B E L N O P
R718	A B I J K L N P
R719	A B F N O P
R720	A B E K L N P
R721	B E F G N P P2
R722	A B E F G N P
R723	A B J K L N O P
R724	B F J L N O P
R725	B E J L N P
R726	B C E H N O P
R727	B E G J N P
R728	A E F K L N P
R729	B E N O P
R730	B E N O P
R731	B E J N P
R732	A E I J L P1
R733	A E I J L P1
R734	C F H M N P1
R735	E F G I J K M O P1
R736	O
R737	B C E F H I J O P
R738	B D E F M O
R739	F J P
R740	B E G I L
R741	B E F J M O P
R742	E F H S P2
R743	A E F J M
R744	A B E F G O P
R745	A B D E F M N P
R746	A B E G H I K L O
R747	B J L O
R748	A E F G I J K M N Q R P2
R749	A E F I J L M
R750	A E F G J L M
R751	A B C D E F G H J K L M O P1
R752	D F G J M
R753	B E F I M P2
R754	B E F G J M P2
R755	B E F G J M P2
R756	B E F G J M P2
R757	A B D E F G H J K L M O P1
R758	A B D E F G H J K M O P1 P2
R759	F
R760	F G H O

申述編號 Rep No. (TPB/R/S/ TY/27-)	申述要點 / 建議 (參見附件 C) Representation Points/Proposals (Refer to Attachment C)
R761	E
R762	F M
R763	A C E F G J L O P1
R764	B E F I
R765	B E G H K L
R766	F M
R767	A E M
R768	E F
R769	E F H O
R770	E F J M
R771	E J
R772	D E I
R773	F P2
R774	A
R775	F
R776	A
R777	A E F J L Q P1
R778	E
R779	J
R780	A E F
R781	E F H
R782	E F I J M
R783	E H J
R784	F G H
R785	E F
R786	F
R787	F
R788	F M
R789	E F
R790	D E F G K
R791	E F J M O
R792	E F
R793	A E F J L Q P1
R794	A E F J
R795	A B E F G J O P1
R796	E P2
R797	D
R798	A B
R799	B E G M
R800	F
R801	F M N
R802	B E M N P1 P2
R803	B P2
R804-R833	D E F M N P
R834	D E F J M N P P1 P2
R835-R838	D E F M N P
R839	B D E F L M N O P
R840-R901	D E F M N P
R902	A E H J
R903	E F H I P2

申述編號 Rep No. (TPB/R/S/ TY/27-)	申述要點 / 建議 (參見附件 C) Representation Points/Proposals (Refer to Attachment C)
R904	E F J K L P1
R905	E H
R906	E F H J P1
R907	O
R908	E F J L P1
R909	A B E F G H J M O P1
R910	A B E F G H J L M P1
R911	E F J M P1
R912	E H J L P1
R913	J
R914-R918	E F I J
R919	A C E F G H J L O P1
R920	B
R921	B E F
R922	B F G H O
R923	B F J L
R924	B E F
R925	F
R926	C E H J
R927	E
R928	F P1
R929	A E F J K O
R930	A D E F I J
R931	E F
R932	E F H I
R933	E F H J
R934	E F J
R935	B E F H J
R936	E F Q
R937	A E F H I J
R938	A E F H I J
R939	E
R940	E F H I
R941	B E K L
R942	F G H
R943	B G K M
R944	H
R945	B E J M P1
R946	E F I J K M P1
R947	A B E F G I K M Q
R948	A B E F G I K Q
R949	I J O
R950	E F L T P1 P2
R951	E F H
R952	E I J L
R953	E J
R954	A E F G H K O
R955	A E F J
R956	B E F L M P1 P2
R957	E J

申述編號 Rep No. (TPB/R/S/ TY/27-)	申述要點 / 建議 (參見附件 C) Representation Points/Proposals (Refer to Attachment C)
R958	E F J M
R959	E F I J M
R960	F H I J S
R961	F H M P2

Representation Points and Responses in respect of the Draft Tsing Yi OZP No. S/TY/27

Representation Points	**Responses**
Supportive Representation	
S1. The proposed public rental housing (PRH) development at the Site could be used as re-housing site for the residents of Cheung Ching Estate which should be re-developed to provide more public housing. Cheung Ching Estate should be redeveloped in 2 phases and the floor area of the public rental housing, parking, wet market and commercial use should be efficiently increased.	While redevelopment may increase public housing supply over the long term, the Hong Kong Housing Authority (HA) does not have redevelopment plan for Cheung Ching Estate at this moment.
S2. In view of the demand of car parking at Cheung Ching Estate resulted from the private residential developments nearby, the provision of parking spaces, commercial use and wet market in the proposed public housing development at the Site should be increased.	The number of parking spaces within the Site will be provided in accordance with the requirements of the Hong Kong Planning Standards and Guidelines (HKPSG) as agreed by the Transport Department (TD).
S3. Mini-bus routes should be increased, frequency and routes of bus service should be increased.	In order to meet changes of demand for public transport services in relation to population increase due to the proposed PRH development at Tsing Hung Road, TD will closely monitor the public transport services in the area before and after population in-take, and will include necessary bus service enhancement measures in annual bus route planning for public consultation in due course. If required, TD will strengthen the existing Green Minibus Bus (GMB) services.
S4. Elevated road connecting Tsing Hung Road/Rambler Crest and Tsing Yi Bridge/Kwai Tsing Bridge to and from Kowloon should be built, and Tsing Yi Road should be widened.	Tsing Hung Road and Rambler Crest are already connected to Tsing Yi South Bridge via Tsing Yi Road with a bypassing lane (underpass). There is no planning for constructing a separate flyover.
Adverse Representations	
Land Use	
A. The "O" zone between Tsing Yi Road and Tsing Hung Road should not be rezoned for residential use as it is the open space reserved for residents nearby and was compensated to serve the residents of Mayfair Gardens and Cheung Tsing Estate due to the construction of CT9. There is inadequate open space in Tsing	The Site of the proposed PRH development at Tsing Hung Road is previously zoned "O" on the OZP. The Director of Leisure and Cultural Services (DLCS) advises that they have no development programme for the subject "O" site. The Site is identified as having potential to be rezoned for residential use, taking into

Representation Points	**Responses**
Yi according to the Hong Kong Planning Standards and Guidelines (HKPSG).	account that the Site is vacant and that Tsing Yi has surplus existing and planned provision of open space. Based on the requirement of HKPSG, there is a surplus of existing/planned district and local open space of 1.45ha and 26.47ha respectively in Tsing Yi district (**Appendix XI**), including 1.18ha of local open space to be provided within the Site. There are Tsing Hung Road Playground, Mei King Playground, Ching Hong Road Playground and other local open spaces serving the vicinity (**Plans H1** and **H-2**). In view of the pressing housing needs and the suitability of the Site for residential use, the Site is proposed for public housing.
Site Suitability	
B. The Site is not suitable for a massive scale housing development or any other developments. The proposed PRH development would be affected by the pollutions from CT9 and the sewage treatment works nearby. The Government should find other suitable sites such as the Northern, Southern and Southwestern of Tsing Yi, the temporary car park sites in Tsing Yi, etc.	Given the Site is surrounded by residential, commercial and educational developments (**Plan H-2**), the proposed PRH development is considered compatible with the surrounding developments. Although the Site is in close proximity to CT9 and port back up land, residential development at the Site is considered technically feasible and environmentally acceptable with the adoption of appropriate mitigation measures (see responses to E to I below). In order to meet housing needs, other sites will also be considered for housing purpose, if they are found suitable and technically feasible. Regarding the proposal of using the land occupied by temporary uses such as car park and logistics uses nearby, according to the 'Proposals for Enhancing the Use of Port Back-Up Land in Kwai Tsing' by the Transport and Housing Bureau (THB) consulted K&TDC on 20.7.2015, the area to the south of the Site has been identified for multi-storey car park and multi-storey complex as the short and medium measures for enhancing the port operation, subject to study. Northern Tsing Yi comprises mainly slopes and is located near industrial uses. It requires comprehensive feasibility study to resolve many technical issues before it can be considered for

Representation Points	**Responses**
	residential development, which cannot be commence in the near future and cannot contribute to meet short to medium term housing needs. Tsing Yi South is mainly used for port back-up uses, and not suitable for housing development.
Layout	
C. The building gaps between the proposed housing blocks are narrow.	For the layout design, relevant regulations and guidelines such as 'Sustainable Building Design Guidelines' in relation to the key building design elements including building separation, building setback and site coverage of greenery will be observed. The AVA (Figures 2.15 and 2.20 of **Appendix IX**) illustrates that wider building separation ranging from 15m to 60m and set-back distance of the domestic blocks of the Site from the residential blocks nearby ranging from 60m to 140m could be provided to improve the air ventilation.
Technical Assessments	
D. The Government should re-assess the impacts of the proposed public housing development including traffic, environmental and ecological impacts, provide sufficient information or data and propose mitigation measures.	Technical assessments have been conducted to ascertain the proposed PRH development under the proposed zoning amendments and confirmed that there would be no insurmountable technical problems. As the design of the proposed PRH progressing and taking into account concerns of the locals, representers and commenters, refined technical assessments have been conducted to ascertain the technical feasibility of the proposed PRH development (**Appendices VI** to **X**). The refined technical assessments re-confirmed that there would be no insurmountable environmental, traffic, visual, air ventilation and landscape impacts on the surrounding developments. The concerns on various impacts are detailed in responses to E to I below.
Environment	
E. The proposed PRH development would impose adverse environmental impacts on noise and air quality due to construction works, cause loss of trees in the original "O" zone, and affect the ecology of the natural stream, the habitat of birds, temperature, hygiene and natural light of the surroundings, and impose glare impact.	According to the BEA (**Appendix VII**), the proposed PRH development with suitable mitigation measures will not have adverse environmental impacts. The Director of Environmental Protection (DEP) also advises that the proposed PRH development is not anticipated to have insurmountable

Representation Points	**Responses**
	environmental problem. HD is now conducting an Environmental Assessment Study (EAS) comprising air quality and noise impact assessments with a view to identifying the necessary mitigation measures. Supplementary information on the preliminary findings on noise impact is appended in the BEA. According to the preliminary findings, the proposed PRH development would be subject to potential road traffic noise impacts from Tsing Yi Road, Tsing Hung Road and Tsing Sha Highway. Under the unmitigated scenario, the noise compliance rate is about 85%. Most of the affected flats that exceed the noise limit of 70 dB(A) have a predicted maximum noise level of 71-72 dB(A) and a few have a predicted maximum noise level of 73 dB(A). Appropriate noise mitigation measures (Figure 2.2 of **Appendix VII**) such as noise barriers, architectural fins, acoustic windows/balconies and setback of building blocks would be explored and implemented to mitigate the noise impact. As a preliminary estimation, the mitigated noise compliance rate is at least 90% which will be further enhanced during the detailed design stage. For fixed plant noise, the proposed PRH development would be subject to potential impacts from CT9 and TYPTW. Noise measurement results indicated that the noise from the existing fixed noise sources could comply with the relevant noise limits under the Noise Control Ordinance (NCO). However, in view of the possible deviation of the noise impact, it is preliminarily anticipated that the noise level at some flats more exposed to the CT9 operation may marginally exceed the noise limit during the night time period. Appropriate noise mitigation measures such as acoustic windows/balconies will be explored during the detailed design stage to ensure full compliance with the NCO requirement. Regarding air quality, separation distances from the building blocks to the road kerbs will comply with the buffer distances recommended in the

Representation Points	**Responses**
	HKPSG and no adverse air quality impact on the building blocks due to vehicular emission is anticipated. For industrial emission, TYPTW and a PFS at Tsing Yi Road are the two major sources. TYPTW may have an odour concern due to the presence of hydrogen sulphide in the sanitary sewer system. Given that appropriate odour treatment measures (e.g. deodorizers) have been fully adopted by its operator, no adverse odour impact will be anticipated. The main air quality issue for the PFS is the emission of petrol vapour from the storage tanks. Under the Air Pollution Control (Petrol Filling Stations) (Vapour Recovery) Regulation, the PFS is required to install the Phase II vapour recovery system. As such, no adverse air quality impact is anticipated due to the operation of the PFS. Regarding the noise and air pollution impacts during the construction stage caused by the proposed PRH development, the duration of construction will be optimised and the contractors have to comply relevant pollution control ordinances such as NCO and apply for relevant permits such as Construction Noise Permit where necessary for the execution of construction works. On the ecological aspect, according to the preliminary tree survey report (**Appendix X**), the existing trees within the site are mainly common species with low amenity value. According to the preliminary survey of the Agriculture, Fisheries and Conservation Department (AFCD), there is no record of species of conservation importance at the Site. The Chief Engineer/Mainland South of DSD (CE/MS, DSD) advises that the water channel which bisects the Site is a nullah. Regarding the impact on natural light imposed by the proposed PRH development to the surroundings, relevant regulations and guidelines such as 'Sustainable Building Design Guidelines' and Building (Planning) Regulations regulating the building design including the

Representation Points	**Responses**
	aspect on natural lighting should be complied with. The proposed PRH development will not cause special impacts on temperature and glare. Regarding the impact on hygiene resulted from the increased amount of refuse and sewage generated from the proposed PRH development, a central refuse collection chamber with refuse handling system will be provided within the proposed development to handle the refuse. In addition, the Director of Food and Environmental Hygiene (DFEH) advises that street cleansing services on public place and waste collection services to residential area including public housing estate would be provided as usual, subject to the fulfilment of necessary requirements, handover procedures, successful trial run by departmental refuse collection vehicle or other conditions if appropriate. Moreover, the sewage generated from the proposed PRH development will be properly discharged to the public sewerage system. Approval from DSD will be sought prior to drainage connection works.
Traffic	
F. The proposed PRH development would impose adverse traffic impacts on the public transport services including bus, minibus and taxi which are already insufficient; and the journey time, road capacity, parking spaces and traffic safety due to more road traffic to be generated. Moreover, the TIA has underestimated the traffic demand which was based on insufficient days of traffic surveys and inappropriate survey locations of the public transport services for the assessment. There was nil consultation with the public transport providers for their services to meet the future demand.	The Commissioner for Transport (C for T) comments that the TIA (**Appendix VI**) has already taken into account of the proposed PRH development at Tsing Hung Road and the planned and committed developments in the vicinity of the Site. C for T advises that the TIA has been done in accordance with Transport Planning and Design Manual (TPDM) and on-site surveys. In view of the above, C for T considers the TIA is acceptable in-principle. The TIA Report demonstrated that with the traffic generated by the proposed PRH development, the existing roads including junctions nearby would still perform at acceptable levels and the impact on journey time would therefore be low. The traffic impact induced by the proposed PRH development is acceptable from traffic engineering point of view.

Representation Points	**Responses**
	According to Table 2.1 at page 3 of the TIA (**Appendix VI**), the current ratio of flow to capacity (V/C ratio) of the road junctions in the vicinity (including Tsing Yi Interchange, junction of Tsing Yi Road/Ching Hong Road and junction of Tsing Yi Road/Sai Shan Road) ranges from 0.435 to 0.624 in AM peak hour and from 0.357 to 0.552 in PM peak hour. The anticipated traffic flow generated from and attracted by the proposed PRH development is about 424 passenger car unit per hour (pcu/hr) in 2-way at AM peak hour and 332 pcu/hr in PM peak hour (Table 4.1 of TIA). According to Table 4.6 at page 19 of the TIA, the 2025 junction operation performance with the scenario of having the proposed PRH development in place indicates that the V/C ratio of the above mentioned road junctions will be in the range from 0.573 to 0.789 in AM peak hour and from 0.440 to 0.678 in PM peak hour, i.e. with the traffic generated by the proposed PRH development, the existing roads including junctions nearby would perform at acceptable levels with reserved capacities. For the concern about the traffic impact on the Tsing Yi Interchange, C for T advises that it is not a traffic accident black spot according to the records of TD and the operation of the interchange is observed satisfactory. For Tsing Yi Roundabout No. 2 outside Rambler Crest, as the proposed main vehicular access for the PRH development would be at Tsing Yi Road (Figure 1.1 of **Appendix VI**), the traffic routing through the roundabout would be low. Another proposed vehicular access at Tsing Hung Road would mainly be for service vehicles. In terms of public transport services, according to the TIA, there would be about 1,861 and 1,113 passengers generated by the proposed PRH development in the AM and the PM peak hours respectively. Currently, there are more than 20 franchised bus and scheduled minibus routes in the vicinity of the Site (Figure 2.6 of **Appendix VI**), which could cater for the additional demand arising from the proposed PRH development. To tie in with the policy of

Representation Points	**Responses**
	using railway as the backbone public transport mode, a new bus or GMB feeder route between the proposed PRH development and Tsing Yi Railway Station could be considered. Alternatively, extension of the existing KMB Route 249M (Mayfair Gardens – Tsing Yi Railway Station) to the proposed PRH development is also a viable option. Detailed arrangement should be explored at the later stage before the commencement of the proposed PRH development. C for T advises that the bus and GMB services will be reviewed and strengthened in respect of the completion and population in-take timing of the proposed development. Although the existing public transport services would be able to absorb the additional demand on the road based public transport services by the proposed PRH development by adjusting the frequency of the existing routes, it is proposed to reserve an on-street lay-by for 2 numbers of 26m long bus stops/terminals and 2 numbers of 14m long minibus stops/terminals to accommodate 4 buses and 4 GMBs respectively at Tsing Yi Road abutting on the proposed PRH development for possible expansion of the bus and GMB services in future (Figure 3.1 of **Appendix VI**). Moreover, improvement to Tsing Yi Road is proposed to enhance the operation of the traffic movements and pedestrian flows (Figures 3.1 and 3.2 of **Appendix VI**): (a) For the section of Tsing Yi Road to the south of Sai Shan Road, (i) the existing western footpath fronting Tsing Yi IVE will remain unchanged, (ii) a single carriageway of 7.3m width with 1 northbound and 1 southbound traffic lanes will be provided, (iii) an on-street lay-by reserved for bus and GMB stops will be provided, and (iv) an eastern footpath of about 6m width will be provided; and (b) For the section of Tsing Yi Road to the north of Sai Shan Road, in view of the very

Representation Points	**Responses**
	limited traffic turning right from Sai Shan Road to Tsing Yi Road where is a cul-de-sac, the junction of Tsing Yi Road and Sai San Road will be signalised and the right turn movement will be banned at that junction to fully utilise the signal timing. Traffic will then be diverted to the roundabout of Tsing Yi Road and Ching Hong Road. The pedestrian crossing across Tsing Yi Road carriageway at the proposed signalised junction will also be widened to the standard width of 4m. Furthermore, the section of Tsing Yi Road between Sai Shan Road and Ching Hong Road will be re-aligned by removing part of the central divider in order to provide extra space for the widening of the eastern footpath to about 3m clear width. Two traffic lanes for each direction will be maintained.
Visual	
G. The proposed PRH development would impose adverse visual impact by blocking the views of Rambler Crest, Mayfair Gardens and the Hong Kong Institute of Vocational Education (Tsing Yi) (the Tsing Yi IVE). Besides, there is no photomontage provided in the Landscape and Visual Impact Assessment from the viewpoint of the Rambler Crest's frontage direct towards the proposed PRH development.	The VA (**Appendix VIII**) revealed that there would be no substantial visual impact imposed by the proposed PRH development. The Chief Town Planner/Urban Design and Landscape (CTP/UD&L) of PlanD considers the proposed BHR of 140mPD for the Site would not be incompatible with the surroundings. Photomontages from various public viewpoints area prepared to illustrate the possible visual impact of the proposed PRH development. When viewed from longer distance viewpoints (Figures A and E of **Appendix VIII**) and some medium range viewpoints (Figures D and H of **Appendix VIII**), the proposed PRH development would result in insignificant visual impact on the public viewers and would generally not be incompatible with the existing built environment, local character and the surroundings in visual terms. From some short or medium range viewpoints including viewpoint 2 at the northeastern corner of Tsing Hung Road Playground and viewpoint 7 at Mei King Playground (Figures B and G of **Appendix VIII**), the visual openness and part of

Representation Points	**Responses**
	the open sky view would be blocked to some extent. However, the visual impact arising from the proposed PRH development would be mitigated by providing visual corridors through visual enhancement measures such as building gaps, variation of building heights, open space, green coverage and greening measures. Noteworthy is viewpoint 3 which is at the same location at Tsing Hung Road Playground, but view to the north. Since the northern part of the Site will be used as playground, visual openness can be maintained and there will be no adverse visual impact from this viewpoint. It is concluded that the proposed PRH development will not induce insurmountable visual impact at the surrounding developments. Regarding the criteria of choosing vantage points, the Town Planning Board Guidelines on 'Submission of Visual Impact Assessment for Planning Applications to the TPB' (TPB PG-NO.41) has been followed. Whilst paragraph 4.5 of the TPB PG-NO.41 states that it is not practical to protect private views without stifling development opportunity and balancing other relevant considerations, and it is far more important to protect public views, visual corridors, building setbacks, and sensitive disposition of residential blocks reserved to maintain the visual permeability of the surroundings would also minimise the visual impacts to neighbouring residential blocks (see conceptual layout plan at Figure 2.20 of **Appendix IX**).
Air Ventilation	
H. The proposed PRH development would impose adverse impacts on air flow due to the denser environment and wall effect caused by the proposed development. Rambler Crest would be located between the existing hotels and the proposed development suffering from poor ventilation performance resulted from the five 45-storey buildings with limited distance between blocks.	According to the AVA by Expert Evaluation (EE) (**Appendix IX**), the annual prevailing wind directions include Northeast (NE), East-Northeast (ENE), East (E), East-Southeast (ESE), Southeast (SE) and South-Southeast (SSE) while the summer prevailing wind directions include ESE, SE, SSE, South (S), South-Southwest (SSW) and Southwest (SW). The AVA EE revealed that the proposed PRH development would impose negligible impact on the breezeway at the section of Tsing Yi Road between Tsing Yi Interchange and Roundabout

Representation Points	**Responses**
	No.2 outside Rambler Crest. Adverse impact on Rambler Crest is thus not expected under major prevailing wind directions. The AVA EE also revealed that the ventilation performance of Mayfair Gardens, Mei King Playground and Tsing Yi IVE would be partially affected due to the proposed PRH development mainly under E, SE and S prevailing wind directions, while Cheung Ching Estate would also be affected under SE, SW and S wind directions. The AVA EE recommended that mitigation measures could be incorporated into the proposed development including preservation of existing breezeways/air paths by maximising the separation between the proposed PRH development and the surrounding developments (Figure 2.20 of **Appendix IX**), reduction of domestic block and optimising the building separations within the proposed PRH development to increase permeability of the Site (Figures 2.14 and 2.15 of **Appendix IX**). These features would help to alleviate the potential ventilation impact to the surrounding wind environment. In order to assess ventilation performance quantitatively and visualise wind flow pattern, an AVA initial study adopting computational fluid dynamics (CFD) simulation is conducted.
Tree Felling	
I. The landscaping of about 1,800 trees within the Site of the proposed PRH development will be removed.	CTP/UD&L of PlanD considers that as there are existing residential developments in the surroundings, the proposed PRH development is not incompatible with the landscape character in the surrounding area. The Site was previously occupied by oil depots before they were relocated to the Tsing Yi South in 1990's. The trees in the Site have grown up since then. There are about 1,800 trees on the Site based on the preliminary tree survey (**Appendix X**). The tree survey revealed that there are no Old and Valuable Tree or rare species within the Site. Existing Trees are mainly common species (Acacia auriculiformis (大葉相思), Acacia confusa (台灣相思) and

Representation Points	**Responses**
	Leucaena leucocephala (銀合歡)) with average form and low amenity. Some of the existing trees are of poor health, including deformed, damaged or cracked trunks, leaning caused structural conditions with failure potential due to limited and competitive slope woodland growing conditions. For existing trees unavoidably to be affected by the proposed PRH developments such as building blocks and vehicular roads, tree felling will be necessary. Tree Felling Application and Compensatory Tree Proposal will be submitted to HD's Tree Preservation Committee for approval in accordance with the requirements under Development Bureau Technical Circular (Works) No. 7/2015 on Tree Preservation for Government projects. Compensatory trees and shrubs planting proposal will match and be compatible with the newly built residential environment and coherent to adjacent existing site condition.
Potential Risk	
J. The Site would be at potential risks including the potential hazard induced from the Esso petrol filling station (PFS) located to the north of the Site; large amount of water flowing down from the slope at the Site during the rainy season; and the construction works on the drainage reserve within the Site. According to the HKPSG, PFS should preferably be located in relatively open areas and not surrounded by developments. Where such requirement cannot be met, it is desirable that the surrounding buildings of the PFS are only low-rise and structures of any kind should not be permitted on drainage reserves.	There is a PFS located to the north of the Site. The Director of Electrical and Mechanical Services (DEMS) advises that there is no LPG supply at the concerned PFS. The concerned PFS is not classified as a Potential Hazard Installation (PHI). Furthermore, DEMS and DEP advised that the Site does not encroach into any Consultation Zone of the PHIs. There is no PHI within 1km of the Site. The Director of Fire Services (DFS) advises that the operator of the PFS ought to comply with the relevant fire safety regulations. The PFS would not impose fire safety impact on the proposed PRH development. For the concern of carrying out construction works on the drainage reserve within the Site, HD advised that the drainage reserve would not be adversely affected. Regarding the large amount of water flowing down from the deep slope at the Site during the rainy seasons, CE/MS, DSD advises that the stormwater from the catchment area could be conveyed to the stormwater drains along Tsing

Representation Points	**Responses**
	Hung Road and also the existing nullah. Besides, proper drainage system will be proposed at design stage by HD. Proposed drainage connections will be submitted to DSD for approval.
Building on Slope	
K. There is a sloppy terrain at the Site. It is not suitable for a massive scale housing development or any other developments. Also, the proposed public housing development would impose potential adverse impact on the foundations of or slope works supporting Cheung Ching Estate and Mayfair Gardens. The Government should identify other suitable sites for the proposed PRH development.	The Head of Geotechnical Engineering Office of the Civil Engineering and Development Department (HGEO, CEDD) advises that a number of existing geotechnical features lie within or in the vicinity of the Site. He also comments that the Site is not subject to natural terrain hazard and the existing geotechnical features have no past instability record. He confirms that the proposed PRH development would not impose insurmountable geotechnical problem onto the surroundings and proper design could cater for the presence of the foundations and slopes in its surroundings. HD will be required to investigate and study the stability of those geotechnical features that could affect or be affected by the proposed PRH development, and carry out any necessary slope stabilisation/modification works to ensure that the geotechnical features are up to the current safety standards.
L. High construction, maintenance and management cost would be expected due to the special design and construction materials to mitigate the pollutions from CT9 and the slope safety issue of the Site.	The Director of Housing (D of H) advises the Site currently comprises two platforms with existing slopes. The slope gradient varies between 20 to 38 degrees. Housing development on the sloping terrain is not uncommon in Hong Kong. The layout of the domestic blocks and ancillary structures will be designed to optimise the land use and to achieve a cost-effective solution. As regards the concern of high construction, maintenance and management cost in view of the site constraints, D of H advises that to meet the public housing need of the society, HA has to consider all suitable sites regardless of their sizes, for public housing development and will develop public housing projects under the principles of optimisation of the land use, maximisation of cost-effectiveness and sustainability to meet the needs of public

Representation Points	**Responses**
	housing.
Supporting Facilities	
M. There are no large retail facility and sufficient community facilities to support the future population increase. The existing retail facility is being operated at capacity and the community facilities namely educational, elderly and medical facilities, wet market, and transport and parking are insufficient. The proposed community facilities at the proposed PRH development could not meet the demand in Tsing Yi South. There is a lack of comprehensive planning on the provision of community facilities.	There will be approximate 4,000m^2 GFA of commercial centre within the proposed PRH development to cater for the population increase. Convenient accesses would be provided to enhance the connectivity between the commercial centre and the surroundings. There would be pedestrian linkage between the commercial centre and the public transport facilities along Tsing Yi Road (Figures 1.1 and 3.1 of **Appendix VI**). It should be noted that there are currently retail facilities in each of the housing developments in the vicinity of the Site. The commercial centre in the proposed PRH development will enhance the provision of retail facilities in the area. Based on a planned population of about 211,950 persons for Tsing Yi area (including population of the proposed PRH development under **Items A1 and A2**), there is basically no shortfall in open space and major community facilities in the district (**Appendix XI**). Although there will be a deficit of 1,166 hospital beds, the provision of hospital beds is on a regional basis, and the Tsing Yi residents can use the hospital facilities in the adjacent districts such as Tsuen Wan and Kwai Chung. There is thus no need to provide the said community facilities at the Site. As regards the social welfare facilities, HD and the Social Welfare Department (SWD) now propose some more new social welfare facilities which will serve not just the new population but the existing residents of the neighbourhood. The community facilities include kindergarten, Neighbourhood Elderly Centre, Integrated Support Service for Persons with Severe Physical Disabilities, Day Care Centre for the Elderly, Residential Care Home for the Elderly, Special Child Care Centre, and Early Education and Training Centre, subject to detailed design and the confirmation on the availability of government funding.
N. Sufficient transport, recreational and	See responses to M above.

Representation Points	**Responses**
community facilities should be provided at the proposed PRH development.	
Public Consultation	
O. The Government had disregarded the objection of K&TDC. There was insufficient consultation and insufficient information on traffic, visual and air ventilation aspects. In addition, there were advance site investigation works conducted by HD and resulted in suspected tree felling.	To provide a full picture on the potential housing sites which will be available between 2014/15 and 2018/19, relevant DCs have been consulted on the overall planning of these sites. For K&TDC, there are 13 potential housing sites. K&TDC was consulted on 8.5.2014. The Site is one of the 13 identified housing sites. Prior to the submission of the proposed amendments for the Site to the MPC for consideration on 17.7.2015, K&TDC was consulted on 14.5.2015. The views collected at the K&TDC meeting have been incorporated into the MPC Paper No. 9/15 to facilitate the MPC's consideration of the proposed amendments. The proposed amendments were exhibited for public inspection in accordance with the provision of the Ordinance on 7.8.2015 for two months until 7.10.2015, which was a statutory public consultation process. Furthermore, K&TDC was further consulted by circulation of K&TDC Paper No. 30/2015 on 18.9.2015 on the gazette amendments. There was no comment from K&TDC received. A local forum on 18.9.2015 was also held to brief the locals of the zoning amendments. In gist, their concerns are mainly the same as those in the 960 adverse representations and 350 adverse comments. A summary of the local views expressed in the local forum is at **Appendix IIIb**. Refinement to the layout and technical assessments has been conducted to reassure that the proposed PRH development was suitable and technically feasible at the Site. Public consultation on the amendments to the OZP was carried out in accordance with the established procedures. The exhibition of OZP for public inspection and the provisions for submission of representations and comments on representations form part of the statutory public consultation process under the Ordinance. The public and relevant stakeholders have been given the opportunity to provide their views and counter-proposals to the proposed amendments.

Representation Points	**Responses**
	Besides, all representers/commenters will be invited to the meeting to present their views under section 6B(3) of the Ordinance. The statutory and administrative procedures in consulting the public on the proposed amendments have been duly followed. K&TDC members' comments on requesting comprehensive planning for support transport, environmental and community facilities are noted and have been taken into consideration when designing the revised scheme of the proposed PRH development. HD has liaised with the departments concerned to include appropriate welfare facilities in the development. Furthermore, PlanD and HD attended a local forum in September 2015 to solicit local views. Regarding the advanced site investigation (SI) works, D of H clarifies that the works were for geotechnical appraisal study which is one of the preliminary technical studies conducted for all public housing developments. Advanced SI works are not abided by the Ordinance. There would not be any tree felling while the advanced SI works are in progress.
P. More time should be allowed for public consultation and should adopt a more effective approach for public engagement.	It should be noted that the public consultation in accordance with the provision of the Ordinance and consultations with K&TDC and the locals have been carried out, as mentioned in responses to O above.
Others	
Q. The proposed public housing development would impose adverse impact on security resulted from large population in-take.	The Hong Kong Police Force will maintain the law and order as usual.
R. The area under Item C is too small.	The amendment item is to reflect the existing as-built situation.
S. Rezoning of an area zoned as 'Road' will cause adverse traffic impact.	See response to R above.
T. Duration of construction stage should be reduced to minimize the impact on nearby residents.	Contractors shall comply with relevant pollution control ordinances such as Noise Control Ordinance and apply for relevant permits such as Construction Noise Permit where necessary for

Representation Points	**Responses**
	the execution of construction works.
Proposals	
P1. The zoning should remain unchanged.	Regarding the proposal to keep the original zoning, it should be noted that the Site is vacant and Tsing Yi has surplus existing and planned provision of open space (**Appendix XI**) and the Leisure and Cultural Services Department has no programme for developing the Site for open space. Hence, the Site is identified as having potential to be used for residential purpose in order to help meet the housing needs in the next decade. Given the Site is surrounded by residential, commercial and educational developments (**Plan H-2**), the proposed PRH development is considered compatible with the surrounding developments.
P2. The development intensity and building height should be reduced.	It is technically feasible and environmentally acceptable to develop the Site for PRH development with the planned intensity of domestic/non-domestic PR 6/9.5 and BHR of 140 mPD. The proposed PRH development would not generate unacceptable impacts.

《青衣分區計劃大綱草圖編號 S/TY/27》的申述要點和回應

申述要點	回應
表示支持的申述	
S1. 可以利用申述地點安置長青邨居民以進行重建，提供更多公營房屋。該邨應分兩階段重建，並應有效地增加公屋、停車位、街市和作商業用途的樓面面積。	長遠而言，雖然重建或可增加公營房屋供應，但香港房屋委員會(下稱「房委會」)現時未有重建長青邨的計劃。
S2. 鑑於鄰近私人住宅發展導致對長青邨的泊車需求增加，理應在申述地點的擬議公屋發展增加停車位、商場和街市。	申述地點的停車位數目會按《香港規劃標準與準則》的要求而提供。房屋署會採納運輸署同意的停車位供應標準。
S3. 重開 24 小時新界專線小巴路線，以及增加巴士服務的班次和路線。	由於青鴻路的擬議公屋發展會令人口上升，為應付公共交通服務需求的轉變，運輸署會密切監察區內在人口遷入前後的公共交通服務，以及在年度巴士路線規劃時加入所需的巴士服務改善措施，以在適當時候進行公眾諮詢。倘有需要，運輸署會加強現有綠色專線小巴(下稱「專線小巴」)的服務。
S4. 應興建行車天橋連接青鴻路／藍澄灣和青衣大橋／葵青橋的高架道路，以往來九龍，並應擴闊青衣路至三線行車。	青鴻路及藍澄灣已經經由青衣路(由藍澄灣對出的「二號迴旋處」至「青衣交匯處」的路段)及有關的繞道行車線(下行車通道)連接到青衣大橋(南橋)。當局無計劃興建另一行車天橋。
表示反對的申述	
土地用途	
A. 青衣路和青鴻路之間的「休憩用地」地帶不應改劃作住宅用途，因為該處是預留供附近居民享用的休憩用地，亦是因興建九號貨櫃碼頭而對美景花園和長青邨居民所作的補償。根據《香港規劃標準與準則》的規定，青衣休憩用地實屬不足。	位於青鴻路的擬議公屋發展的申述地點之前在分區計劃大綱圖上劃為「休憩用地」地帶。康樂及文化事務署署長已表示有關「休憩用地」未有發展計劃。當局經考慮申述地點現時空置及青衣的現有和已規劃休憩用地出現過剩情況，因此把申述地點識別為具潛力改劃作住宅用途的用地。根據《香港規

申述要點	回應
	劃標準與準則》，青衣區分別有1.45公頃和26.47公頃的現有／已規劃地區及鄰舍休憩用地過剩(**附錄 XI**)，當中包括會在申述地點提供的1.18公頃鄰舍休憩用地。區內的青鴻路遊樂場、美景遊樂場、青康路遊樂場及其他鄰舍休憩用地可供附近居民享用(**圖 H1** 及 **H 2**)。鑑於殷切的房屋需求，及申述地點適合作住宅用途，因此當局把申述地點建議作公營房屋發展。
申述地點是否合適	
B. 申述地點不適合進行大規模房屋發展或任何其他發展。擬議公屋發展會受鄰近九號貨櫃碼頭和污水處理廠的污染影響。政府應另覓其他合適用地，例如青衣北部、南部和西南部，以及青衣的臨時泊車用地等。	鑑於申述地點四周是住宅、商業及教育發展項目(**圖 H-2**)，擬議公屋發展與四周的發展互相協調。雖然申述地點鄰近九號貨櫃碼頭和港口後勤用地，但只要通過採納合適的緩解措施(見下文對 E 至 I 的回應)，申述地點的住宅發展實屬技術上可行和環境上可接受。為應付房屋方面的需求，倘證實適合和技術上可行，其他用地均會考慮作房屋用途。 對於有建議認為可利用附近作停車場及物流用途等臨時用途的土地建屋，根據運輸及房屋局於2015年7月20日諮詢葵青區議會的「善用葵青區港口後勤用地的建議」，申述地點南面的地區已確認宜作多層停車場及多層綜合大樓，作為加強港口運作的短中期措施。有關建議尚待研究。 青衣北部主要為斜坡及鄰近工業用途，若要考慮作住宅發展，需要作全面可行性研究，並要解決很多技術問題，不能於短時間內啟動，對解決中短期房屋需求沒有裨益。 青衣南部現時主要作為港口後勤用途，並不適合興建住宅。

申述要點	回應
布局設計	
C. 擬議公屋大樓之間的建築物間距狹窄。	布局設計會參照相關的規例和指引，例如《可持續建築設計指引》所涉的重要建築設計元素，包括樓宇分隔、建築物後移，以及綠化覆蓋率。根據空氣流通評估(**附錄 IX** 圖表 2.15 及 2.20)，該發展可提供寬闊的樓宇分隔(15 至 60 米)，以及把申述地點的住用樓宇從附近的住宅樓宇後移 60 至 140 米。
技術評估	
D. 政府應重新評估擬議公屋發展的影響，包括交通、環境和生態方面的影響，並提供充足的資料或數據，以及建議緩解措施。	當局已進行概括的技術評估，以確定擬議用途地帶修訂下的擬議公屋發展，並證實有關發展不會出現無法克服的技術問題。由於擬議公屋發展的設計工作現正進行，以及考慮到地區人士、申述人及提意見人的關注事宜，當局已修訂技術評估，以確定擬議公屋發展在技術上可行(**附錄 VI** 至 **X**)。有關修訂技術評估再次證實擬議公屋發展不會在環境、交通、視覺、空氣流通及景觀方面對四周的發展造成無法克服的影響。就各項影響所提出的關注事宜詳載於下文對 E 至 I 的回應。
環境	
E. 擬議公屋發展會對環境造成負面影響，因為在原先的「休憩用地」地帶進行工程和砍伐樹木會影響空氣質素，而該等建造工程亦會帶來噪音，並影響天然河道的生態、雀鳥棲息地、四周地區的氣溫、衞生及天然光線亦受影響。此外，擬議公屋發展會產生眩光。	根據概括環境評估(**附錄 VII**)，只要透過實施合適的緩解措施，擬議發展不會造成負面的環境影響。此外，環境保護署署長(下稱「環保署署長」)表示，預計擬議公屋發展不會造成無法克服的環境問題。 房屋署現正進行環境評估研究，當中包括空氣質素及噪音影響評估，以期確定擬議發展商所需要實施的緩解措施。有關噪音的初步結果的補充資料已夾附上概括環境評估報告內。根據初步結果，擬議

申述要點	回應
	公屋發展將會受到來自青衣路、青鴻路及青沙公路的道路噪音影響。在沒有提供緩解措施的情況下，有大概85%住戶不會受到噪音影響。大部份受影響的單位會有71分貝至72分貝的噪音影響，即超過70分貝的道路交通噪音準則。有一少部份單位會有73分貝。當局會採用適當的緩解措施後，例如設置隔音屏障、建築鰭片或減音窗／露台，以及建築物後退等方法去減低噪音影響。根據初步估算，當採用了緩解措施後，會有90%以上的單位符合道路交通準則，在詳細設計階段，會進一步研究更有效的緩解措施。 擬議公屋發展容易受到九號貨櫃碼頭及青衣基本污水處理廠的固定設備所產生的潛在噪音影響。根據初步的固定噪音影響量度及評估結果，來自九號貨櫃碼頭及青衣基本污水處理廠現有固定噪音源的噪音預計可以符合噪音管制條例的噪音限制，然而，由於噪音影響的量度可能會出現一些偏差，所以初步預計部份面向9號貨櫃碼頭的單位，在夜間可能受到略超標的噪音影響。在詳細設計階段，會研究一些緩解措施，例如減音窗／露台等，以期達到所有單位都符合噪音管制條例的要求。 空氣質素方面，當局會根據《香港規劃標準與準則》的緩衝距離，安排樓宇之間和路邊都會有適當的間距。因此，預期擬議發展將不會受到汽車廢氣排放的影響。 在工業氣體排放方面，附近只有兩個主要源頭：一是來自青衣基本污水處理廠；二是青衣路的加油站。青衣基本污水處理廠可能會有

申述要點	回應
	臭味的關注，但由於青衣基本污水處理廠的營運者已全面採納合適的氣味處理措施，例如裝置除臭器，青衣基本污水處理廠不會在氣味方面產生負面影響。至於另一源頭來自加油站，氣體排放主要來自油缸內的氣油揮發。根據《空氣污染管制（油站）（汽體回收）規例》，所有加油站需安裝二期汽體回收系統。因此，該加油站的運作應該不會產生不良的空氣質素影響。 至於在擬議公屋發展施工階段所產生的噪音及空氣污染影響，承辦商須遵守相關的污染管制條例，例如《噪音管制條例》，並在需要時申請建築噪音許可證等相關的許可證，以執行建築工程。 就生態方面而言，根據房屋署所進行的初步樹木調查報告**(附錄 X)**，在申述地點內的現有樹木主要為常見品種，美化市容價值頗低。根據漁農自然護理署(下稱「漁護署」)所進行的初步調查，申述地點並無錄得具重要保育價值的品種。渠務署總工程師／九龍及新界南表示，把申述地點分割為二的水道是一條明渠。 關於擬議公屋發展對四周地區的天然光線所造成的影響，相關各方須遵守相關規例及指引，例如《可持續建築設計指引》，以及規管建築設計(包括天然光線)的《建築物(規劃)規例》。 關於擬議公屋發展對四周地區並不會造成特別的溫度及眩光影響。 關於擬議發展所新增的垃圾及污水量會造成衞生影響，擬議公屋發

申述要點	回應
	展會闢設中央垃圾收集站連垃圾處理系統，以有效處理垃圾。此外，食物環境衞生署署長(下稱「食環署署長」)表示，該署會如常在公眾地方提供街道潔淨服務，以及為住宅區(包括公共屋邨)提供廢物收集服務，但須視乎有關服務是否符合所需的條件、運送程序、部門垃圾收集車試行計劃成功與否或其他所需條件。此外，擬議公屋發展所產生的污水會妥為排放至公共污水系統。在展開相關的渠務接駁工程前，必須先取得渠務署的批准。
交通	
F. 擬議公屋發展會對區內本已不足的公共交通服務(包括巴士、專線小巴和的士)造成負面交通影響，而新增交通量亦會影響行車時間、道路容車量、泊車位和交通安全。此外，交通影響評估低估了交通需求，因為有關評估的交通調查日數並不足夠，以及在不當的位置進行公共交通服務調查。當局並無諮詢公共交通服務供應商，以確定所提供的服務能應付日後需求。	運輸署署長表示，交通影響評估(**附錄 VI**)已顧及青鴻路的擬議公屋發展，以及申述地點附近已規劃和承諾興建的發展項目。運輸署署長亦指出，有關評估是根據《運輸策劃及設計手冊》及實地調查而進行。有鑑於此，運輸署署長認為交通影響評估原則上可以接受。交通影響評估報告顯示，計及擬議公屋發展所新增的交通流量後，現有道路(包括鄰近道路交界)的表現仍處於可接受水平。因此，對行車時間所造成的影響實屬有限。從交通工程的角度而言，擬議公屋發展所造成的交通影響屬可以接受。 根據交通影響評估(**附錄 VI**)第三頁的表 2.1，現時在附近的道路交界(包括青衣交匯處、青衣路／青康路交界及青衣路／細山路交界)的車流量與容車量比率，在上午繁忙時間為 0.435 至 0.624，而在下午繁忙時間則為 0.357 至 0.552。預計由擬議公屋發展所產生和引致的交通流量，在上午繁忙時間的行車流量(雙程)約為每小時 424 客車架次，而在下午繁忙時間的行車

申述要點	回應
	流量(雙程)約為每小時 332 客車架次(交通影響評估的表 4.1)。根據交通影響評估第 19 頁的表 4.6 所示的 2025 年道路交界的運作表現，在擬議公屋發展已落成的情況下，上述道路交界的車流量與容車量比率，在上午繁忙時間為 0.573 至 0.789，而在下午繁忙時間則為 0.440 至 0.678。這表示計及擬議公屋發展所新增的交通流量後，現有道路(包括鄰近道路交界)的表現仍有剩餘客量及處於可接受水平。 對於有市民關注對青衣交匯處所造成的交通影響，運輸署署長表示，根據該署記錄，青衣交匯處並非交通意外黑點，而交匯處的運作亦屬理想。就藍澄灣對出的青衣二號迴旋處而言，由於為公屋發展而設的擬議主要車輛通道位於青衣路(**附錄 VI** 圖表 1.1)，使用該迴旋處的交通流量不高。至於擬設於青鴻路的另一車輛通道，則主要供服務車輛使用。 就公共交通服務而言，根據交通影響評估，擬議公屋發展在上午及下午繁忙時間將分別新增約 1 861 名及 1 113 名乘客。目前，申述地點附近已有逾 20 條專營巴士路線及提供固定班次服務的小巴路線(**附錄 VI** 圖表 2.6)，足以應付由擬議公屋發展所帶來的新增需求。為配合公共交通系統以鐵路為骨幹的政策，可考慮新增一條巴士或專線小巴接駁路線，以連接擬議公屋發展及青衣機鐵站。此外，另一可行方案是延長現有的九巴 249M 線(美景花園至青衣機鐵站)，以接駁至擬議公屋發展。詳細安排可稍後在擬議公屋發展動工前才敲定。運輸署署長表示，待擬議發展落成及遷入人口後，會就巴士及專線小巴

申述要點	回應
	的服務進行檢討和予以提升。 6.3.20 儘管經調整現有路線的班次後，現有公共交通服務足以應付擬議公屋發展所帶來對路面公共交通服務的需求，但當局仍建議於擬議公屋發展所毗連的一段青衣路闢路旁停車處，以便提供 2 個 26 米長巴士站／總站及 2 個 14 米長專線小巴站／總站，即可容納 4 架巴士及 4 架專線小巴，以應付日後可能增加的巴士及專線小巴服務 (**附錄 VI** 圖表 3.1)。 6.3.21 此外，擬進行的青衣路改善工程，是為了改善行車及人流的運作 (**附錄 VI** 圖表 3.1 及 3.2) (a) 就細山路以南的一段青衣路而言，(i)香港專業教育學院 (青衣分校)旁的現有西面行人路將維持不變；(ii)將闢設一條闊 7.3 米的不分隔行車道，南北行車線各一；(iii)提供路旁停車處，以設置巴士及專線小巴站；以及 (iv)在東面闢設一條約闊 6 米的行人路；以及 (b) 就細山路以北的一段青衣路而言，由於很少車輛會由細山路右轉駛入青衣路的盡頭處，因此，當局將於青衣路及細山路交界豎設交通燈，而該路口將禁止右轉，以盡用轉燈時間。車輛會被分流至青衣路和青康路的迴旋處。在擬設交通燈的路口的行人過路處，亦會擴闊至四米的標準闊度，以供越過青衣路的行車道。此外，在細山路與青康路之間的一段青衣路會重新定線，把部分中央分隔欄移走，以騰出額外空間把東面行人路的淨闊度擴至約三

申述要點	回應
	米。另外，會保留每個方向各有兩條行車線。
視覺	
G. 擬議公屋發展遮擋藍澄灣、美景花園和香港專業教育學院(青衣分校)的景觀，造成負面的視覺影響。此外，景觀及視覺影響評估並無提供從藍澄灣臨街面直望擬議公屋發展方向的電腦合成照片。	視覺評核(**附錄 VIII**)指出，擬議公屋發展不會對視覺造成重大影響。規劃署總城市規劃師／城市設計及園境認為，申述地點的擬議主水平基準上 140 米建築物高度限制，不會令擬議發展與附近建築物不相協調。 6.3.23 當局製作了從多個公眾瞭望點拍攝的電腦合成照片，以顯示擬議公屋發展可能對視覺造成的影響。倘從較遠距離(**附錄 VIII** 圖表 A 及 E)及一些中距離(**附錄 VIII** 圖表 D 及 H)的瞭望點眺望，擬議公屋發展對公眾觀景人士所造成的視覺影響實屬有限，而其與現有已建設環境、區內特色及附近環境在視覺上亦非不相協調。 從觀察所得，倘從一些短至中距離瞭望點(包括位於青鴻路遊樂場東北角的瞭望點 2 及位於美景遊樂場的瞭望點 7)(**附錄 VIII** 圖表 B 及 G)眺望，開揚的景觀及部分天空景色會受到一定程度的阻擋。然而，擬議公屋發展所造成的視覺影響，可透過不同的美化景觀措施來闢設觀景廊而予以緩解。該等措施包括劃設建築物間距、訂定起落有致的建築物高度、闢設休憩用地、提高綠化覆蓋率，以及採取綠化措施。值得留意的是，同樣是青鴻路遊樂場，如向北望(即瞭望點 3)，便享有開揚的景觀，完全不受擬議發展所影響。總括而言，擬議公屋發展不會對鄰近發展造成無法克服的視覺影響 至於挑選瞭望點的準則，當局已遵

申述要點	回應
	從城市規劃委員會規劃指引「就規劃申請向城市規劃委員會提交視覺影響評估資料的指引」(下稱「城規會規劃指引編號 41」)。該指引第 4.5 段指出，如要保護私人享有的景觀，而又不窒礙發展，是不切實際的，所以必須平衡其他相關的考慮因素，以及保護公眾享有的景觀更為重要。雖然如此，闢設觀景廊、劃設建築物後移範圍，以及妥善設計住宅大樓座向等均有助保持開揚景觀，這些措施亦有助減低擬議發展對鄰近住宅大樓所造成的視覺影響(見**附錄 IX** 圖表 2.20 的概念設計圖)。
空氣流通	
H. 擬議公屋發展會對氣流造成負面影響，因為有關發展會令環境更為密集，並造成屏風效應。藍澄灣將位於現有酒店及擬議發展之間，而由於有關發展為五幢樓高 45 層的大樓，加上大樓之間距離甚近，難以讓風吹進藍澄灣。	根據空氣流通專家評估(**附錄 IX**)顯示，全年盛行風風向包括東北、東北偏東、東、東南偏東、東南及東南偏南；而夏季盛行風風向則包括東南偏東、東南、東南偏南、南、西南偏南及西南。空氣流通專家評估顯示，擬議公屋發展對青衣路(由藍澄灣對出的「二號迴旋處」至「青衣交匯處」的路段)的通風廊造成極低的影響。因此，在主要盛行風風向下，預計對藍澄灣不會造成負面影響。 此外，空氣流通專家評估顯示，在東、東南及南盛行風風向下，擬議公屋發展會局部影響美景花園、美景遊樂場及香港專業教育學院(青衣分校)的通風表現；而長青邨的東南、西南及南盛行風風向也會受影響。空氣流通專家評估建議，可把緩解影響措施納入擬議發展的設計，包括透過致力增加擬議公屋發展及鄰近發展的距離以保留現有通風廊／風道(**附錄 IX** 圖表 2.20)、減少住宅樓宇及優化擬議公屋發展內樓宇的距離以增加申述

申述要點	回應
	地點的風滲透度(**附錄 IX** 圖表 2.14 及 2.15)。這些設計特色可有助緩解擬議發展對鄰近的潛在通風影響。 為進行通風表現的定量評估，以及了解氣流模式，當局已進行採用計算流體力學模擬技術的空氣流通評估初步研究。
砍樹	
I. 位於擬議公屋發展用地內的約 1 800 棵樹會被移除。	規劃署總城市規劃師／城市設計及園境表示，由於附近現有一些住宅發展，擬議公屋發展與附近地區的景觀特色並非不相協調。 申述地點先前為油庫，其後油庫於 1990 年代遷往青衣南。自此，申述地點便長滿樹木。根據房屋署進行的初步樹木調查(**附錄 X**)，申述地點約有 1 800 棵樹。樹木調查顯示，申述地點並無古樹名木或稀有樹種。現有樹木主要是常見品種(包括大葉相思、台灣相思及銀合歡)，形態一般，只有低度美化市容作用。一些現有樹木亦狀況欠佳，包括樹幹變形、受損或破裂；樹幹傾斜而導致出現結構問題；以及因生長在貧瘠的斜坡樹林環境而可能枯死。初步估計，現有樹木，如須因擬議發展而被移除，當局會根據發展局為政府工程而頒布的樹木保護技術通告(工務)第 7/2015 號所載的規定，就未能容納或狀況不能接受的樹木向房屋署的保護樹木委員會提交移植樹木／砍樹申請及補償建議。所有補償及種植的樹木會作出適當安排，務求與新落成樓宇及附近環境的景觀達至協調。
潛在危險	
J. 申述地點受到潛在危險威脅，	在申述地點的北面有一個油站。機

申述要點	回應
包括來自申述地點北面埃索油站的潛在危險；在雨季有大量雨水從申述地點的斜坡流下；以及須在申述地點內的渠務專用範圍施工。根據《香港規劃標準與準則》，油站應選擇位於較空曠而不被其他發展包圍的地方。倘未能符合這項規定，則油站附近的建築物只適宜為低層建築物，而在渠務專用範圍上不得興建任何構築物。	電工程署署長表示，該油站並無石油氣供應，因此並非列為具有潛在危險的裝置。此外，機電工程署署長及環保署署長均表示，申述地點並非座落於任何具有潛在危險的裝置的諮詢區，而申述地點的一公里範圍內亦沒有具有潛在危險的裝置。 消防處處長表示，油站經營者須遵守相關的消防安全規例，而該油站不會對擬議公屋發展的消防安全造成影響。 對於在申述地點渠務專用範圍施工的關注事宜，房屋署表示，不會為渠務專用範圍帶來負面影響。 至於在雨季會有大量雨水從申請地點的陡峭斜坡流下，渠務署總工程師／九龍及新界南表示，來自集水區的雨水可排放至青鴻路的雨水渠及現有明渠。此外，房屋署會在設計階段建議適當的排水系統，並向渠務署提交接駁工程建議，以供審批。
在斜坡進行興建	
K. 申述地點是一幅斜坡地，不適合進行大規模房屋發展或任何其他發展。此外，擬議公屋發展會對長青邨及美景花園的地基或起鞏固作用的斜坡工程造成負面影響。政府應另覓適合發展擬議公屋的用地。	土木工程拓展署土力工程處處長表示，申述地點及其附近現有若干岩土結構。他亦指出，申述地點不受自然地形災害所威脅，而現有岩土結構過去亦無不穩定記錄。當局確定，擬議公屋發展不會對四周的岩土工程造成無法克服的問題，而合適的設計可應付地基鄰近出現的斜坡。房屋署須調查和研究該等岩土結構會否影響擬議公屋發展，或受其影響，並進行所需的斜坡鞏固／改善工程，以確保岩土結構符合現時的安全標準。
L. 由於須採用特別的設計和建築	房屋署署長表示，申述地點現由兩

申述要點	回應
物料，以緩解九號貨櫃碼頭所造成的污染，以及解決申述地點的斜坡安全事宜，預計建築、維修及管理費用均會高昂。	座地台組成，兩者之間為斜坡。該斜坡的坡度介乎20至38度。在斜坡興建房屋於香港並非鮮見。住宅大廈及附屬構築物的布局設計，旨在達至地盡其用和符合成本效益。 至於有意見關注到申述地點礙於地盤限制而導致建造、維修和管理成本高昂，房屋署署長表示，為滿足社會對公營房屋的需求，房委會須考慮所有適合作公營房屋發展的用地，不論其面積為何，並會按照地盡其用、最高成本效益和可持續發展的原則進行公營房屋發展。
配套設施	
M. 區內並無大型零售設施及足夠的社區設施支援日後增加的人口。現有零售設施的使用量已達飽和，而社區設施(即教育、長者及醫療設施、街市，以及運輸及泊車設施)並不足夠。擬在擬議公屋發展內提供的社區設施，未能應付青衣南的需求。當局在社區設施供應方面缺乏全面的規劃。	擬議公屋發展會闢設總樓面面積約4 000平方米的商場，以應付新增人口的需要。當局會提供便捷的通道，以加強商場與四周的聯繫，並闢設行人連接系統，接駁商場及沿青衣路的公共交通設施(**附錄 VI** 圖表1.1及3.1)。應注意的是，申述地點附近各個房屋發展均有零售設施。擬議公屋發展內的商場會令區內零售設施的供應增加。 青衣區的計劃人口約211 950人(包括**項目 A1**及**A2**擬議公屋發展的人口在內)，由此來看，區內休憩用地及主要社區設施的供應基本上並無不足(**附錄 XI**)。雖然醫院病床尚欠1 166張，但醫院病床乃按區域供應，以及青衣居民可使用荃灣及葵涌等鄰近地區的醫院設施，因此，沒必要在申述地點提供上述社區設施。 至於社會福利設施，房屋署及社會福利署(下稱「社署」)現建議增設更多新的社會福利設施，服務對象不只是新增人口，還有鄰近居民。擬議的社區設施包括幼稚園、長者

申述要點	回應
	鄰舍中心、嚴重肢體傷殘人士綜合支援服務、日間長者護理中心、安老院、特殊幼兒中心和早期教育及訓練中心，惟有待落實詳細設計並確定獲得政府撥款。
N. 應在擬議公屋發展內提供足夠的運輸、康樂及社區設施。	見上文對 M 的回應。
公眾諮詢	
O. 政府漠視葵青區議會的反對。在交通、視覺及通風方面亦沒有進行充分諮詢和提供足夠資料。此外，懷疑房屋署提早進行的地盤勘測工程並導致砍樹。	為全面反映 2014／15 至 2018／19 年度可供使用的潛在房屋發展用地的情況，當局已就該等用地的整體規劃諮詢相關區議會。葵青區共有 13 幅潛在房屋發展用地，當局曾於 2014 年 5 月 8 日諮詢葵青區議會，而申述地點為該 13 幅覓得的房屋用地之一。此外，當局在 2015 年 7 月 17 日把關乎申述地點的擬議修訂提交小組委員會考慮之前，已在 2015 年 5 月 14 日諮詢葵青區議會。在葵青區議會會議上接獲的意見，已收納於小組委員會文件第 9/15 號，以供小組委員會考慮擬議修訂。當局已按照法定公眾諮詢程序，在 2015 年 8 月 7 日根據條例的規定展示擬議修訂，以供公眾查閱，為期兩個月，2015 年 10 月 7 日止。此外，當局在 2015 年 9 月 18 日以傳閱文件方式(葵青區議會文件第 30/2015 號)，就刊憲的修訂項目進一步諮詢葵青區議會。當局並無接獲葵青區議會的意見。當局亦在 2015 年 9 月 18 日舉行的地區論壇向區內人士簡介用途地帶修訂。概括而言，他們的關注事宜與該 960 份反對修訂的申述書及該 350 份反對修訂的意見書所載的大致相同。區內人士在地區論壇發表的意見概述於**附錄 IIIb**。當局已修訂布局設計和進行技術評估，確認在申述地點進行擬議公屋

申述要點	回應
	發展是適當和技術上可行的。 當局已按照既定程序就分區計劃大綱圖的修訂進行公眾諮詢。根據條例，展示分區計劃大綱圖供公眾查閱及容許作出申述和就申述提出意見的規定，屬於法定公眾諮詢程序的一部分。公眾和相關持份者可藉此機會就擬議修訂提出意見和反建議。此外，城規會亦已根據條例第 6B(3)條，邀請所有申述人／提意見人出席會議陳述意見。當局已遵照法定和行政程序，就擬議修訂諮詢公眾。 當局備悉葵青區議員所提意見，要求為交通配套、環境及社區設施進行全面規劃，以及在設計擬議公屋發展的修訂方案時一併考慮有關意見。房屋署已聯絡相關政府部門，商議把適當的福利設施納入有關發展項目內。此外，規劃署及房屋署在 2015 年 9 月派員出席地區論壇，聽取區內人士的意見。 至於前期地盤勘測工程，房屋署署長澄清有關工程關乎岩土評估研究，屬當局就所有公營房屋發展進行的初步技術研究之一。前期地盤勘測工程不受條例規管，而該署在進行工程時並無砍伐任何樹木。
P. 應給予更多時間進行公眾諮詢，並採取更有效的公眾參與方式。	一如上文對 O 的回應所述，當局已根據條例的規定進行公眾諮詢，並徵詢葵青區議會及區內人士的意見。
其他	
Q. 擬議公屋發展會引致大量人口遷入，因而對治安造成負面影響。	香港警務處會如常維持治安。
R. 項目 C 所涉的用地面積過小。	修訂項目旨在反映竣工後的現有情況。

申述要點	回應
S. 把用地改劃為顯示作「道路」的地方，會對交通造成負面影響。	見上文對 R 的回應。
T. 應縮短施工時間，以減少對鄰近居民的影響。	承辦商須遵守相關的污染管制條例，例如《噪音管制條例》，並在需要時申請建築噪音許可證等相關的許可證，以執行建築工程。
建議	
P1. 用途地帶應維持不變。	關於維持原有用途地帶不變的建議，應注意的是，申述地點現已空置，而青衣區現有和計劃供應的休憩用地有過剩**(附錄 XI)**，以及康文署並無計劃把申述地點作休憩用地發展，因此當局才確定申述地點具發展住宅用途的潛力，以助滿足未來 10 年的房屋需要。鑑於申述地點的四周是住宅、商業及教育發展項目**(圖 H 2)**，擬議公屋發展會與四周的發展項目互相協調。
P2. 應降低發展密度及建築物高度。	在申述地點進行公屋發展，以及把規劃發展密度訂為住用／非住用地積比率 6 倍／9.5 倍及建築物高度限為主水平基準上 140 米，實屬技術上可行和環境上可接受。

青衣分區計劃大綱草圖編號 S/TY/27 – 提意見人名單
List of Commenters in respect of the Draft Tsing Yi Outline Zoning Plan. No. S/TY/27

Rep No. (TPB/R/S/TY/27-)	Name of 'Commenter'
C1	潘志成 (葵青區議員) Poon Chi Shing (Kwai Tsing District Council Member)
C2	藍澄灣業主委員會 Owners' Committee of Rambler Crest
C3	許漢華
C4	盧煥雯
C5	譚家健
C6	張美琪
C7	譚家樑
C8	Tso Ka Lee
C9	Cheng Lai Ha
C10	Chiu Long Chi
C11	譚姿華
C12	Lam Wai Ho
C13	Tso Ka Hi
C14	潘美欣
C15	張燕賢
C16	麥祖昌
C17	楊金峰
C18	麥珮嘉
C19	Lam Kit Yee
C20	陳欽泉
C21	楊亭亭
C22	陳雲香
C23	Cheng Suk Man
C24	Wong Hin Shing
C25	廖潤東
C26	林啟洪
C27	張美媚
C28	Hung Siu Lai
C29	Hung Siu Kuen
C30	黃國然
C31	To Kit Ling
C32	Chiu Ying Yuen
C33	溫運金
C34	Chung Tsz Ching
C35	Lo Yuet Chun
C36	鄺耀升
C37	方穎恒
C38	鄧安琪
C39	何穎妍

Rep No. (TPB/R/S/TY/27-)	Name of 'Commenter'
C40	葉秀玲
C41	Chu Hing Mui
C42	黃志揚
C43	陳英韻
C44	梁崗銘
C45	蔡一興
C46	Wong Yin Ping
C47	陳仲曦
C48	鄧麗貞
C49	陶以諾
C50	鄧冠亮
C51	陳佩惠
C52	朱永棠
C53	羅大衛
C54	鍾容好
C55	曾永慧
C56	林美珠
C57	何惠湄
C58	Wan Siu Hung, Gary
C59	王朗豐
C60	王朗怡
C61	唐煒強
C62	練靜雯
C63	陳業明
C64	黃振強
C65	倪映傳
C66	鄧偉文
C67	余樹勤
C68	黃慧賢
C69	Maggie Lam
C70	方欣翎
C71	楊秀芬
C72	Tse Wai In
C73	吳麗芳
C74	謝文亮
C75	王保良
C76	吳志港
C77	Yeung Kam Fook
C78	鄧兆蘭
C79	馬笑霞
C80	馮景聰
C81	譚鎏麟
C82	戴詠詩
C83	Fong Yuen Ching

Rep No. (TPB/R/S/TY/27-)	Name of 'Commenter'
C84	黃永康
C85	黃世豪
C86	黃勵波
C87	容麗紅
C88	黎思敏
C89	陳妙珍
C90	Tam Bo Wing
C91	歐胡串好
C92	徐觀蓮
C93	Li Kit Chung
C94	Ip Wing Chi
C95	黎碧娟
C96	蘇志權
C97	Luk Yuet Ngor, Nancy
C98	劉美娟
C99	李偉霖
C100	Fok Lai Ngor, Louisa
C101	Wong Sai Kit
C102	方海鍵
C103	袁坤全
C104	區志明
C105	邱莉純
C106	徐菊玲
C107	劉志杜
C108	梁綺萍
C109	杜少玲
C110	戴志強
C111	吳麗雲
C112	杜惠成
C113	麥建華
C114	Yuen Wing Sze, Allie
C115	Chan Man, Mina
C116	李秀琼
C117	高樂齡
C118	黃顯初
C119	葉迎曦
C120	羅杏玲
C121	陸耀駒
C122	冼志良
C123	姓名不詳 Name illegible
C124	Chiu Long Ting
C125	林淑儀
C126	葉永森

Rep No. (TPB/R/S/TY/27-)	Name of 'Commenter'
C127	袁淑芬
C128	李國偉
C129	Cheung Hau Ka
C130	施寶勤
C131	施國榮
C132	林雋昊
C133	林秋蘭
C134	黃建昭
C135	Wong Chun Nam
C136	歐陽雯
C137	黃韶暉
C138	徐國強
C139	肖日風
C140	謝彩華
C141	王愛儀
C142	陳本謙
C143	陳天鳳
C144	Lau Wai Ling, Maria
C145	鍾慧芳
C146	梁頌詩
C147	梁柏勤
C148	葉翠芝
C149	黃冠怡
C150	Law Ho Yin
C151	鄧瑩蕙
C152	Wong Cho Wai
C153	王秀清
C154	戴鴻駿
C155	Lau Kit Ling
C156	張就
C157	Chan Tin Lun
C158	戴思賢
C159	王妙琴
C160	戴達明
C161	張朝基
C162	黎美蓮
C163	Chan Chun Wai
C164	Tiffney Yuen
C165	Chow Chiu Hing
C166	Chow Sau Yip
C167	Tsang Oi Chun
C168	何月嬋
C169	陳瑞欽
C170	Chow Lai Shan

Rep No. (TPB/R/S/TY/27-)	Name of 'Commenter'
C171	Chan Pak Kiu
C172	Chan Wai Yip
C173	朱家樑
C174	Lau Wai Yin
C175	Ka Sing
C176	潘妙娟
C177	Ka Wei
C178	譚栢偉
C179	譚嘉諾
C180	Ivan
C181	Kee
C182	Ka Wei
C183	Ka Sing
C184	Ha
C185	Ng Ka Ho
C186	Hang Yi
C187	Hoi Ki
C188	Kwai Chun
C189	Hang Yi
C190	Pong
C191	劉鳳蓮
C192	施寶盈
C193	黃麗坤
C194	周栩澄
C195	Chan Sau Kwan
C196	周志明
C197	梁鳳儀
C198	王禮杰
C199	盧慧敏
C200	鍾麗寶
C201	Chan Chau Hung
C202	Chan Wai Hon
C203	Kwong Yuen Ching, Cora
C204	梁繼宗
C205	鄺耀榮
C206	梁繼耀
C207	吳偉慈
C208	林劍聰
C209	陳偉權
C210	白錦雲
C211	梁婉儀
C212	Lau Kit Yan
C213	黃裕美
C214	陳如柏

城市規劃委員會文件第 10085 號附件 II 附錄 D
Attachment D of Appendix II of TPB Paper No.10085

Rep No. (TPB/R/S/TY/27-)	Name of 'Commenter'
C215	卓玉琴
C216	Kwong Chin Wai
C217	Joe Leung
C218	Yeung Shiu Ting, Fanny
C219	黃智漢
C220	Poon Lai Kwan
C221	蕭慕芬
C222	譚錫奇
C223	張玉珍
C224	李海峻
C225	Sze Chun May, Monica
C226	Chan Kam Lin
C227	李蓮青
C228	David Chang
C229	聶雪梅
C230	Liu Anson
C231	韓笑
C232	Au Ka Yue
C233	郭招雲
C234	黎炳清
C235	黎詩雅
C236	楊吉蓮
C237	Leung Shui Pui
C238	關明輝
C239	紀婷婷
C240	鍾華勝
C241	張振添
C242	馮家偉
C243	莫玉琼
C244	周嘉祺
C245	區瑞昌
C246	黃業隆
C247	黃友德
C248	應義鎧
C249	劉旭恒
C250	蕭心柑
C251	湯煥明
C252	莫兆彤
C253	朱金玉
C254	莫兆楠
C255	莫志光
C256	Cheung Tat Ming
C257	林彥彤
C258	Liu Kwok Choy
C259	錢幗芳
C260	李琼美
C261	區柏豪
C262	黃敬光

Rep No. (TPB/R/S/TY/27-)	Name of 'Commenter'
C263	周祐賢
C264	Tsang Lin Mei
C265	吳子康
C266	羅學威
C267	Kan Suk Man
C268	秦嘉欣
C269	李樹濂
C270	朱明輝
C271	向貴榮
C272	黎仲明
C273	朱耀威
C274	傅慧芳
C275	Sze Po Shan
C276	梁瑪利
C277	黎鳳意
C278	黃羲汶
C279	Fok Siu Lun
C280	馮詠美
C281	Yuen Pui Yan
C282	梁炳坤
C283	陳國生
C284	陳美寶
C285	Luk Siu Kuen
C286	羅左心
C287	陳秀珠
C288	Chang Wan
C289	Wong Chi Kau
C290	林慧儀
C291	黃羲朗
C292	錢佩珊
C293	鄧翠煥
C294	Fu Lai Cheung
C295	Leung Ching Ping
C296	黃韻瑜
C297	董潔貞
C298	徐淑珍
C299	張岩
C300	王賓
C301	林玉葉
C302	林景輝
C303	Ho Hiu Wan
C304	Cheung Yin Hing, Agris
C305	余卓志
C306	Ho Oi Lam
C307	Mok Chun On
C308	黃荻茵
C309	Leung Chu Sang
C310	Yip Wing Yan

Rep No. (TPB/R/S/TY/27-)	Name of 'Commenter'
C311	羅思萍
C312	Hui On Lam
C313	Au Yueng Siu Leung
C314	Wong Yuen Ming
C315	Lee Wing Tung
C316	Chow Kai Pong
C317	Chow Shing Yui
C318	楊凱蕙
C319	李浩賢
C320	陳卓煒
C321	鄺紹軒
C322	黃靜怡
C323	陳卓鍵
C324	Kwan Koon Ho, Taft
C325	孫德江
C326	Chu Lai Ling
C327	趙科
C328	Ho Pui Sheung
C329	Kan Hon Pun
C330	姓名不詳 Name illegible
C331	俞英娣
C332	曹日光
C333	吳尉廷
C334	Chan Kwok Sze
C335	楊輝
C336	李惠娟
C337	黃淑琼
C338	溫萬昌
C339	Tse Pui Ling
C340	Wong Wing Yin, Irene
C341	Lo Chui Wan, Lychee
C342	Chau Man Hon
C343	阮國媚
C344	吳惠詩
C345	Ma Yuk Chu, Judy
C346	Lee Wai Fong
C347	Lee Wing Hin
C348	Wong Wai Yin
C349	Au Mei Yee
C350	Lee Wing Nei

《青衣分區計劃大綱草圖編號 S/TY/27》就申述提出的意見
Comments on Representation in respect of the
Draft Tsing Yi OZP No. S/TY/27

表示反對的申述
Adverse Representations

C1 to C350

意見編號 Comment. No (TPB/R/S/TY/27-)	申述提出的意見 (參見附件 F) Comment on the Representation (Refer to Attachment F)
C1 and 及 C3 to 至 C345 (Part 部份)	Q1
C2	Q2
C345 (Part 部份)	Q3
C346	Q4
C347	Q5
C348	Q6
C349	Q7
C350	Q8

Comments on the Representations and Responses in respect of the Draft Tsing Yi OZP No. S/TY/27

Comments on the Representations	**Responses**
Q1. Support representation (R171) which opposes Items A1, A2, B1, B2 and C	See responses to A to P, P1 and P2 in Attachment C of Appendix II.
Q2. Support representations (R2 to R961) which oppose Items A1, A2, B1, B2 and C	See responses to A to P2 in Attachment C of Appendix II.
Q3. Support representation (R748) which opposes Items A1, A2, B1, B2 and C	See responses to A, B, D to L, O, Q and P1 in Attachment C of Appendix II.
Q4. Support representations (R734, R735 and R737) which oppose Items A1, A2, B1, B2 and C	See responses to B, E, I, O, P1 and P2 in Attachment C of Appendix II.
Q5. Support representations (R734, R740 and R746) which oppose Items A1, A2, B1, B2 and C	See responses to B, E, I, M, N, P and P2 in Attachment C of Appendix II.
Q6. Support representations (R907, R910 and R941) which oppose Items A1 and A2	See responses to B, K and P1 in Attachment C of Appendix II.
Q7. Support representations (R800 to R802) which oppose Items A1 and A2	See responses to F, M, N and P2 in Attachment C of Appendix II.
Q8. Support representation (R944, R949 and R959) which opposes Items A1, A2, B1 and/or C	See responses to B and P1 and P2 in Attachment C of Appendix II.

《青衣分區計劃大綱草圖編號 S/TY/27》的申述要點和回應

就申述提出的意見	回應
Q1. 支持表示反對修訂項目A1, A2, B1, B2及C的申述(R171)	見附件二附錄 C 內 A 至 P、P1 及 P2 項的回應。
Q2. 支持表示反對修訂項目A1, A2, B1, B2及C的申述(R2至R961)	見附件二附錄 C 內 A 至 P2 項的回應。
Q3. 支持表示反對修訂項目A1, A2, B1, B2及C的申述(R748)	見附件二附錄 C 內 A、B、D 至 L、O、Q 及 P1 項的回應。
Q4. 支持表示反對修訂項目A1, A2, B1, B2及C的申述(R734、R735及R737)	見附件二附錄 C 內 B、E、I、O, P1 及 P2 項的回應。
Q5. 支持表示反對修訂項目A1, A2, B1, B2及C的申述(R734、R740及R746)	見附件二附錄 C 內 B、E、I、M、N、P 及 P2 項的回應。
Q6. 支持表示反對修訂項目A1及A2的申述(R907、R910及R941)	見附件二附錄 C 內 B、K 及 P1 項的回應。
Q7. 支持表示反對修訂項目A1及A2的申述(R800至R802)	見附件二附錄 C 內 F、M、N 及 P2 項的回應。
Q8. 支持表示反對修訂項目A1, A2, B1及/或C的申述(R944、R949及R959)	見附件二附錄 C 內 B、P1 及 P2 項的回應。

強抽查市面上的食油樣本，政府亦即將就食油進口事宜展開公眾諮詢。

56. 劉利群女士續表示，就她未於會上詳細回應的事宜及個別地點的問題，鄭偉傑先生及鄧福堅先生將於會後跟進。

57. 主席感謝劉利群女士於會上耐心聆聽及解答議員的問題。

58. 吳劍昇議員的意見如下：

(i) 若手推車上的雜物稍作移動，署方已不能以票控形式檢控有關人士，他希望署方研究方法堵塞此法律漏洞。

(ii) 就榮芳街街市冷氣問題，他建議署方考慮毋需整個街市安裝冷氣的方案。

(iii) 歡迎成立特遣隊，並希望署方優先處理興芳街問題。

59. 主席表示議員如再有任何問題及意見，可於會後以書面向食環署提出。

(主席暫時離開會議室，由副主席代為主持會議。)

諮詢文件

青鴻路公營房屋發展計劃

(由規劃署及房屋署提出)
(葵青區議會文件第 22/2015 號)

60. 代主席歡迎規劃署荃灣及西九龍規劃專員周日昌先生及高級城市規劃師(葵青)洪鳳玲女士、房屋署高級建築師馮志輝先生、高級規劃師陳勁剛先生、高級土木工程師康榮傑先生、以及交通顧問公司高級工程師葉俊傑先生。

61. 周日昌先生、馮志輝先生及康榮傑先生以投影片簡介有關計劃。

62. 李志強議員表示明白現時土地供應短缺，對公營房屋的需求大，但青鴻路並不是興建公營房屋的理想地點。青鴻路鄰近居民飽受貨櫃碼頭的噪音及光污染困擾。而且，在長青邨及美景花園一帶的青衣路及青康路，現時在早上繁忙時間的交通流

量已經飽和，加上在青俊苑落成後，現時的交通設施將無法負荷。他建議改為在北岸公路的綠化地帶興建新的公營房屋。

63. 潘志成議員表示，有關諮詢文件在五月十一日才寄奉議員，時間倉促，議員難以諮詢居民的意見。在青鴻路興建公營房屋，無論在交通、景觀及環境上，都會對現時藍澄灣及美景花園的居民造成影響。新公營房屋的配套設施都在青衣東北，現時青衣西南的居民難以受惠。在這樣的情況下，實在難以支持青鴻路公營房屋發展計劃。

64. 林立志議員對交通配套感到憂慮；在新屋邨落成後，巴士服務很多時候都沒有相應增加。現時青衣路及青康路的流量已經飽和，運輸署應該開拓使用其他道路的新巴士線。現時很多公營房屋都是“見縫插針”式發展，交通及其他社區配套並不完善，在這樣的情況下，區議會很難支持題述方案。

65. 林紹輝議員以大白田邨 9H 用地為例，指出若在有噪音問題的土地興建公營房屋，居民遷入後將飽受困擾，而房屋署卻未能提供興建公屋前所承諾的改善措施。房屋署應該做好環境評估，以檢視有關地點是否適合發展住宅。

66. 梁子穎議員質疑有關交通評估是否準確。他認為，在現時的方案中，邨內沒有巴士站的設計並不可取，署方是低估了居民對公共交通服務的需求。公營房屋問題固然需要解決，但署方不應忽略交通問題的重要性。

67. 梁錦威議員表示，政府不應視興建了新的公營房屋就解決了房屋短缺的問題，還應考慮整體的社區規劃。在青鴻路的公屋落成後，來往該區的人口將增加超過四分之一，而題述方案中提及的社區設施，都是依賴現時已經有的設施。他建議房屋署提交更詳細的方案予區議會考慮。

68. 吳劍昇議員認為規劃署的規劃標準並不理想。題述方案只依賴附近社區提供配套設施，是罔顧現有居民的權益，若依照題述方案興建房屋，將會像葵聯邨落成後一樣，出現眾多問題。

69. 周偉雄議員以葵聯邨為例子，指房屋署在屋邨落成後，並未兌現之前所承諾會增加的交通及社區配套設施，在這樣的情況下，難以支持青鴻路公營房屋發展計劃。

負責人

70. 張慧晶議員表示支持興建公屋，但擔心交通配套是否充足。房屋署在會議上並未能夠就交通配套提出任何具體的建議。她建議房屋署和九巴協商如何能增加巴士路線。

71. 徐曉杰議員表示，現時青衣泊車位短缺，違例泊車問題嚴重，加上巴士服務不足，署方應該就以上交通問題提出具體的建議，以爭取區議會支持。

72. 徐生雄議員表示，房屋署忽略交通配套的重要性。若不增加公共交通服務，青鴻路的公屋居民出入將會很不方便。他要求房屋署提供更詳細的配套資料，供議員考慮。

73. 梁國華議員表示，政府不能只側重房屋短缺問題而忽略社區配套的問題。就房屋署所介紹的方案而言，青鴻路公屋須依賴現時周邊社區提供配套設施，對現有的居民並不公平。他促請政府認清地區的需要，改善社區配套設施的規劃。

74. 許祺祥議員表示，政府應該反思，為何在房屋短缺問題嚴峻的情況下，社區依舊有反對的聲音。近年很多新建公共屋邨的配套設施並不足夠，令居民出入不便，而且遲遲未有改善措施。政府應該改善諮詢時的做法，一併提供有關交通及社區配套設施的詳細資料。

75. 潘小屏議員表示支持盡快興建公屋。現時樓價高企，使一般市民難以負擔，以致對公屋的需求殷切。房屋署應該在增加公屋供應時，同時做好交通配套。

76. 周日昌先生綜合回應如下：

(i) 根據規劃署進行的實地調查，青衣的地區休憩用地設施不論在平日、周末、日間或晚間，都沒有出現人多擠迫、不勝負荷的情況。而鄰近的長青邨內亦有完善的社區配套設施包括社區會堂等，而且使用率未達飽和，有空間吸納青鴻路公屋的新需求。另一方面，青鴻路公屋發展可以考慮提供相關配套設施。

(ii) 由於現時正處於概括規劃的階段，因此暫時未有增加巴士服務的詳細方案。房屋署會再和運輸署商討，如何因應屋邨落成後增加的人口，調整巴士服務。

77. 康榮傑先生表示，房屋署已經聘請了獨立顧問公司進行交通影響評估，評估結果顯示，現時主要路口及迴旋處並未飽和，有空間容納發展計劃帶來的額外車流。

78. 葉俊傑先生表示，根據交通影響評估的結果，青衣上路及附近的迴旋處可應付現時和預計增長的車流量。現時，發展計劃附近有超過 20 條巴士或小巴線前往港九新界各區；在發展計劃落成後，透過增加班次，應該可以滿足居民對公共運輸的需求。另外，在青衣上路路旁亦已預留空間，在有需要時作巴士或小巴上落客或總站之用。

79. 李志強議員表示，署方所提及的社區設施都在青衣東北，離青鴻路甚遠，而現時在青衣西南的社區會堂也經常爆滿。另九巴現時並未承諾會在新屋邨落成後增加巴士線，因此，署方並不能確保將來會有足夠的巴士服務供居民使用。他並表示擔心在青鴻路興建公屋會成為屏風樓。

80. 潘志成議員表示，房屋署應該拿出更多誠意與居民溝通。現時，房屋署及規劃署只表示，根據評估，在青鴻路興建公屋對交通和環境影響不大，但並未能提出實際的數據。

81. 林立志議員表示，現時青衣區已經公屋林立，而青衣西南的社區本身交通及設施配套並不足夠，若再有更多居民遷入，會令到問題惡化。他指出，除非政府能夠更改周邊工業用地為社區設施，否則不應該在青鴻路興建公屋。

82. 梁志成議員建議，運輸及房屋局應該參與諮詢工作，以統籌房屋署及運輸署在興建公屋及規劃相關交通配套的工作。

83. 林紹輝議員建議，青鴻路公屋的交通規劃應該包括九巴，因九巴才能決定能否增加巴士服務。他促請房屋署提供管理社區配套設施的詳細資料。

84. 徐生雄議員表示，發展計劃中雖然有會堂和學校等設施，但是位置都較為偏遠。另外，有關交通配套設施的資料不足，政府應該提供相關配套設施的詳細資料，供議員考慮。在居民入伙後，相關配套設施一般較難爭取。相比其他發展計劃，是項計劃不需考慮鄰近居民的景觀，只需解決交通及設施的問題。他相信問題解決後，計劃會較容易得到議會支持。

85. 梁錦威議員認為規劃署及房屋署未能解答他對噪音問題的提問。他要求房屋署及運輸署就此計劃提出具體的公共交通發展方案。根據 9H 用地及葵聯邨的經驗，政府在居民入伙後都沒有安排交通配套。因此，他要求當局在規劃階段提供有關方案。他亦詢問當局會否作出規劃，在計劃中的屋邨內興建街市。

86. 周偉雄議員認同梁錦威議員在交通方面的意見。他表示，公共屋邨的居民多數來自基層。他參考葵聯邨的情況，當局應考慮有否足夠支援給予屋邨內的精神病康復者、長者及婦女，如有需要，應與其他部門如醫院管理局及社會福利署配合。

87. 吳劍昇議員表示，葵聯邨的居民因為要應付生活上的需要，所以要往返山上。他希望政府能改善交通及其他配套，以改善葵聯邨的問題。他認為在地區設施不足下，難以支持發展計劃。

88. 周日昌先生的回應如下：

(i) 青衣區整個規劃中的新增人口應約為 20000 人而非 100000 人。人口總數預算增至約 190000 人，當中已經計及各項情況。發展計劃亦是按預計新增的人口作規劃和估算。

(ii) 發展計劃中新興建的商場可以連接美景花園及長青邨，居民因而可享用長青邨的社區設施，而該設施現時仍有空間應付更多需要。

89. 康榮傑先生的回應如下：

(i) 房屋署在規劃過程中與其他部門如運輸署、規劃署及環保署均保持緊密聯絡，而發展計劃亦得到有關部門認同。

(ii) 根據交通影響評估結果，即使在最繁忙的時段，發展計劃附近的道路仍然有能力應付交通需要。報告內之計算方法，除了獲運輸署認可外，亦是一項較為科學化的測試。另外，房屋署一直與運輸署就發展計劃帶來新增的公共運輸服務需求保持緊密聯絡，並進行評估。由於新增的人口不會在同一時間使用公共運輸服務，預計在繁忙時段，由發展計劃產生的需求約為相等於 15 班次的巴士服務。基

於市民對公共運輸服務的需求會隨着時間變化，房屋署會繼續與運輸署保持緊密聯絡，適時為此發展計劃制定方案。

90. 馮志輝先生回應指，房屋署會因應地盤的布局及附近環境，透過建築設計、拉遠噪音源頭與受影響單位的距離、安裝減音窗及建築鰭片等措施紓緩噪音問題。另外，顧問公司會進行評估，研究有否興建街市的需要。

91. 李志強議員提出一項臨時動議，內容如下：

臨時動議：“葵青區議會要求政府優先考慮青衣北岸約十公頃之綠化地大量建公屋，並重新規劃青鴻路之使用，在未有完整交通及環境配套之前，擱置在青鴻路選址建大型屋邨。”

(由李志強議員動議，潘志成議員和議)

92. 代主席宣布就是否接納臨時動議進行表決，結果 15 票贊成，沒有反對及 8 票棄權，區議會接納臨時動議。

93. 梁國華議員作出聲明，指由於以上臨時動議的內容涉及青衣的綠化地帶，而事前並沒有諮詢青衣居民，他擔心對居民有影響。因此他對該臨時動議表示棄權。

94. 代主席表示收到修訂動議(一)，內容如下：

“葵青區議會要求重新規劃青鴻路/青衣路用地，在未有規劃完整交通、環境及社區配套之前，擱置在上述選址興建大型屋邨。”

(由林立志議員、李志強議員、潘志成議員動議，林紹輝議員、梁錦威議員、梁志成議員、梁國華議員、徐生雄議員、吳劍升議員和議)

95. 代主席宣布下列授權的通知：

(i) 何少平議員授權張慧晶議員代其於會上進行投票；
(ii) 黃潤達議員授權梁錦威議員代其於會上進行投票；
(iii) 麥美娟議員及梁子穎議員授權劉美璐議員代其於會上進行投票；
(iv) 潘小屏議員授權林翠玲議員代其於會上進行投票。

96. 主席宣布就修訂動議進行表決，結果 24 票贊成，沒有反對及棄權，區議會通過修訂動議。

(主席返回會議室繼續主持會議。)

廉政公署新界西南辦事處二零一五至二零一六年度工作計劃
(由廉政公署新界西南辦事處提出)
(葵青區議會文件第 23/2015 號)

97. 主席歡迎廉政公署首席廉政教育主任/新界西樓國媚女士及高級廉政教育主任鍾皚妍女士出席會議。

98. 樓國媚女士以投影片簡介文件。

99. 徐生雄議員表示，現時社會上愈來愈多樓宇維修個案涉及貪污，導致居民要繳付昂貴的費用。他詢問，廉政公署除了宣傳防貪知識及由居民舉報貪污個案外，有否其他方法防範上述情況。

100. 梁錦威議員表示欣賞廉政公署在地區推行的宣傳及教育工作。不過，他指，廉政公署近年於處理涉及政府官員的個案時，往往花費較長時間或最終低調地終止調查。他表示廉政公署的公眾形象可能因此受損，影響市民舉報的信心。

101. 張慧晶議員表示，個別樓宇維修個案可能出現「圍標」的情況，她建議廉政公署出席樓宇法團商討委聘樓宇維修顧問公司的會議，以起阻嚇作用。

102. 梁國華議員希望廉政公署提供向少數族裔推廣防貪教育服務的詳細資料和涉及少數族裔個案的發展趨勢。另外，他指少數族裔有不同的宗教及文化背景，他詢問，廉政公署於推廣時有否遇到困難。

103. 周偉雄議員指，有研究報告指出，市民對貪污的接受程度變得較為寬鬆，他詢問，廉政公署有否方法重新提升市民對貪污行為的關注。另外，他曾聽聞，於互助委員會選舉前，曾有居民透過送禮鼓勵其他居民參選層代表，他促請廉政公署向相關人士提供指引，以加強選舉的公平性。

104. 林立志議員表示，廉政公署在處理涉及政府官員個案時的

25. The Chairman said Members could raise questions to FEHD by writing after the meeting.

(The Chairman temporarily left the conference room and the Vice-chairman took the chair.)

Consultation Paper
Public Housing Development at Tsing Hung Road
(Proposed by the Planning Department and the Housing Department)
(K&T DC Paper No. 22/2015)

26. Representatives of the Planning Department (PlanD) and the Housing Department (HD) introduced the above paper.

27. Members' enquiries and opinions were as follows:

(i) A Member opined that Tsing Hung Road was not a suitable location for development of public rental housing (PRH) and residents would suffer from noise and light pollution. A Member echoed and requested HD to review if the location was suitable for residential development under the current noise level.

(ii) A number of Members found it hard to support the proposal in view of insufficient transportation and community facilities, and some Members quoted the housing development in area 9H, Kwai Chung and Kwai Luen Estate as examples.

(iii) With regard to insufficient transportation facilities, two Members pointed out that traffic capacity at Tsing Yi Road and Ching Hong Road was full and existing transportation facilities would not be able to cope with the increase in population. A Member doubted the accuracy of the traffic impact assessment (TIA). Two Members suggested that HD should involve KMB in traffic planning. A number of Members requested the Authority to put forth specific proposals and provide detailed information on transportation.

(iv) With regard to insufficient community facilities, three Members pointed out that the proposal was counting on existing facilities in the vicinity. Two Members said that supporting facilities for the new PRH were in northeast Tsing Yi, and residents in southwest Tsing Yi could hardly be benefited. The Government should have comprehensive planning on community facilities before new

residential development. A number of Members requested the Authority to provide detailed information on supporting/community facilities planning. A Member asked if a market would be built.

(v) One Member remarked public housing should be developed in the green belt at Tsing Yi North Coastal Road.

(vi) The PRH development would affect the transportation, view and environment of existing residents in Rambler Crest and Mayfair Gardens.

(vii) PRH in Tsing Hung Road might bring about "wall effect".

(viii) HD and PlanD did not provide actual figures to support the claim that the development has little impact on traffic and environment.

(ix) The Transport and Housing Bureau (THB) should be involved in the consultation, so as to coordinate the work of HD and PlanD.

28. Representatives of PlanD replied as follows:

(i) PlanD's site visit revealed that facilities in Tsing Yi's open space were not overcrowded. There were comprehensive community facilities in the neighbourhood, and there were room for absorbing new demand from Tsing Hung Road development. Besides, relevant facilities might also be provided under the project.

(ii) There was no detailed proposal on the enhancement of bus services in this preliminary stage. HD would discuss with the Transport Department (TD) on adjustment of bus services with reference to the increase in population upon completion of development.

(iii) The population increase in Tsing Yi would be around 20 000 persons and the planning and assessment were based on this figure.

(iv) The shopping arcade to be developed could connect Mayfair Gardens and Cheung Ching Estate, and residents could make use of community facilities in Cheung Ching Estate, which still had much room for more demand.

29. Representatives of HD replied as follows:

(i) HD engaged an independent consultancy firm to carry out TIA, and findings showed that there was room for additional traffic flow, even during peak hours. The calculation method was endorsed by TD. It was estimated that there

would be new demand of about 15 bus departures during peak hours. HD would continue to maintain close communication with TD to devise proposals with regard to the development.

(i) HD had maintained close communication with other departments and the development was endorsed by relevant departments.

(ii) HD would alleviate noise problem by a number of measures.

(iii) The consultancy firm would assess if a wet market should be built.

30. Representatives of the consultancy company replied as follows:

(i) TIA findings showed that there was residual capacity for additional traffic flow. Upon completion of the development, increasing frequencies of bus or minibus services should be able to cope with the demand from residents. Space was reserved in the upper section of Tsing Yi Road for bus/minibus stops/terminus.

31. A Member put forth a provisional motion as follows:

Provisional Motion: "The Kwai Tsing District Council requests the Government to give priority to the consideration of building a large number of public rental housing in the green belt of about 10 hectares at north coast of Tsing Yi, to replan the utilisation of the site on Tsing Hung Road, and to suspend the development of large-scale housing estate at the site on Tsing Hung Road before comprehensive transportation and environmental facilities are in place."
(Proposed by Mr. LEE Chi-keung, Alan; seconded by Mr. POON Chi-sing)

32. The Acting Chairman put the provisional motion to vote for acceptance. There were 15 votes for, no vote against, and 8 abstentions. DC accepted the provisional motion.

33. The Acting Chairman received an amended motion as follows:

Amended Motion: "The Kwai Tsing District Council requests the Government to replan the utilisation of the site on Tsing Hung Road/Tsing Yi Road, and suspend the development of large-scale housing estate at the above-mentioned site before comprehensive planning on transportation, environmental and community facilities is in place."
(Proposed by Mr LAM Lap-chi, Mr. LEE Chi-keung, Alan and Mr. POON Chi-sing; seconded by Mr LAM Siu-fai, Mr LEUNG Kam-wai, Mr LEUNG Chi-shing, Mr

LEUNG Kwok-wah, Mr TSUI Sang-hung, Sammy and Mr NG Kim-sing)

34. The Acting Chairman put the amended motion to vote. There were 24 votes for, no vote against, and no abstention. DC endorsed the amended motion.

(The Chairman continued to chair the meeting.)

ICAC Regional Office (New Territories South West) Work Plan 2015-2016
(Proposed by the ICAC Regional Office (New Territories South West))
(K&T DC Paper No. 23/2015)

35. Representative of ICAC introduced the Work Plan.

36. Members' enquiries and opinions were as follows:

(i) A Member asked if there were measures to prevent corruption in building maintenances other than education and report of cases. A Member said there might be bid-rigging in building maintenances and suggested that ICAC should attend meetings of owners' corporations on the appointment of consultancy firm for building maintenance and assign officers to assist the corporations in dealing with the issue. The District Office should also take a role in the prevention of bid-rigging. ICAC could seek information from the Housing Society about buildings under maintenance. Mandatory requirement should be imposed on owners' corporations for seeking advice from ICAC with regard to building maintenances.

(ii) Two Members pointed out that the long investigation time or the suspension of investigation in cases involving government officials might damage the image of and public confidence in ICAC.

(iii) A Member requested information on ethnic minorities (EM), i.e. promotion among EM, the difficulty ICAC encountered and trend on EM involving in corruption cases.

(iv) As research showed that the public were more open to corruption, a Member asked if ICAC had any measure to enhance public alertness over corruption. ICAC should also provide guidance to persons involved in mutual aid committee (MAC) elections.

(v) ICAC should organise more talks and exhibitions on election legislations. Guidelines should be provided to Electoral Affairs Commission and the

Local Forum on 18.9.2015

Date : 18 September 2015
Time : 8pm
Venue : Cheung Ching Estate Community Centre
Attendance : Government representatives from Housing Department and Planning Department, 3 Kwai Tsing District Council members and about 250 local residents mainly from Rambler Crest
Subject : Proposed Public Housing Development at Tsing Hung Road, Tsing Yi

Gist of Local Views

1. The Site is a slope. It is not suitable for housing development. The Government should find other suitable sites for housing development, such as Tsing Yi North and temporary car park sites in Tsing Yi.
2. The Site covered with more than 1,800 trees. Removing of the trees for housing development will affect the air quality of the area.
3. According to the hazard assessment study in 1980's, the Site was zoned "Open Space" in 1990's to serve as a noise buffer between CT9 and the residential developments in Mayfair Gardens and Cheung Ching Estate.
4. There is no open space in Tsing Yi South.
5. Construction cost on slope is expensive.
6. Five high-rise blocks will block sunlight to the Rambler Crest flats and will affect the air ventilation of the area.
7. The future public housing development will face the same problems as that of Rambler Crest which include traffic noise, air pollution and glare problems from CT9. To address the environmental problems, Rambler Crest needs to provide central air ventilation system. The public housing development should have open windows. The close window design to address air quality issue should not be adopted in public housing development because it is a costly system and is not fair to tax payers.
8. The Site is located adjacent to a petrol filling station. It will pose a safety problem to the future residents.
9. The traffic data survey on one day only on 31.3.2015 is inadequate and the findings have no representative meaning. The traffic impact assessment has underestimated the traffic demand and pedestrian flow.
10. The existing public transport services in the area are already insufficient. There is only one bridge (i.e. Tsing Yi Bridge) to serve the residents of Tsing Yi South. Injection of population to the area in Tsing Yi South will further aggravate the traffic problems.

二零一五年九月十八日的居民大會

日期： 二零一五年九月十八日
時間： 下午八時
地點： 長青邨社區中心
出席： 房屋署及規劃署的政府代表、三名葵青區議員及約 250 名主要來自藍澄灣的區內居民
事項： 青衣青鴻路的擬議公營房屋發展

區內人士的意見

1. 該地盤位於斜坡，不宜用作房屋發展。政府應另覓其他合適的地點作房屋發展，例如青衣北及青衣的臨時停車場用地。
2. 該用地上有超過 1 800 棵樹木。移除樹木作房屋發展會影響該該區的空氣質素。
3. 基於八十年代的危險評估研究，該地盤於九十年代劃為「休憩用地」地帶，以作為 9 號貨櫃碼頭與美景花園和長青邨等住宅發展之間的噪音緩衝區。
4. 青衣南沒有休憩用地。
5. 在斜坡建屋費用高昂。
6. 五幢高樓大廈會遮擋藍澄灣住宅單位的陽光，並影響該區的空氣流通。
7. 日後的公營房屋發展會面對和藍澄灣相同的問題，包括來自 9 號貨櫃碼頭的交通噪音、空氣污染及眩光等問題。為解決環境問題，藍澄灣須設中央空調系統。公營房屋發展應設可開啟的窗戶。公營房屋發展項目不應採用密封式窗戶設計來解決空氣質素問題，因為有關系統價格高昂，對納稅人並不公平。
8. 該地盤位處加油站附近。這對日後的居民會構成安全問題。
9. 只於二零一五年三月三十一日進行一天的交通數據調查並不足夠，調查結果沒有代表性。交通影響評估低估了交通需求和行人流量。
10. 該地區的現有公共交通服務已經不足。現時只有一條橋(青衣大橋)供青衣南的居民使用。增加該地區的人口會令交通問題進一步惡化。

Form No. S6 表格第 S 6 號

For Official Use Only 請勿填寫此欄	Reference No. 檔案編號	
	Date Received 收到日期	

1. The representation should be made to the Town Planning Board (the Board) before the expiry of the specified plan exhibition period. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board, 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申述必須於指定的圖則展示期限屆滿前向城市規劃委員會（下稱「委員會」）提出，填妥的表格及支持有關申述的文件（倘有），必須送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會秘書收。

2. Please read the "Town Planning Board Guidelines on Submission and Publication of Representations, Comments on Representations and Further Representations" before you fill in this form. The Guidelines can be obtained from the Secretariat of the Board (15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong - Tel.: 2231 4810 or 2231 4835) and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F., Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories), or downloaded from the Board's website at http://www.info.gov.hk/tpb/.
填寫此表格之前，請先細閱有關「根據城市規劃條例提交及公布申述、對申述的意見及進一步申述」的城市規劃委員會規劃指引。這份指引可向委員會秘書處（香港北角渣華道 333 號北角政府合署 15 樓 - 電話：2231 4810 或 2231 4835）及規劃署的規劃資料查詢處（熱線：2231 5000）（香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輋路 1 號沙田政府合署 14 樓）索取，亦可從委員會的網頁下載（網址：http://www.info.gov.hk/tpb/）。

3. This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters, preferably in both English and Chinese. The representation may be treated as not having been made if the required information is not provided.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。提出申述的人士須以打印方式或以正楷填寫表格，填寫的資料宜中英文兼備。倘若未能提供所需資料，則委員會可把有關申述視爲不曾提出論。

1. Person Making This Representation (known as "Representer" hereafter) 提出此宗申述的人士（下稱「申述人」）

Name 姓名 / 名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生 / 夫人 / 小姐 / 女士 / 公司 / 機構 *)

藍澄灣業主委員會

2. Authorized Agent (if applicable) 獲授權代理人 (如適用)

Name 姓名 / 名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生 / 夫人 / 小姐 / 女士 / 公司 / 機構 *)

陳碧霞

RECEIVED
06 OCT 2015
Town Planning Board

3. Details of the Representation 申述詳情

Draft plan to which the representation relates 與申述相關的草圖	S/TY/27

* Delete as appropriate * 請刪去不適用者
Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Parts 1, 2 and 3 第 1 、第 2 及第 3 部分

Form No. S6
表格第S6號

REPRESENTATION RELATING TO DRAFT PLAN UNDER SECTION 6(1) OF THE TOWN PLANNING ORDINANCE (CAP. 131)

根據《城市規劃條例》（第131章）第6(1)條就草圖作出申述

3. Details of the Representation (Continued) (use separate sheet if necessary)
申述詳情（續）（如有需要，請另頁說明）

Nature of and reasons for the representation 申述的性質及理由		
Subject matters@ 有關事項@	Are you supporting or opposing the subject matter? 你支持還是反對有關事項？	Reasons 理由
A1, A2 B1, B2 C項	☐ support 支持 ☑ oppose 反對	見附頁.
	☐ support 支持 ☐ oppose 反對	
	☐ support 支持 ☐ oppose 反對	

Any proposed amendments to the draft plan? If yes, please specify the details.
對草圖是否有任何擬議修訂？如有的話，請註明詳情。

@ Please describe the particular matter in the plan to which the representation relates. Where the representation relates to an amendment to a plan, please specify the amendment item number provided in the Schedule of Amendments.
請形容圖則內與申述相關的指定事項。如申述與圖則的修訂有關，請註明在修訂項目附表內的修訂項目編號。

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」
「✓」at the appropriate box 請在適當的方格內加上「✓」號

4. Plans, Drawings and Documents 圖則、繪圖及文件

Please list location plans, sites plans, other relevant plans, drawings and other documents submitted with the representation. For coloured drawings/plans or plans/drawings larger than A3 size, 90 copies each should be provided. For other supplementary documents, e.g. reports on impact assessment, 90 copies each should be submitted.

請列明連同申述一併遞交的位置圖、地盤平面圖、其他相關圖則、繪圖及其他文件。倘有圖則/繪圖爲彩圖或超過A3大小，須一式90份。至於其他補充文件（例如：影響評估報告），則須一式90份。

.....

.....

.....

5. Signature 簽署

Signature 簽署 ..... "Representer" /Authorized Agent* 「申述人」/ 獲授權代理人 *

陳嘉強

Name in Block Letters 姓名（以正楷填寫） ..... Position (if applicable) 職位（如適用）

Professional Qualification(s) 專業資格 Member 會員 / Fellow 資深會員 * of

☐ HKIP ☐ HKIA ☐ HKIS ☐ HKIE ☐ HKLA

Others 其他 .....

藍澄灣 RAMBLER CREST 業主委員會 OWNERS' COMMITTEE

on behalf of 代表 .....

Company/Organization Name and Chop (if applicable) 公司 / 機構名稱及蓋章（如適用）

Date 日期 ~~2015~~ 2015 - 10 - 5

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this representation will be used by the Secretary of the Board and Government departments for the following purposes:

   (a) the processing of this representation which includes making available the name of the "representer" for public inspection when making available this representation for public inspection; and

   (b) facilitating communication between the "representer" and the Secretary of the Board/Government departments

   in accordance with the provisions of the Town Planning Ordinance and the relevant Town Planning Board Guidelines.

   委員會就這宗申述所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

   (a) 處理這宗申述，包括公布這宗申述供公眾查閱，同時公布「申述人」的姓名供公眾查閱；以及

   (b) 方便「申述人」與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the "representer" in this representation may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

   「申述人」就這宗申述提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. A "representer" has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.

   根據《個人資料（私隱）條例》（第 4 8 6 章）的規定，「申述人」有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址爲香港北角渣華道 333 號北角政府合署 15 樓。

* Delete as appropriate　　* 請刪去不適用者

Please fill "NA" for inapplicable item　　請在不適用的項目填寫「不適用」

「✓」at the appropriate box　　請在適當的方格內加上「✓」號

藍澄灣
RAMBLER CREST

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附件

反對青衣青鴻路公營房屋發展計劃 (圖則編號: S/TY/26 及 S/TY/27)

青衣路交通負荷問題及交通影響評估報告:

1. 就 Mott MacDonald 進行之(Potential Site for Public Housing Development at Tsing Yi Road, Tsing Yi Area 22B, Traffic Impact Assessment Report, July 2015), 出現多方面重大錯誤及遺漏 樣本嚴重不足, 青鴻路公營房屋發展計劃共有 5 座, 將建約 3,800 個單位, 預計人口達 11,600 人, 樓高約主水平基準 140 米, 將會大大增加該地交通負苛。 如此大型房屋發展計劃之交通影響評估報告, Mott MacDonald 只於 2015 年 3 月 31 日 (星期 3) 1 天於長宏村進行公共交通調查, 樣本嚴重不足。 我們認為 Mott MacDonald 應最少於 5 個不同工作天進行公共交通調查, 以控制及減低調查誤差風險。

2. 同樣地, Mott MacDonald 只於 2015 年 4 月 28 日 (星期 2) 1 天於長青村進行專利巴士及公共小巴載客量調查亦屬樣本嚴重不足, 造成調查誤差風險極高。

3. 調查日期出現嚴重問題, 大大低估公共交通人流. Mott MacDonald 只於 2015 年 3 月 31 日 (星期 3) 1 天於長宏村進行公共交通調查, 得出早上最繁忙時段之 1 小時對公共交通需求人次為 1,776 人之結果, 出現嚴重問題, 大大低估公共交通人流。首先, 查 2015 年 3 月 31 日當日為復活節長假期前夕第 3 個工作天, 大量幼兒園、幼稚園、小學、中學及大學均已於 2015 年 3 月 31 日前開始復活節長假期。其次, 由於大量公司均以 3 月 31 日作年結, 很多上班人士均於當天放年假以清理假期餘額。最後, 很多上班人士均於當天放年假數天以自製特長假期。 以上種種原因, 均令該只於 2015 年 3 月 31 日 (星期 3) 1 天於長宏村進行公共交通調查出現嚴重問題, 大大低估公共交通人流。

4. 根據香港政府統計處之香港統計年刊 2014 之數據, 其所公布之就業人數比率約為人口之 51.87% (以青鴻路發展計劃之預計人口為約 11,600 人, 就業人口為約 6,017 人) 及適齡學童人數比率約為人口之 17.67% (以青鴻路發展計劃之預計人口為約 11,600 人, 適齡學童人口為約 2,050 人), 合共為 69.54%, 約為 8,067 人。 我們單單以政府統計處之資料計算, 每日需出門上班上學之就業人口及適齡學童已達 8,067 人, 尚未包括非上班上學之人口 (3,533 人)例如進行外出接送上學、買餸、飲茶、運動及其他活動對交通之需求。

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5. 如保守假設只有 50%就業人口、50%適齡學童及 25%非上班上學之人口需於最繁忙時段之 1 小時使用公共交通工具，數量將達 4,917 人，遠超 Mott MacDonald 之粗疏統計數據。

6. 調查地點不當. Mott MacDonald. 只於 2015 年 4 月 28 日 (星期 2) 1 天於長青村進行專利巴士及公共小巴載客量調查，調查地點並不恰當。事實上，青鴻路公營房屋發展計劃更為鄰近藍澄灣公共小巴站，如青鴻路公營房屋發展計劃落成後將對藍澄灣公共小巴需求造成極嚴重人流壓力。 查藍澄灣現時每當上學及上班時間均出現極長候車人龍，如 Mott MacDonald 於藍澄灣公共小巴站進行公共小巴載客量調查，當會得出極為負面結果，證明 Mott MacDonald 交通影響評估報告出現重大錯誤及遺漏，避重就輕，製造不實數據,以求蒙混過關。

7. 報告假設草率，不符合公眾合理預期. 該公共交通調查出現嚴重問題，大大低估公共交通人流後，得出對公共交通需求人次為 1,776 人之結果。 Mott MacDonald 繼而草率假設該 1,776 人只需 14.8 個巴士班次 (每輛巴士滿載 120 人) 已能解決對公共交通需求，脫離現實，不符合公眾合理預期。

8. 現實情況下，該 1,776 人不單會乘搭巴士，亦會乘搭其他公共交通工具例如的士(每輛約載 5 人)、小巴(每輛約載 16 人)，學童更會乘搭學童巴士(每輛約載 16 人)，而公共交通工具正常情況下亦不會滿載才開出。可見 Mott MacDonald 草率假設，嚴重低估公共交通工具需求之車流量，脫離現實，不符合公眾合理預期。

9. 假設該 1,776 人 50%乘搭巴士(每輛滿載 120 人)，另外 50%乘搭小巴及學童巴士(每輛滿載 16 人)，所需班次共約 63 班，遠超 Mott MacDonald 於報告中預期。

10. 如以我們從香港政府統計處之香港統計年刊 2014 之數據，再保守假設只有 50%就業人口、50%適齡學童及 25%非上班上學之人口需於最繁忙時段之 1 小時使用公共交通工具，數量將達 4,917 人，再假設該 4,917 人 50%乘搭巴士(每輛滿載 120 人)。另外 ,50%乘搭小巴及學童巴士(每輛滿載 16 人)，所需班次共約 174 班，遠遠超過 Mott MacDonald 於報告中預期。

11. 以上數據證明 Mott MacDonald 交通影響評估報告出現重大錯誤及遺漏，避重就輕，製造不實數據以求蒙混過關。

12. 按 **Mott MacDonald 現時估算 (1,776 人) 15 個巴士班次.** 按 Mott MacDonald 現時估算 (1,776 人) 再按實際情況 50%乘搭巴士及 50%乘搭公共小巴及學童巴士，7.5 個巴士班次及 55.5 個公共小巴及學童巴士班次，合共 63 個班次. 按香港政府統計處之香港統計年刊 2014，保守假設只有 50%就業人口、50%適齡學童及 25%非上班上學之人口需於最繁忙時段之，1 小時使用公共交通工具，數量將達 4,917 人，再按實際情況 50%乘搭巴士及 50%乘搭公共小巴及學童巴士 20.5 個巴士班次及 153.5 個公共小巴及學童巴士班次，合共 174 個班次

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13. 嚴重低估路面車流量增長. Mott MacDonald 於估算路面未來 10 年車流量增長時，並未有充份考慮附近大型建築項目之落成。例如,青衣路及青鴻路附近正在建築中之 Ampletree 淡馬 Temasek 大型物流中心 (樓面面積約為 850,000 呎)、青俊苑 (約 465 伙)、香港專業教育學院(青衣)學生宿舍 (樓面面積約為 157,000 呎)及正招標之細山路用地 (鄰近美景花園及香港專業教育學院，樓面面積約為 470,000 呎)，將來相繼落成之後，將大大增加青衣路及青鴻路路面車流量。

14. 隨著附近已落成之大型建築項目嘉民領達中心 (於 2012年中完工，樓面面積約為 2,400,000 呎) 營運日趨成熟，及亞洲物流中心順豐大廈於 2014 年底完工開始營運 (樓面面積約為 數十萬呎)，青衣南開始車流量大增。 Mott MacDonald 並未有參考香港政府統計處等實際數據。例如,於第 4 點 Mott MacDonald 申算青鴻路公營房屋發展計劃於最繁忙時段之 1 小時只需 15 個巴士班次，但我們參考香港政府統計處數據作保守假設，並依只有 50%就業人口、50%適齡學童及 25%非上班上學之人口需於最繁忙時段之 1 小時使用公共交通工具，數量將達 4,917 人，再按實際情況假設該 4,917 人 50%乘搭巴士(每輛滿載 120 人)，另外 50%乘搭小巴及學童巴士(每輛滿載 16 人)，所需班次共約 174 班，數量相差為 159 個班次，10 倍於 Mott MacDonald 之不實數據。

15. 而當以上大型建築項目相繼落成及營運成熟後，青衣路及青鴻路路面實際車流量將比過往大增以倍數計。 由於 Mott MacDonald 於估算路面未來 10 年車流量增長時，並未有充份考慮附近大量大型建築項目之落成，將嚴重低估將來實際路面車流量增長，令報告脫離現實情況，不符合公眾合理預期。

16. 路面工程頻繁已成常態，影響交匯處交通容量，造成樽頸大塞車._Mott MacDonald 估算交匯處交通容量時，並未有考慮路面工程頻繁對交匯處交通容量之重大影響。 以 2015 年 6 月至 8 月為例，單單由 '青衣路/青康路交匯處' 至 '青衣路/青衣鄉事會路交匯處' 短短數百米路程，已有 3 項大型路面工程在同時進行中，導致該路段大部份本來為雙線行車均改為單線行車，嚴重影響車流量。 其中最大型工程為水務署於青衣路/青衣鄉事會路交匯處於 2014年 10月開始進行，預期需時超過 1年直至2015年 11月才完成 (合約編號:11/WSD/11)，令該路段迴旋處及相關路面由雙線行車均改為單線行車，經常令交通出現嚴重擠塞，但 Mott MacDonald 對該大型路面工程之影響竟然隻字不提，繼續用雙線流暢行車作估算，造成估算交匯處交通容量時嚴重低估車流量，與實際情況並不相符，致令該交通影響評估報告出現重大錯誤及遺漏，不符合公眾合理預期。

17. 我們進一步詢問路政署過往數年於相關路段之工程明細，結果該署回覆有大量公營及私營機構曾進行路面工程如下: 1. 水務署 2. 九倉電訊有限公司 3. 和記環球電訊有限公司 4. 中華電力有限公司；及 5. 香港寬頻網絡有限公司. 由於 '青衣路/青康路交匯處' 至 '青衣路/青衣鄉事會路交匯處' 路段車輛使用頻繁，路面損耗致令維修工程不斷，加上相關路

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段地底有大量設施不斷需要路面施工維修，例如水務署之水管更換及舖設，各電訊及寬頻網絡之網絡舖設，及電力公司之電纜舖設，令路面之維修工程已成常態，導致相關路段大部份本來為雙線行車均改為單線行車，嚴重影響車流量，造成樽頸大塞車。因此計算路面車流量時必須將路面工程頻繁影響交匯處及道路交通容量考慮在內，以作正確及全面之評估。

18. 路面交通繁忙，意外頻生. 查最近青衣路/青康路交匯處' 至 '青衣路/青衣鄉事會路交匯處' 短短數百米路程，已因路面交通繁忙，近月發生數宗交通意外，造成交通大擠塞:2015 年 7 月 12 日中午約 12 時，1 輛 20 呎長貨櫃車，駛經青衣南橋交匯處時,疑轉彎時失控向右翻側，壓住 1 條行車線，司機受傷被困。 消防接報到場，協助將貨櫃車司機救出，再由救護員送院治理，送院時清醒，警方正調查意外原因。受意外影響，青衣交匯處來往青衣橋至葵芳一度暫封，現場交通擠塞。

19. 見 以 下 相 關 報 導 : http://hk.on.cc/hk/bkn/cnt/news/20150712/bkn-20150712125645772-0712_00822_001.html 最後該宗交通意外令交通大擠塞超過 4 小時，整個青衣島交通幾近癱瘓。2015 年 8 月 20 日上午約 8 時，青衣交匯處往青衣南橋方向，近青衣路有壞車,唯一行車線封閉，一帶擠塞。
20. 見以下相關報導: http://www.roadshow.hk/news/news-traffic.html?id=350415 由於正直上班及上學時間，最後附近大量居民及學生均嚴重遲到，整個青衣島交通幾近癱瘓。2015 年 8 月 20 日上午 9 時 30 分，青衣青康路往青衣南橋方向，位置近美景花園迴旋處有壞貨櫃車，龍尾已過長青邨巴士總站，現場路段受阻，交通擠塞。

21. 見 以 下 相 關 報 導 : http://yes-news.com/31236/%E5%8D%B3%E6%99%82%E4%BA%A4%E9%80%9A-%E9%9D%92%E8%A1%A3%E7%BE%8E%E6%99%AF%E8%8A%B1%E5%9C%92%E8%BF%B4%E6%97%8B%E8%99%95-%E5%A3%9E%E8%BB%8A 由於正值上班及上學時間，最後附近大量居民及學生均嚴重遲到，整個青衣島交通幾近癱瘓。

22. 隨著附近大型建築項目之落成,例如青衣路及青鴻路附近正在建築中之 Ampletree 淡馬錫 Temasek 大型物流中心 (樓面面積約為 850,000 呎)、青俊苑 (約 465 伙)、香港專業教育學院(青衣)學生宿舍 (樓面面積約為 157,000 呎)及正招標之細山路用地 (樓面面積約為 470,000 呎)，將來相繼落成之後，將大大增加青衣路及青鴻路路面車流量，交通大擠塞及癱瘓將無日無之，造成極嚴重影響。

23. 隨著附近已落成之大型建築項目嘉民領達中心 (於 2012 年中完工，樓面面積約為 2,400,000 呎) 營運日趨成熟，及亞洲物流中心順豐大廈於 2014 年底完工開始營運 (樓面面積約為 數十萬呎)，青衣車流量大增，而於青衣路及青鴻路路面車流量於 2015 年比過往大增。根據香港警務處交通總部交通報告 2014，全港交通意外總數比 2013 年減少約 2%，但青衣區之 2014 年全年交通意外總數卻由 2013 年之 418 宗上升至 441 宗，升幅約 6%，遠超全港平均

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數，證明青衣交通日趨繁忙，直接導致意外頻生。

24. 根據香港警務處交通總部交通報告 2014，全港涉及交通意外之車輛類別中，平均只有 15%為貨車，但根據葵青區議會資料，於葵青涉及交通意外之車輛類別中有 29%為貨車，證明青衣貨運交通異常繁忙，導致意外頻生。

25. 由於貨車為大型車輛，一經發生意外將嚴重影響交通，因此計算路面車流量時必須考慮附近大型建築項目(包括將落成及已落成)之影響，並將交通意外及涉事車輛類別之嚴重特性考慮在內，以作正確及全面之評估。

26. 該交通顧問報告隻字不提交通意外對整個青衣島交通有極重大影響，根據過往經驗 1 宗交通意外已經可以令整個青衣島交通幾近癱瘓，明顯地該交通影響評估報告出現重大錯誤及遺漏，不符合公眾合理預期。

27. 未有諮詢相關巴士及小巴公司意見. 青鴻路公營房屋發展計劃預計人口達 11,600 人，連同附近大型建築項目之宿舍及住宅項目，包括青俊苑 (約 465 伙)、香港專業教育學院(青衣)學生宿舍 (樓面面積約為 157,000呎)及正招標之細山路用地 (樓面面積約為 470,000呎)，預期新增人口接近 20,000 人，但 Mott MacDonald 完全未有諮詢相關之九龍巴士公司及葵青聯運小巴公司有關應付龐大人流提供交通服務之能力。

28. 事實上藍澄灣及長青村青桃樓每每於上班及下班等繁忙時間均出現極長候車人龍，過去多年區議員與九龍巴士公司及葵青聯運小巴公司多番商討，均未能解決問題。最大原因是九龍巴士公司及葵青聯運小巴公司車長及車輛資源不足，未能提供足夠班次疏導人流。

29. 對外交通配套未能應付激增人口。即使按照 Mott MacDonald 推算的 15 班次交通安排。在報告" Traffic Impact Assessment Report" item 3.4.5 中提及需要增加對外增加巴士班次如圖(TABLE 3.5)。這會對區外交通構成一定的負荷，例如 42A, 43C, 242X 等巴士會在繁忙時間增加彌敦道不小於 6 架次巴士的負荷，港島區(948 及 948P) 增加 3 架次巴士的負荷，荃灣、葵青區(43, 43A, 43M, 243P) 增加 8 架次巴士的負荷及東九龍增加 3 架次巴士的負荷。試問在繁忙的彌敦道及港島區路面如何能增加這麼多的巴士架次? 而規劃處及顧問公司不但沒有在報告中提及有關的潛在未能解決的問題，更沒有咨詢其他區議會(如油尖旺，港島、九龍東及荃灣區議會)的意見，將來受苦的不單是青衣島居民，而是做成全港性交通失衡，禍及社會經濟發展。

30. 例子，有數年前房屋署向葵青區議會及城規會建議於葵聯道 80 號及葵盛圍前葵順臨時房屋區，興建 4座公營房屋發展計劃 (即今日之葵聯村)，當日信誓旦旦會解決交通及社區配套問題，但結果入伙後出現並未有兌現承諾提供交通及社區配套，問題到今日仍未能解決，葵青區議會各區議員多次於區議會追問有關官員如何解決交通配套問題，但皆不得要領。

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31. 最近 1 次有葵青區議會議員於區議會追問有關官員如何解決葵聯村交通及社區配套問題之葵青區議會會議紀錄 (2015 年 5 月 14 日) 如下：http://www.districtcouncils.gov.hk/kwt/doc/2012_2015/tc/dc_meetings_minutes/150514_95_區議會會議記錄.pdf.pdf: 由於房屋署於上1次葵青區興建公營房屋發展計劃並未有兌現承諾提供交通及社區配套，加上完全未有諮詢相關之九龍巴士公司及葵青聯運小巴公司有關應付龐大人流提供交通服務之能力,明顯令該交通影響評估報告出現重大錯誤及遺漏,不符合公眾合理預期。

32. 政府就是次計劃所提交 Mott MacDonald 的顧問報告手法實在非常粗疏，實在令人十分婉惜，完全沒有考慮周圍在興建中的房屋如長青村對上居屋，美景後方將會興建的房屋, IVE 的新宿舍及新近落成的物流中心，只是人流已增加了數千人，再加上此項目將會入住的萬多人，報告中只提及用 15 班巴士及擴闊少許路面便可解決此問題，從任何角度考慮都是難以令人信服，嚴重底估實際須要，是否真是如外面所說政府不會理會任何程序，配套及反對聲音，堅決要起足夠數量公屋向梁振英交數? 事件令人十分擔憂. 此外，周圍道路因接近貨櫃碼頭及物流中心，每天有大量重形車輛使用，只是在過去 2 個月已發生 3 次交通意外，引致交通嚴重擠塞，令到大部份青衣南街坊也須用上最少半小時至一小時才能到達最接近的 MTR 站. 在現時青衣南交通已經十分不理想的情況下，如將來再增多約 15,000 的人流，估計交通將會進一步難以負荷，故此懇請各城規會委員勿做政府幫凶，必須利用本身專業考慮，在未解決交通配套此問題時，必須予以否決此等不人道的方案.

33. 現在青衣南的住宅範圍包括長青村，藍澄灣，美景花園，IVE 等的食水，電，上網，煤氣等喉管都集中在此段路，因此，此段路長期需封閉一條行車線去舖設施工。此路段無論任何時間都有重型貨櫃車，巴士，運油車及其他車輛經過，道路的使用已經飽和，以致損壞嚴重，經常需要維修，道路留下凹凸不平的痕跡，如在青鴻路休憩用地興建房屋，到時增加的人口都要經此段道路。由於此路段非常繁忙，曾經發生多次交通意外，引致整個青衣區交通癱瘓，緊急車輛無路可行，附近居民的生命都受到威脅。

34. 附近有貨櫃碼頭，貨倉和油庫；貨櫃車，太型貨車和運油車頻密使用附近道路進出，由於行車相對緩慢，大大減慢行車時間，影響道路流量。加上快將落成使用的物流中心，可預計將更多太型或重型車輛使用附近道路，將會加深影響流量。在顧問報告並沒有計算這些因素，亦沒有考慮現有道路的承載能力，忽略這些車輛在道路使用上的影響，將會令將來長期交通阻塞，整個青衣南交通都受嚴重影響。到時無論增加多少班次也不能疏導交通。居民要長期受交通阻塞之苦。

35. 在青衣 22B 區一帶，長青村，美景花園，藍澄灣，連同興建中的青俊苑，近細山路屋村，教育學院及其宿舍和三座酒店，現時每平方公里內已有人口達 4 萬多。同時該地段又毗鄰大型貨櫃碼頭、多個物流中心、和記電訊大廈，流動人口絡繹不絕，道路系統使用繁忙，為應

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付當區固定居民及流動人口如學生及物流/社區設施等職員出入，公共交通工具經常大排長龍， 人車爭路等危險情境更屢見不鮮。 而當附近地段如在青鴻路的三幅預留土地(即臨時貨櫃場及露天停車場現地址)興建物流中心、教育學院擴建部份及長青村新屋苑將來相繼落成後，由於路面面積限制，現有或擬新增的道路系統及公共/商業/私人交通工具根本已經不敷應用，如強行再興建新屋苑，無論對現時及將來居民及其他道路使用者均帶來極嚴重負面影響，大塞車情況亦將會更加嚴重。到時居民必然怨聲載道! 然而有宮員聲稱會在擬建的3800 公屋落成後會作交通使用檢討或廣闊青衣路，這實在是騙人之說。一來衣路一帶路面窄，一面是斜坡油站，一面是公園公屋，根本沒有多餘空間廣闊路面。二來，就算有空間廣闊行車道，但所需的金錢及時間不非，並不能解決燃眉之急，受害者只有是新入伙的三千戶居民，青衣南一帶的公召私營居民，什至影響整個青衣島交通，影響貨櫃車出入，影響香港經濟。

36. 就顧問公司報告中，只在 2015 年 4 月 28 日早上 6:45 至 9:29 分進行交通評估，位置為長青邨青桃樓，但鄰近建屋位置的藍澄灣設有小巴站(路線: 88G/88F)、美景花園設有 243M 巴士總站，如日後公屋落成，相關居民有機會使用相關服務，但完全沒有進行檢查，而其中 88F/88G 小巴的服務，經常因酒店住客、附近商業大廈職員等等因素，引經常輪候長達半小時的情況，運輸署亦多次跟進，亦回覆有關情況不理想要作出改善，但至今仍未解決，如日後人口大幅增加，難以應付需要。另進行檢查的日子為香港文憑試考試期，部份學生以及考生因此沒有上學，未能反映居民實際情況

37. 顧問報告中沒有提及青沙幹線至青衣路車流量評估，在房屋署與顧問公司在報告中，所建議興建 5 座公屋，以其中 3 座樓宇沒有隔音屏障阻擋聲音，只依賴減音窗進行減聲，而青衣西南部有一系列的大型物流中心，汽車檢驗中心相繼落成，將做成青沙幹線至青衣路的車流量大增，而運輸署亦就有關情況，需要就青衣路以及航運路一帶進行改善。根據<香港規劃標準與準則>第九章 4.2.7 根據英國運輸署「計算道路交通噪音」的程序作出可靠的噪音聲級預測。香港在應用這計算方法時，交通流量最高的一小時的道路交通噪音以分貝(A)L10(1 小時)來表達，假設繁忙時間交通流量達 2000 架次，車輛速度為 70 公里/每小時，其正面噪音聲級分貝(A)L10(1 小時)為 81 分貝，扣除減音窗的減音量 4-8 分貝，仍會超出法定的 70 分貝，因此質疑報告沒有詳細資料，交代青沙幹線至青衣路的交通流量

38. 現時青衣南對外的公營交通已是嚴重不足, 區內居民常常需要等很長時間才可乘坐巴士或是專線小巴進出此區, 若再加上新增細山路及長青村正在興建的屋苑, 現有居民將會更加苦不堪言. 如再因此計劃而再增多萬多居民而政府在區域交通上再沒明顯的大幅改善, 交通問題將會雪上加霜. 此影響不單只是在青衣南, 可引伸至整條青康路(長青邨, 長康邨, 青華苑, 青盛苑) 和青衣半山(長亨邨, 長宏邨 和曉峰園)的居民. 同時因青衣南人口車流的增加, 交通擠塞對物流業的運作亦會有循環負面的影響.

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39. 按此計劃書所講稍作加寬的道路，是不可能應付青衣人口大增而導至新增加的車流量. 因青康路和南橋沒有在是次申請作大幅改動來迎合新增的兩萬人口. 此路段是青康路社區對外的重要交通命脈. 規劃處及其顧問公司的報告明顯沒有以此作出考慮. 當中的顧問報告亦作出極偏頗的評估，其內容亦過份草率，顯然是為政府強推政策而護航.

40. "在顧問報告中提及九巴說會""增加班次""(15 班)去應付新增的客量要求，但其實運輸署之前才以路線重組去減了我們 43C 線，在彌敦道容量受限制下，如何能再加車?

41. 另外九巴在現行編制上已經出現嚴重脫班情況. 其中一個例子是我在 9 月 14 日下午 6 時 20 分在佐敦廟街等待 42A 時，見著九巴 app 上所示的班次不斷出現""到達""，但根本上沒有車到. 最後等了 25 分鐘才上到車. 番查該時段 42A 的班次為 6-9 分鐘一班，但顯然易見是達不到基本要求，九巴在現時惡劣的表現下，如何在新屋村建成後令我們交通不會惡化?

42. 青衣南交通狀況一向未如理想，藍澄灣居民更是首當其衝，因藍澄灣座落青衣南橋則，巴士及小巴等皆以此地為離開青衣前之尾站，因大多巳在較前車站已經上滿，所以飛站情況多有發生，本邨居民每朝候車時間極長，如再加上新落成公屋之 12000 人口及細山路及正在興建中的長青村居屋項目的約 3600 人口，情況只會更為惡化。政府所委托之顧問公司，所作顧問報告多有不盡不實之處，例如其中對就業人口之估算實為大大低估，而新增加之人口絕非如報告所說只需增加 15 班巴士就能疏導。

43. 另外關於將來增加交通配套之建議，顧問公司提意於青衣路加建巴士總站，然而細山路路面極窄，迴旋處進入細山路之入口只有一條行車線，如果在青衣路加設巴士總站，只要稍有一點常識都能想到，巴士排隊停站時將令整個迴旋處交通癱瘓，而此迴旋處乃青衣南出市區必經之路，後果可想而知. 顧問公司又提意於細山路加闊行人路，然而青衣路臨近青鴻路斜坡，加上 ESSO 油站就在青衣路上，請問要如何加闊? 難道起在半空嗎? 或是迫遷油站? 顧問報告只說加闊，卻完全未提及實際該如何操作，當中粗疏可用不可思議形容.

44. 現時青衣南對外的公營交通已是嚴重不足，區內居民常常需要等很長時間才可乘坐巴士或是專線小巴進出此區，若再加上新增細山路及長青村正在興建的屋苑，現有居民將會更加苦不堪言. 如再因此計劃而再增多萬多居民而政府在區域交通上再沒明顯的大幅改善，交通問題將會雪上加霜. 此影響不單只是在青衣南，可引伸至整條青康路(長青邨，長康邨，青華苑，青盛苑) 和青衣半山(長亨邨，長宏邨 和曉峰園)的居民. 同時因青衣南人口車流的增加，交通擠塞對物流業的運作亦會有循環負面的影響.

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46. 就顧問公司報告中，只在 2015 年 4 月 28 日早上 6:45 至 9:29 分進行交通評估，位置為長青邨青桃樓，但鄰近建屋位置的藍澄灣設有小巴站(路線： 88G/88F)、美景花園設有 243M 巴士總站，如日後公屋落成，相關居民有機會使用相關服務，但完全沒有進行檢查，而其中 88F/88G 小巴的服務，經常因酒店住客、附近商業大廈職員等等因素，引經常輪候長達半小時的情況，運輸署亦多次跟進，亦回覆有關情況不理想要作出改善，但至今仍未解決，如日後人口大幅增加，難以應付需要。另進行檢查的日子為香港文憑試考試期，部份學生以及考生因此沒有上學，未能反映居民實際情況

47. 在交通方面，有區議員曾經問過運輸署、九巴，是否將來可有班次增加？如那份顧問報告所提及的增加 15 班次？是否可確切落實到屋苑？是否真的可以解決我們切身的交通問題？九巴也不曾給以“認為可以增加 15 班次”的實質回復。在過往的很多個案中，新建屋邨落成後，公共交通設施絕對不能配合如顧問報告所承諾的服務，而造成很多的運輸配套不配合，令到新舊居民怨聲載道，交通的擠塞，令居民上班、上學都成問題，讓新舊居民都飽受交通問題的煎熬！所以運輸署關於交通的這份顧問報告是絕對不能接受的！

油站側建屋的存在危險

48. 鄰近且呈半包圍儲存大量危險油品之現成大型 Esso 油站，天津大爆炸風險再現，青鴻路公營房屋發展計劃設計中第 1 – 5 座均座落於斜坡，且極接近及呈半包圍現成大型 Esso 油站 (最近距離只十數米，位於青衣南青衣路 15 號美景花園對面)，非常危險。 該現成大型 Esso 油站附有大量加油設施，更有機油更換服務，儲存大量危險油品，而貨櫃車亦可自由進出加油，一旦發生意外，對鄰近建築物包括藍澄灣、美景花園及長青村數以萬計居民將有嚴重潛在安全隱患，不久前發生之天津大爆炸風險再現。

49. 而且該現成大型 Esso 油站 24 小時營業，對鄰近建築物亦會帶來光、噪音、空氣及化學廢物污染，實在不適宜興建人口密集之大型房屋計劃。於斜坡中及儲有大量危險油品之加油站旁興建人口密集之大型房屋，施工只要偶一不慎，稍有火花，隨時會引發沖天巨災，造成生靈塗炭。根據規劃署指引第 12 章，第 3.5.1 節：http://www.pland.gov.hk/pland_tc/tech_doc/hkpsg/full/ch12/ch12_text.htm#3 ，倘若加油站設在已建設區，應選擇位於較空曠而不被其他發展包圍的地點。假使無法符合這項規定，則加油站四周的建築物只適宜為低建發展。現規劃署及房屋署無視鄰近儲存大量危險油品之附有機油更換服務之現成大型 Esso 油站風險，亦不理會規劃署指引，莫視大爆炸風險之餘，亦不符合公眾合理預期。

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50. 於 2015 年 9 月 18 日晚上於青衣長青村舉行之青鴻路公營房屋發展計劃諮詢大會上，經居民多番追問下，已於規劃署工作 28 年之荃灣及西九龍規劃專員周日昌先生亦默認，以往其從未曾於現成大型油站旁興建大型房屋項目，足見該項目潛在風險之高。

51. 目前，大型車輛，如貨柜車已影響青衣，以及鄰近地區如葵芳及荃灣的交通。如有意外，便會嚴重堵塞當區交通。如在青鴻路興建房屋，人口數目相對增加。然而；舒緩交通的設施及安排欠奉，交流擠塞的問題只會更趨吸嚴重！

52. 由於建樓位置於危險斜坡旁、旁邊更有加油站、雨水明渠、污水明渠、污水處理廠等設施，如在施工期間只要稍一不慎，即會導致大型災難事故。

53. 根據<香港規劃標準與準則>第十二章其他規劃標準與準則第 3 點 4.8 項有關在完成危險評估及規劃研究之前，處理潛在危險裝置附近地區的發展申請的臨時規劃指引：4.8.1 當中提及就臨時規劃而言，假設危險評估及規劃研究完成之前，現有的潛在危險裝置是不會遷移的。規劃的原則是，在合理而可行的情況下，設法減少在潛在危險裝置的諮詢區內居住、工作及聚集(包括暫住人口)的人數。凡屬可導致諮詢區人口增加的改變，均不會獲得許可，除非這種限制會導致私人發展權力受到剝削，始作別論。凡屬影響私人權益的決定，均應待危險評估及規劃研究完成後，始能定案。4.8.2：在處理諮詢區內發展項目的申請時，可參照下列指引：(a) 法定或部門內部的規劃圖則所作的修訂，不得導致計劃人口增加(不論在建築物內或其他場所的人口)；(b) 任何契約修訂(包括重批契約)不得導致計劃人口增加(不論在建築物內或其他場所的人口)；(c) 不得批出或分配新用地作住宅用途或人口聚集的場所(不論屬永久或臨時性的發展及重建計劃)；(d) 任何未作承擔的公共工程及房屋署計劃，若會增加建築物內或其他場所的人口，須待危險評估及規劃研究完成後，始能作出決定；以及(e) 對於諮詢區內須予特別考慮的發展項目申請，應提交協調委員會審批。以及 4.9 保護日後的潛在危險裝置用地，當中 4.9.1 指政府會進行選址研究，以鑑定日後可作潛在危險裝置用途的用地。所有潛在危險裝置用地均應位於人口稀少的偏遠地區。在獲鑑定為可設置潛在危險裝置的地區內，當局是無意禁止進行發展的，反之，對於具很好條件設置潛在危險裝置的地區，當局希望協調委員會能夠擔當監察該區發展壓力的角色。4.9.2 對於每幅獲鑑定可作潛在危險裝置用途的用地，均應界定一個「協調委員會監察區」。在這個地區內，倘有任何潛在危險裝置以外的建議，而可能對該幅用地預算設置的潛在危險裝置形成障礙，均應徵詢協調委員會的意見。根據以上規劃指引，政府在當初考慮於青衣路興建油站的時候，已周詳考慮周邊沒有任何大型發展，以及人口的增加，因此規劃署於是次更改休憩用地用途已違反上述指引要求，應立即擱置有關計劃.

54. 在與油站超短距離間興建民居，可能已觸及現有一些城市建築條例，其危險性絕不容低估，城規會必須考慮政府在此計劃上是否已違規？小心把關，以避免日後發生嚴重災害引致人命傷亡，城規會亦會因把關不力而承擔相關責任，故此請必須慎重行事.

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55. 計劃中之五棟公營房屋將會圍繞 ESSO 油站興建，其中最接近之一棟只距離該油站數十米。而該油站除氣油外，更儲存大量機油，一旦發生意外，爆炸將波及附近民居，新落成之公屋將首當其衝。而公屋之地盤與油站距離極近，稍有差池，公屋未落成就已經可能釀成大災難，故此極度反對在該處興建房屋.

56. 青鴻路公營房屋發展計劃設計中第 2 – 5 座極接近 Esso 油站 (距離只數十米)，油站置有大量加油設施及提供機油更換服務，儲存大量危險品而貨櫃車亦可自由進出加油，發生意外機會極大。有關當局沒有吸取天津大爆炸事故經驗，一旦發生意外，對鄰近建築物包括藍澄灣、美景花園及長青邨居民將有嚴重及不可預計的潛在安全隱患，草菅人命。

不能接受規劃處諮詢程序，假諮詢，不尊重民意

57. 葵青區議會議員一致通過動議 - 擱置青鴻路公營房屋發展計劃. 由於青鴻路公營房屋發展計劃有重大交通擠塞及安全隱患，因此於 2015 年 5 月 14 日葵青區議會會議中，全體 24 名葵青區議員亦一致通過動議，要求重新規劃青鴻路用地，在未有規劃完整交通、環境及社區配套之前，擱置青鴻路公營房屋發展計劃。但可惜房屋署完全無視區議會決議及地方公眾反對，強行將計劃提交城市規劃委員會，立下極壞先例，亦有違公眾合理期望。

58. 青衣居民反對青鴻路公營房屋發展計劃，於 2015 年 5 月葵青區議會議員李志強先生聯同美景花園曾就青鴻路公營房屋發展計劃進行居民調查，由於交通、環境及社區配套均完全不足，結果超過 80%居民反對青鴻路公營房屋發展計劃。於 2015 年 6 月葵青區議會議員潘志成先生聯同藍澄灣亦曾就青鴻路公營房屋發展計劃進行居民調查，由於交通、環境及社區配套均完全不足，結果超過 90%居民反對青鴻路公營房屋發展計劃。

59. 葵青區議會議員李志強先生、潘志成先生及張慧貞女士再次表明反對青鴻路公營房屋發展計劃，於 2015 年 9 月 18 日晚上於青衣長青村舉行之青鴻路公營房屋發展計劃諮詢大會上，葵青區議會議員李志強先生、潘志成先生及張慧貞女士指出由於交通、環境及社區配套均完全不足，再次表明反對青鴻路公營房屋發展計劃。

60. 2015 年 5 月中，對區議會介紹簡述是次項目時，只是給了約三天時間讓區議員瞭解規劃處更改用地用途的簡介資料，而根本沒有足夠規劃資料、更沒有足夠時間讓區議員向附近居民反映、介紹發展如何，有何根據、理據去更改這個用地用途，在區議會動議不支持、完全否決該的情況下，規劃處卻仍然我行我素，仍然去城規會更改該處用地用途，在這一做法上根本完全違反了政府一向的辦事程序，也非常非常非常不尊重居民和區議會的意見！完全罔顧市民本身的申訴權利和利益，完全地打破政府官員與居民溝通的橋樑基礎，構成我們居民絕對憤怒，反感反對的源頭！

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61. 是項申請明顯是在咨詢不足及可能已涉及政府行政管理失當的情況下進行. 規劃處繞過地區咨詢架構, 並且在區議會一致反對下, 直接提交城規會討論, 做法不單獨斷且鬼祟. 在未與本區居民協商及咨詢下而申請改變土地用途及試圖以極為偏頗的顧問報告誤導公眾, 實屬失職, 違反一向行之有效的社區咨詢程序, 單方面破壞雙方互信, 希望不要以此令政府行政運作開出極壞之先例. 帶頭令香港社會更加內耗.

62. 9 月 18 日當晚,規劃處周先生承諾會回答居民對顧問報告所提出的所有問題,居民的疑問會得到答案。但直至今天仍然未有任何回覆,致使居民急切等待答覆的期望落空。這完全違背了周先生當晚對衆居民的承諾!!由於 10 月 7 日是城規會公開資訊期的屆滿日, 周先生不聞不問的回避態度, 使得我們無法得到相關資料去研究顧問報告, 從而令我們失去了可研究該份顧問報告的黃金機會! 規劃處對居民拖延及欺騙的策略實在可恥!人神共憤!!

63. 香港過往有不少規劃發展亦同樣引發起社會激烈反對，例如：反高鐵事件、清拆天星碼頭、維港填海、啟德機場舊址的重建規劃等，這反映傳統的公眾諮詢方式已失去效用，無法回應公眾的關注和訴求。由於現行的公眾諮詢方式存在不少問題，根本未能有效吸納和整合公眾對社區發展的不同意見。在整個諮詢過程，既不透明又非常倉促地進行，政府亦選擇性地諮詢特定的對象，如城規會等，受影響的藍澄灣及美景花園居民並不是正式的諮詢對象，更繞過區議員反對，將建議直接提交到城規會，到了兩所屋苑在議員協助下才召開居民大會「落區」講解計劃，難怪居民質疑政府是漠視居民和「假諮詢」。居民藉著請願及居民大會已向政府表達訴求。還有，在諮詢過程中，政府未有及早和全面向居民公開所有相關的資訊，如青鴻路是現時唯一可興建房屋的用地，對青衣南區規劃的影響等等。居民不能夠接受這種不尊重民意又倉促的假諮詢。

64. 政府從來沒有諮詢附近居民關於更改該處休憩用地用途，他們自己直接上城規會，在 9 月 18 日才對附近居民作出該專案簡介。9 月 18 日對居民作出簡介至 10 月 7 日城規會諮詢期完結，短短十多二十天的時間，現有居民及區議員根本沒有時間可以完全知道，完全瞭解該更改該休憩用地用途的方向、資料，根本對公開諮詢的人是不公平、不公義的！

65. 我們居民對於一些全英文的所謂顧問報告，可以說是並未能完全瞭解，我們曾經要求有相關的中文顧問報告，規劃處也從無回應。從城規會一個公開諮詢的角度來看，這是對居民不公平、不公義的另一表現!

66. 而在規劃處的注釋中，休憩用地作斜坡、樹木等應予保留為居民所用。政府說該處休憩用地只為大約 4 多公頃，佔整個青衣區 40 多公頃的 10%，但我想說的是，該處休憩用地，無論對藍澄灣、美景花園或是長青邨的居民來說，是一個市肺，是過濾一些污濁空氣（如來自貨櫃碼頭）所必需的，你們拿走此處居民休憩是佔居民 100%的康樂用地，居民百份百需要這個綠色休憩土地！所以我們反對更改該處休憩用地的規劃用途！

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67. 被發現被偷步施工中，有圖為證，部份樹木已被連根拔起。房屋署已不理會葵青區區議會一致反對下，繞過葵青區區議會直接將青鴻路公營房屋發展計劃遞交城市規劃委員會審批，破壞了正常合法程序，嚴重破壞了與計劃周邊居民的溝通基礎。

休憩用地用途為該地市肺及污染緩衝分隔帶

68. 該休憩用地為當年興建 9 號貨櫃碼頭時，政府承諾將該休憩用地作為補償給美景花園及長青村居民，為極重要污染緩衝分隔帶，將美景花園及長青村與 9 號貨櫃碼頭作適當分隔，避免嚴重光、噪音、空氣污染及交通擠塞，因此該綠化地帶不宜作大型住宅發展，應維持作休憩用地。

69. 該地為藍澄灣居民僅有之唯一市肺，亦為鄰近美景花園及長青村數以千計居民之重要市肺，有效緩衝因鄰近 9 號貨櫃碼頭帶來之各項污染，包括最嚴重之空氣污染。 因此，休憩用地為該地極重要市肺及污染緩衝分隔帶，改劃該休憩用地用途並不符合公眾合理預期。

70. 於 2015 年 9 月 18 日晚上於青衣長青村舉行之青鴻路公營房屋發展計劃諮詢大會上，規劃署簡介時指出康文署內部評估顯示該發展計劃所在之休憩用地斜坡非常危險，不適宜興建任何休憩設施，足見該發展計劃潛在風險之高。

71. 按照規劃文件 S/TY/26 7.74 項 " The open space in front of the existing residential development at Mayfair Gardens will provides a variety of recreational facilities to the residents and the students of the adjacent technical institute. It also serves as a buffer area between the residential developments and the Container Terminal. " 但在建議修定草稿 S/TY/26A 7.7.4 項中卻刪除 "It also serves as a buffer area between the residential developments and the Container Terminal." 一段，這顯然和當年規劃青鴻路休憩用地用以補償美景花園因興建九號貨櫃碼頭相背馳。實對美景花園居民不公。

72. 附近休憩用地嚴重不足，根據規劃署香港規劃標準與準則，每區每 100,000 名居民應享有 20 公頃面積之休憩用地，但由於地理位置問題，青衣區絕大部份之休憩用地均位於西面，以座落於東南面之青鴻路公營房屋發展計劃為中心起 200 米計算，休憩用地本來已經非常不足，如該 4.29 公頃之休憩用地被改劃為青鴻路公營房屋住宅用地，雙重效應下 (附近休憩用地大幅減少而附近人口大幅增加)，休憩用地將會變得嚴重不足。

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73. 根據城市規劃委員會於 2000 年 7 月 20 日就有關上環餘樂里將休憩用地改劃為住宅用地之上訴最終裁決否決案例，休憩用地之計算應以 200 米之可步行到達距離 (walkable distance) 作重要考慮。http://www.devb.gov.hk/tpab/filemanager/en/content_19/13-99.pdf

74. 青衣青鴻路並非唯一可以起房屋的土地，青衣北邊有更合適。有關當局應該考慮及研究，向居民交代為何青鴻路是唯一可建房屋的地方。

75. 葵青區一向是全港環境最差的區域，特別是在接近貨櫃碼頭一帶，空氣質素便越不理想，而該休憩用地面積約 4 公頃，按政府文件顯示，此地段當初是住宅區與貨櫃碼頭的緩衝地帶，而且廣植超過 1800 樹木，有淨化空氣及阻隔噪音的作用，加上是有一定斜度的斜坡，不能理解為何會將如此不理想的地方強行劃作興建房屋？再者，按照規劃處網頁所示，休憩用地其中一個原因是該處 "可能是不適合發展的斜坡土地"，而此土地已從 1992 年規劃到現在，如果是適合發展，為何荒廢了23年至今天才決定發展呢？此點實在是令人誹疑所思，我們有極大理由相信此地從頭至今的規劃都是不適宜興建任何建築物. 如是次城規會批準此項發展，相信青衣南已沒有多餘休憩用地可用及作為住宅區與貨櫃碼頭的緩衝地帶，因政府將預留休憩用地不合理地劃至該區 8 公里範圍，覆蓋了青衣島大部份地方，難道要居民日後要搭車才能到達最接近的休憩用地嗎？如此不理居民死活的政策，希望城規會能夠否決該項目，勿做千古罪人，繼尖沙咀海濱長廊事件後再次令市民失望.

76. 在物色土地興建新增公營房屋，須得到區議會和地區居民支持，以及有長遠規劃。除了諮詢外，政府應採取更有效的方法，誘導社區持份者一同參與規劃區居民對在區內興建公屋提出反對意見，政府在諮詢初期，只提供規劃大綱藍圖，並沒有擬備有效的公眾參與策略及搭建有效平台，與居民一同規劃地區。

77. 在政府的規劃方面，規劃處周日昌先生在 9 月 18 日的項目簡介會曾經提及，該處休憩用地是青衣島唯一最適合的房屋建造用地，但我們質疑的是，如果這一塊原本被規劃在斜坡上的休憩用地是唯一適合房屋建造的用地，那麼其餘 30 多公頃的休憩用地是否就是全部不適合？你們是否有報告反映其他的休憩用地是不適合建造房屋？我的問題是，可以用以興建房屋而不影響附近居民的休憩用地，一定不會青鴻路休憩用地，因為該處根本不適合建造房屋！

78. 現青鴻路之休憩用地是青衣南部(長青村，美景花園及藍澄灣一帶)的近乎唯一的休憩用地，按青衣南部居住人口推算將為 42,200 人及流動人口 12,800 人(看下圖一人口分佈)。假若青鴻路休憩用地被改劃後，青衣南部由藍澄灣起200米範圍內 (根據城市規劃委員會於 2000年 7 月 20 日就有關上環餘樂里將休憩用地改劃為住宅用地之上訴最終裁決否決案例，休憩用地之計算應以 200 米之可步行到達距離 (walkable distance)作重要考慮。)只剩美景花園及青鴻路公園這兩個不足 2 公頃的休憩用地，試問這兩個細小的休憩地方如何應付將近 4 萬 2 千人的激增人口在城市規劃中的 8.4 公頃要求呢?

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79. 整幅地皮基本上全是斜坡，就算真能建屋，成本亦比平地起樓高昂。應青衣南居民及區議會要求，康文署曾於數年前於此地加建一休憩公園，當年康文署就是以22B斜坡不適合作大型建設為理由.拒絕為該休憩用地優化建設公園或建設康樂設施。故最終公園面積大大縮細至今天的青鴻路公園。但今天在同是一個斜坡位置，為何卻可興建如此大型的房屋項目？難道在斜坡上興建房屋會比興建公園更安全及更合適？顯然政府是以雙重標準，不顧居民身心健康而強行推有關項目上馬。

80. 此一地皮由1992年開始已劃為休憩用地，當中總共種植了超過1800多棵樹木，而且於藍澄灣落成後一直為居民提供難得的綠化環境及清新空氣。此地亦為美景及長青邨居民提供與9號貨櫃碼頭之有效的緩衝地帶，避免居民宜接受光害，噪音等影响。如將此地改建房屋，則等於將此一屏障毀掉，而落成後的公屋亦將直接承受貨櫃碼頭之光害，空氣污染與噪音等問題滋擾。

81. 我們非常質疑,規劃處揀選該處青鴻路休憩用地是否唯一一幅適合發展做公屋用途的休憩用地?根據規劃圖,青衣區裏有40多公頃的土地被規劃為休憩用地,規劃處究竟有沒有將這40多公頃的,規劃處規劃為休憩用地的土地作評估?有否顧問報告或被承認的文獻支持其餘的休憩用地是不適合的?!規劃處有沒有研究或叫顧問公司做報告去揀選其他現有土地去改變用途作公屋發展用？在這些改變土地用途中的大前提是不影響現有居民的環境及生活!我們在規劃圖裏看到青衣還有很多土地是可以改變用途的!既然規劃處現在是用變更土地用途的方法去覓地,為什麼不揀選其他如貨櫃地等的用地作為發展公屋用?而要將這一大片種植逾1800棵植物的綠化地活生生地鏟平?

82. 按"香港規劃標準與準則", 在規劃區域內每10萬居民要有合共20公頃"地區休憩用地" 及"鄰舍休憩用地"。現時青衣島休憩用地共43.7公頃，按政府統計署估計青衣島人口在2016年有約21萬。在一些大形住宅項目於2018年相繼完工後(包括擬發展的公屋項目)，估計人口達26萬人。按每10萬人口需要20公頃的休憩用地計算，扣除青鴻路四公頃的休憩用地，青衣島尚欠約10公頃的休憩用地。為什麼城規會怎可以罔規劃這基本的規劃原則於不理呢?

83. 按現行《城市規劃委員會條例》，綠化地帶及休憩用地的規劃意向主要是保育已建設地區和市區邊緣地區內的現有天然環境，抑制城市範圍擴展，供居民就近休憩康樂；並規定不宜進行發展。政府貿然強奪藍澄灣及美景花園的市肺，廢止其原有功能，剝奪市民的自然環境和公共休憩空間，依法無據，於理不合。

84. 在擬興建公屋的現地址(青衣　22B 區，青衣路及青鴻路交界)是由於毗鄰貨櫃碼頭發出噪音、光污染及空氣污染，故早年城規會已把該地規劃成『綠化及休憩』地區。以潔淨空氣及為毗鄰美景花園，長青村以至藍澄灣改善污染情況及提供適當的公共休憩空間以作補償。該處理應進一步興建綠化及社區設施如公園給公眾人士使用。以藍澄灣為例，由於藍澄灣毗鄰

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有大型貨櫃碼頭及物流中心，空氣質素極差，屋苑居民患有呼吸道相關疾病比例甚高，而藍澄灣及美景花園中間僅存之綠化用地，令空氣質素不致繼續惡化，亦不致更嚴重地影響附近居民健康。於該處綠化用地興建屋苑，會成為一大空氣屏障，造成屏風效應，嚴重影響通風廊，同時減少綠化會進一步增加二氧化碳及懸浮粒子數量。由於藍澄灣、美景花園及長青村向海地方已被 3 幢酒店遮擋，若在另一邊興建屋苑，就會被一大堆樓宇包圍，不論對附近屋苑景觀、空氣質素、空氣流動及居民身心健康及作息均有極大負面影響，長遠對社區健康大大不利

85. 政府從 1992 年已經規劃了此地作為休憩、康樂用地 ，還種植有 1800 餘棵植物，到 2002 年，藍澄灣入伙，規劃處也從未意圖更改過上述地方用途，仍然保留為休憩、康樂用地。香港地小，房屋建造用地的缺乏，並不是這一兩年的事，而是香港一值存在的問題。既然上述這塊休憩用地在過去香港缺乏房屋建造用地的二十年裡，依然從未更改過該地的規劃用途，已足以證明該處休憩用地是不適宜建造房屋的事實。

長遠社區規劃 康樂 設施嚴重不足

86. 根據規劃署香港規劃標準與準則, 以青鴻路公營房屋發展計劃為中心起計之康樂設施嚴重不足。 以附近藍澄灣、長青村、美景花園、青俊苑、細山路發展項目及青衣教育學院宿舍計, 人口已經超過 30,000 人, 公眾康樂設施應有: 羽毛球場 (每 8,000 人 1 個): 共需 3 個, 乒乓球桌 (每 7,500 人 1 個): 共需 4 個, 網球場 (每 30,000 人 2 個): 共需 2 個, 籃球場 (每 10,000 人 1 個): 共需 3 個, 排球場 (每 20,000 人 1 個): 共需 1 個, 5 人足球場 (每 30,000 人 1 個): 共需 1 個, 7 人足球場 (每 30,000 人 1 個): 共需 1 個, 滾軸溜冰場 (每 30,000 人 300 平方米): 共需 1 個, 緩跑徑 (每 30,000 人 500 – 1,000 米): 共需 1 條, 兒童遊樂場 (每 5,000 人 400 平方米): 共需 6 個. 事實上, 以上應有之公眾康樂設施已經嚴重不足, 公眾康樂設施達標率不足 50%, 若再新增青鴻路公營房屋發展計劃之 11,600 人, 附近康樂設施將會更形嚴重不足, 令社區康樂設施出現極嚴重爭奪, 附近居民生活質素將顯著下降。連同新增青鴻路公營房屋發展計劃之人口, 附近總人口將達 42,000 人, 因青鴻路公營房屋發展計劃而應新增公眾康樂設施應有: 羽毛球場: 共需 2 個, 乒乓球桌: 共需 1 個, 籃球場: 共需 1 個, 排球場: 共需 1 個, 兒童遊樂場: 共需 2 個, 然而, 青鴻路公營房屋發展計劃中之新增公眾康樂設施只有 1 個籃球場及 2 個羽毛球場, 完全未能應付居民所需。

87. 真正的社區規劃並不單只是增加公共交通班次。興建房屋後，人口增加逾萬，發展計劃中提及的社區設施如會堂和學校等設施，都較青鴻路偏遠。而有關交通配套設施的資料不足，政府應該提供相關配套設施的詳細資料及給予更多的時間，諮詢居民意見。

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88. 擬興建公營房屋的地積狹小，政府卻要興建達 3,800 個單位，引入 12,000 人口，各項配套例如學校(中小學及幼稚園) 、長者設施、停車位、醫院、診所、街市等社區設施本不能承擔。即使在上址興建少量商店(按計劃只有約 4000 平方米樓面積，相信到時只能容納十多商戶，絕對不能應付市民所需)、停車位(按計劃只有百多個車位，與住戶比例不足 5%)及幼稚園設施，亦未能滿足該區(青衣南)的整體需求。

89. 生活配套亦會因新增的人口而不足. 青衣南除了本區居民, 亦有三間酒店(1500 房間), 香港專業教育學院師生, 電訊大樓員工及大量物流從業員使用本區商場和服務. 現有的配套本已經嚴重不足. 若按此計劃只增加約 4000 平方米商場, 根本不足應付如此龐大的區內需求. 加上新興建的商場很大機會是由領展來招租及管理. 極大機會不會按地區居民需要而招租, 而是按回報率(如酒店遊客的另類高消費)需要而出租. 這可對民生及本區居民毫無幫助, 反而更對現有的設施增加負荷, 建議城規會應該退還有關計劃直至各方面作出積極改善, 並且透過區議會議決通過後才批準有關項目.

90. 計劃中興建公屋的位置毗鄰大型貨櫃碼頭(九號貨櫃碼頭)、物流中心及 3 幢酒店, 大量遠洋貨船、貨櫃車、旅遊巴及酒店專車進出。該地段飽受光污染、噪音污染及空氣污染嚴重。不適宜作長期居住。即使當年在一馬路之隔的藍澄灣及毗連酒店位置興建酒店及附服務式住宅，規劃處已因有關環境及污染問題，把藍澄灣及毗連酒店位置劃成『商用區域』，只能作為臨時居所，不能長住。在樓宇建築時更需要符合環境因素安裝加厚玻璃及中央鮮風系統等，才獲批准作酒店及服務式住宅。現擬興建的『青鴻路公營房屋興建計劃』只是一馬路之隔。同時受九號貨櫃馬頭的環境污染影響比藍澄灣更加嚴重，故為將來有關居民健康設想，應另覓地方興建住宅給有公屋住戶或需要人士。

91. 此政府用地, 按政府之前說法和現有實際環境是不適宜作長時間居住. 因有貨櫃瑪頭運作的各項污染. 影響將來居民的生活和健康

92. 按規劃處提議的計劃, 只會更加剝削本區現有居民 (已嚴重不足) 的資源配套, 包括交通和民生. 此項目對交通影響之大不單只在美景花園, 藍澄灣, 長青邨的青衣南現居民, 其影響可輻射至青康路上游居民的民生, 故此在規劃處在沒有全面改善有關交通, 環境及民主等有關配套時, 請城規會積極考慮否決此計劃.

93. 關於新屋邨萬多人的垃圾和衛生管理, 屋邨前方土地為青鴻路政府暫時出租貨櫃場地, 環境衛生可因新屋邨興建或建成入伙後急速變差 , 青衣過往已有本地登革熱個案. 青衣南之所以幸免, 除了人口比例正常, 政府和各私人屋苑努力保證公共衛生良好條件外, 現有的綠化帶亦產生自然生態平衡作用. 另外, 新屋邨亦只在藍澄灣旁不多於 50 米興建. 在兩屋邨極緊密的空間中, 垃圾處理和公共衛生問題在規劃報告中並沒有提及, 可見其不完善之處, 足以看見政府為強行推此項目上馬而欠缺周詳考慮.

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94. 地方醫院及消防人力及設施均不足以應付新增人口. 青衣區並無醫院, 當居民有急症時需跨區到荃灣或荔景附近醫院才能獲得治療, 根據諮詢文件圖則編號 S/TY/26 及 S/TY/27 清楚指出青衣區床位短缺已超過 1,100 張, 醫管局亦明確指出荃灣或荔景附近醫院床位已飽和, 根本完全沒有能力跨區應付青衣區之新增居民需求。

95. 而青鴻路公營房屋發展計劃極為接近現成大型 Esso 油站, 建築時及入伙後將大大增加大型災難事故發生機會率, 但現時青衣區消防局並無足夠人手及設施應付大型油站之大型災難事故。

96. 青衣區只有 1 間賽馬會診所和長康村健康院/診所, 而瑪嘉烈醫院就服務整個葵青及東涌區, 而且又是疾病預防控制中心，在現存的公共醫療資源下, 怎樣服務急遽增人口的需求呢？

97. 從長遠社區規劃而言，青衣北岸遠較青鴻路合適建房屋。因該處面積大數倍，又鄰近地鐵及公路，附近又無民居，對居民影響較少，更可建成超大屋邨，讓輪候人士可加快上樓，入住後又無噪音等滋擾，是最佳選擇。政府如何規劃青衣社區? 嚴重交代背後理念? 為何青鴻路是目前唯一興建房屋的地方?

建築設計 規劃 成本及影響

98. 數百個藍澄灣及美景花園住宅景觀被嚴重遮擋, 呈三文治式發展. 有關住宅發展樓宇過高, 實為屏風樓, 對數百個藍澄灣及美景花園住宅景觀造成嚴重影響, 當中特別以藍澄灣第 1 座所有 6 樓至 50 樓之 D、E、F、G 單位, 第 2 座所有 6 樓至 50 樓之 D、E、F、G 單位, 第 3 座所有 6 樓至 50 樓之 D、E、F、G 單位, 第 5 座所有 6 樓至 50 樓之 D、E 單位及第 6 座所有 6 樓至 50 樓之 D、E 單位最受影響, 大部份單位之景觀被嚴重遮擋, 但由於規劃署及房屋署巧妙利用不同角度錯誤演繹, 於都會規劃小組委員會文件 S/TY/26 及 S/TY/27 中並未有被規劃署及房屋署作正確報告, 並不符合公眾合理預期, 完全令附近居民不能接受。

99. 青鴻路公營房屋發展計劃為高密度住宅項目, 樓高 140 米, 其東面同為高密度及樓高 140 米之住宅及酒店項目藍澄灣 (5 幢住宅及 3 幢酒店), 西有同為高密度及樓高 140 米之住宅項目美景花園 (8 幢住宅), 由於全屬高密度項目, 呈三文治式發展, 有如屏風樓令大量單位之景觀被嚴重遮擋, 對附近之空氣流通有非常負面影響。根據城市規劃委員會於 2000 年 7 月 20 日就有關上環餘樂里將休憩用地改劃為住宅用地之上訴最終裁決否決案例, 高密度住宅項目不應呈三文治式發展, 對社區之健康不利。
http://www.devb.gov.hk/tpab/filemanager/en/content_19/13-99.pdf

100. 斜坡起樓成本高昂. 青鴻路公營房屋發展計劃之 5 座樓宇設計均座落於斜坡, 成本高昂。加上, 鄰近 9 號貨櫃碼頭帶來之各項污染, 包括光污染、噪音污染及空氣污染, 樓宇設備配套

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昂貴，該建屋計劃並不符合成本效益，亦不符合公眾合理預期。

101. "政府盲搶地，今次建房屋的地方是樓同樓之間，重要在斜波上起。要起樓，好多樹被斬，泥土變鬆，附近有可能變了石屎，新種樹木生長困難。帶來的山泥傾瀉風險會增加。

102. 過去不時有業主投訴危險斜坡維修費用高昂，例如早前薄扶林一幢大廈接獲危險斜坡修葺令，維修工程便涉及 200 多萬元，每戶平均攤分 10 多萬元。日常維修費亦會計入管理費，以牛池灣嘉峰臺為例，被多達 9 個總面積逾 18 萬平方呎的斜坡包圍，單是每年維修斜坡費用便高達 20 萬元.

103. 技術上雖然可行，但成本會較平地建屋為高。樓就起左了，向政府交了數，但環境及社會代價，以致人命代價，由誰承受？

104. 在顧問報告裡，在視野遮擋這個問題上，從來沒有在藍澄灣 5 樓平臺的視野上去做一個觀景的研究。我們看到新擬建的建築物只是距離藍澄灣大概 100 至 150 米，如果用藍澄灣相同的高度，到了 140 個 MPD，將會完全遮擋現有視線，更甚者，藍澄灣本身所享有的陽光，在白天裡只餘下 1、2 個小時的日照！這一切都完全沒有被如實反映在那份顧問報告裡！那份所謂的顧問報告只是用了一個避重就輕、蒙蔽居民的方法、方向去介紹附近環境的視野在新擬建房屋下是不受影響，這是對附近一帶居民的絕對不公平！

105. 青衣北及西南部均有更佳選擇，實不應於人煙稠密、交通極繁忙之屋苑間興建大型屋苑，令民怨沸騰，長遠對社區健康發展大大不利。

106. 根據 1999 年 8 月路政署與安建顧問公司就九號幹線詳細可行性研究報告書環境影響評估內容摘要中，第 2.2.4 段指出，模擬數據分析結果表示青沙幹線所產生的額外音量至長青邨將會少於 1 分貝，但對專業教育學院員工宿舍位於三樓以上的員工宿舍將預計比標準水平多於 3 分貝，而專業教育學院的課室噪音量將預計多於環境影響評估程序的技術備忘錄的標準水平，因此需要直接的緩解噪音方法是在九號幹線連接道的西邊設置 300 長，5.1 米高，延伸 2.8 米的懸臂式分隔牆，這樣才可將宿舍的噪音減至 70 分貝以下。而 2001 年 4 月當時政府運輸局向立法會交通事務委會就九號幹線青衣至長沙灣段和長沙灣至沙田段的文件第 14 段，亦查證在沒有隔音屏障下噪音高達 74 分貝。因此現選址興建公屋工程比興建當時青沙幹線更接近藍澄灣、美景花園、長青邨、專業教育學院一帶，更需要做一系列的平整工程，所帶來的噪音定必超出標準，對於附件的居民以及日後入住居民帶來嚴重影響.

107. 根據<香港規劃標準與準則>第七章第 7.6 條，渠務保留地在任何情況下應提供不設限制的通路，以通往渠務保留地。除在特殊情況下，有關範圍內不得設置構築物。但就建屋計劃中，將計劃於渠務保留地上興建通道或建築物，質疑是否附合條例原意.

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108. 於 2015 年 9 月 15 日早上 9 時, 有藍澄灣 3 座高層居民發現正在城市規劃委員會諮詢中之改劃休憩用地為青鴻路公營房屋發展計劃(圖則編號: S/TY/26 及 S/TY/27), 正被偷步施工勘探中, 部份樹木已被連根拔起, 剷出一片平路。我們馬上聯絡葵青區區議員潘志成先生及藍澄灣業委會會員, 經商討後, 區議員潘志成先生及藍澄灣業委會立即向規劃署及地政署作出投訴, 而事後地政署回覆施工勘探者已確認為房屋署人員。 有見事態極為嚴重, 已到警署備案, 以作進一步跟進。由於房屋署繼不理會葵青區區議會一致反對下, 繞過葵青區區議會直接將青鴻路公營房屋發展計劃遞交城市規劃委員會審批, 立下極壞先例。 到今日房屋署竟然未經城市規劃委員會批准下偷步施工勘探, 視法治及既定程序如無物。

109. 建議用地未獲城規會通過，便偷步進行勘探，質疑規劃署、房屋署在向城規會提交計劃書的時候，未有詳細就土地進行建屋的可行性研究。以及懷疑偷步進行斬樹，而早前就此事去信規劃署、房屋署作出投訴及交代斬樹數目及品種，但至今仍沒有收到回覆，使本人有理由懷疑有古樹被斬除之可能性，亦就此事已向警方備案跟進.

110. 在房屋署的初步設計裡，我們看到他們的設計是儘量將樓宇的密度及高度往最高的可能去建造，完全漠視對附近環境觀景及對藍澄灣居所的採光的影響！房屋署的設計擬建高度是達到最高點，這是完全不可接受的！因為這樣的設計完全沒有考慮到對附近環境的影響！他們不應只顧及擬建房屋可達到的最多戶數最多可容納的人數。

111. 根據環境影響評估條例指南 8/2010，第 2 點 Approach to LVIA 在整條條文，顧問公司需要就興建的樓宇提供多角度預視圖片但從報告中，既然沒有位於直接受體藍澄灣正面向建屋位置的預視圖片，質疑是否觸犯上述條例。另就條例中，十分重視區議會的意見，但規劃署就用地的諮詢完全漠視區議會的意見及議決，只在會議前三天送達文件給葵青區議會秘書處，會議上多名議員就用地要求提供相關的環評報告等資料，但一直沒有回覆，引致區議會全體通過動議，反對有關用地更改用途。及後區議員亦就用地更改用途發出書面聲明，要求規劃署注重區議會議決，擱置更改土地用途，以及提交文件供區議會進行討論，但規劃署一直沒有回覆及提供相關資料，便將有關資料遞交城規會，完全漠視區議會的意見.

112. 青鴻路公營房屋發展計劃毗鄰大型 9 號貨櫃碼頭及 3 幢酒店, 大量遠洋貨船、貨櫃車、旅遊巴及酒店專車進出, 釋放大量有害物質, 無論光污染、噪音污染及空氣污染均非常嚴重, 附近屋苑居民患有呼吸道相關疾病比例甚高, 因此該休憩用地並不適宜作大型住宅發展之用。

113. 由於擬興建危險斜坡位置，斜坡地面需要平整，以約一公里的範圍計算，成本至少上億元。該處的雨水明、渠污水明渠亦需巨額費用加以平整。同時屋內更要裝設加厚玻璃及為每個單位安裝及運作中央鮮風系統，建築及營運成本高昂。因鄰近 8 號幹線青衣段出口，交通繁忙，在該地建屋亦要加建隔音屏障，所費不菲。如堅持在上址興建公屋非但成本高昂，同時亦有不少技術上限制。如作公屋出租或其他形式出售不但未能收回成本，同時亦製造很大的營運及管理費用。如以上費用由納稅人承擔，實為不公。

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污染及環境影響的誤導

114. 造成熱島效應，青鴻路公營房屋發展計劃之土地用途改變及密集建築發展會造成熱島效應，該屏風樓嚴重影響青衣路通風廊，特別是設計中之第 4 及 5 座樓宇呈 L 字型排列，影響至大。 大量而密集的高聳建築物不單令氣溫上升，滯留在城市中的熱力亦使空氣質素變差，帶來空氣污染，增加健康風險、社區電費及醫療負擔，對附近之藍澄灣、美景花園及長青村數以萬計居民將帶來長期嚴重健康隱患。居民健康受損，增加公共醫療負擔。

115. 在擬興建公屋的現地址(青衣　22B 區，青衣路及青鴻路交界)是由於毗鄰貨櫃碼頭發出噪音、光污染及空氣污染，故早年城規會已把該地規劃成『綠化及休憩』地區。以潔淨空氣及為毗鄰美景花園，長青村以至藍澄灣改善污染情況及提供適當的公共休憩空間以作補償。該處理應進一步興建綠化及社區設施如公園給公眾人士使用。以藍澄灣為例，由於藍澄灣毗鄰有大型貨櫃碼頭及物流中心，空氣質素極差，屋苑居民患有呼吸道相關疾病比例甚高，而藍澄灣及美景花園中間僅存之綠化用地，令空氣質素不致繼續惡化，亦不致更嚴重地影響附近居民健康。於該處綠化用地興建屋苑，會成為一大空氣屏障，造成屏風效應，嚴重影響通風廊，同時減少綠化會進一步增加二氧化碳及懸浮粒子數量。由於藍澄灣、美景花園及長青村向海地方已被　3 幢酒店遮擋，若在另一邊興建屋苑，就會被一大堆樓宇包圍，不論對附近屋苑景觀、空氣質素、空氣流動及居民身心健康及作息均有極大負面影響，長遠對社區健康大大不利.

116. 根據區議會第 22/2015 文件顯示，這裡提及透過樓宇座向及設計減音窗及強光，並且與道路保持適當距離以達到減底噪音效果. 但藍澄灣的環評報告中部份內容，透過當時與政府的會議中知悉，為了令環境適合居民居住，所以該項目必須加裝隔音玻璃及鮮風供應系統等設施，而前面酒店則用於阻隔來自貨櫃碼頭的噪音及強光，而環保處亦有上門量度噪音，但為了符合規定，所有指標也必須關上窗戶量度的，時至今天，藍澄灣居民仍然飽受強光，噪音及空氣污染等滋擾. 現在青鴻路擬建公屋位置距離藍澄灣只有數十米，而當中大部份地方也沒有類似如藍澄灣前面酒店項目作為屏障，相信該公營房屋項目會是直接受體，將來入住居民將會受到多方面困擾，故此環境評估應比藍澄灣更為嚴謹. 現時青沙公路及青鴻路每天均有大量重形車輛行駛，加上旁邊一個今年剛開始運作及將會完成的新物流中心，已可預計強光，空氣污染加上交通流量勢必加劇，但有關報告對於環保設計方面顯然極度不足，內容粗疏，嚴重底估有關承受能力，使人極度懷疑該處是否適合興建公營房屋，如該項目強行上馬，將對現有居民及將入住居民健康大有影響，故此希望各城規會委員否決有關方案.

117. 區議會文件第 22/2015 號提到透過樓宇座向及設計包括減音窗，以及與道路保持適當間距等方案以達到減低噪音效果，但這些方案只在幫助新落成的公屋住戶。 現時青沙公路和青鴻路常有大形車行走，行車和貨櫃碼頭的噪音已對一座住戶做成一定滋擾，加上新的物流中

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心，行經的大形車輛數量必曾多，若政府强行更改土地用途，不但把原本樹林給收噪音的工能廢除，新建的大廈更加會把噪音返射到本屋苑其他坐數的單位，政府不應把所有負面影响都轉移到現有居民身上。

118. 根據<香港規劃標準與準則>第九章 4.2.7 根據英國運輸署「計算道路交通噪音」的程序作出可靠的噪音聲級預測。政府部門亦經常會使用上述預測，而香港在應用這計算方法時，交通流量最高的一小時的道路交通噪音以分貝(A)L10(1 小時)來表達。以顧問公司報告中指早上繁忙一小時行經青衣路來回車輪為 2181 部，以速度 50 公里/每小時計算，利用「計算道路交通噪音」的程序作出可靠的噪音聲級預測，得出噪音應為 80 分貝，超出<香港規劃標準與準則>第九章 4.1 噪音標準摘要的所有住宅樓，包括臨時房屋的噪音標準-噪音源:道路交通噪音分貝(A)L10(1 小時)的 70 標準。而房屋署就噪音所作出的改善建議，只為住戶安裝減音窗設施，但根據環境保護署就減音窗評估為太約 4-8 分貝，以 80 分貝減去最高隔聲量 8 分貝，仍超出標準 2 分貝，因此就噪音問題未解決下，應擱置有關建議。

119. 在噪音方面亦是一個大問題，區議會文件第 22/2015 號提到透過樓宇座向及設計包括減音窗，以及與道路保持適當間距等方案以達到減低噪音效果，但這些方案只在幫助新落成的公屋住戶。

120. 現時青沙公路和青鴻路常有大形車輛行走，行車和貨櫃碼頭的噪音已對一座住戶做成一定滋擾，加上新的物流中心，行經的大形車輛數量必然曾多，若政府强行更改土地用途，不但把原本樹林吸收噪音的工能廢除，新建的大廈更加會把噪音返射到本屋苑其他坐數的單位，政府不應把所有負面影响都轉移到現有或將來的公屋居民身上。

訴求

我們希望城市規劃委員會委員可以將以上各問題紀錄在案，向有相關部門尋求以上共 120 條問題的解釋，說明及答案。對在未有完整解釋，說明及答案之前，委員會委員應如同葵青區議會會議中，全體 24 名葵青區議員一致通過的動議：在未有規劃完整交通、環境及社區配套之前，擱置/否決青鴻路公營房屋發展計劃。

藍澄灣業主委員會　謹啟

RAMBLER CREST 藍澄灣 業主委員會 OWNERS' COMMITTEE

主席　陳碧齊　謹啟
二零一五年十月五日

葵青區議會

潘志成區議員

辦事處地址:青衣長宏邨宏善樓地下 WING C 室　　電話:[redacted] 傳真:[redacted]

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凌嘉勤先生, JP
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反對在青鴻路更改休憩用地興建樓宇

本人近日得悉，城規會提出申請在青衣青鴻路休憩地方改變用途作興建樓宇，完全漠視區議會及藍澄灣居民的意見。由於房屋署及　貴署沒有詳細交代當地的交通評估、環境評估、房屋設計、高度、座向等資料，在未有規劃完整交通、環境及社區配套之前，強行在青鴻路休憩用地建屋，嚴重影響藍澄灣居民的日常生活，並對他們造成困擾，大部份藍澄灣居民均對在此地建屋表示反對。現本人代表藍澄灣居民，希望　貴署能與房屋署商討，在其他合適的土地興建公營房屋，以應付社會各階層人士需要。

懇請示覆，有勞之處，先此致謝！

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葵青區議員

潘志成

葵青區議會

潘志成區議員

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傳真：2877 0389

反對在青鴻路更改休憩用地興建樓宇

本人首先在此感謝　貴署在 2015 年 9 月 18 日晚上 7 時至 10 時，派員抽空出席'青鴻路公屋發展計劃居民簡介會'，聽取居民的意見。由於居民對政府的計劃持有相反的意見，認為在青鴻路斜坡及在油站附近建屋是十分危險，嚴重影響藍澄灣居民的生命安全，希望　貴署能接納及聽取居民意見，撤回在青鴻路休憩用地興建樓宇。

本人較早前得悉，城規會提出申請在青衣青鴻路休憩地方改變用途作興建樓宇，完全漠視區議會及藍澄灣居民的意見。由於房屋署及　貴署沒有詳細交代當地的交通評估、環境評估、房屋設計、高度、座向等資料，在未有規劃完整交通、環境及社區配套之前，強行在青鴻路休憩用地建屋，嚴重影響藍澄灣居民的日常生活，並對他們造成困擾，大部份藍澄灣居民均對在此地建屋表示反對。現本人代表藍澄灣居民，希望　貴署能與房屋署商討，在其他合適的土地興建公營房屋，以應付社會各階層人士需要。

懇請示覆，有勞之處，先此致謝！

RECEIVED
2015 OCT -5 A 10:17
TOWN PLANNING BOARD

葵青區議員

潘志成

1.反對更改青鴻路休憩用地，不滿政府漠視區議會及居民意見

2．斜坡起樓成本高，潛在危險誰擔當

3．回避議員問題，漠視區議會議決

4．油站在咫尺，爆炸風險難預算

5．漠視環境保育，千棵大樹難逃一劫

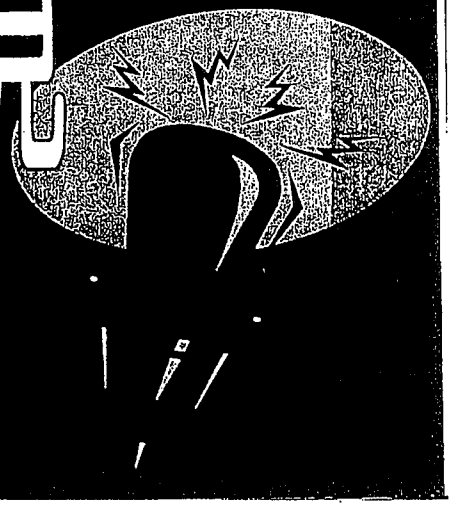
6．強奪休憩空間，強建密集屏風樓

7．政府強奪市肺，罔顧居民健康

致：規劃署署長

反對更改青鴻路休憩用地

不滿政府漠視區議會及居民意見



Form No. S6 表格第 S 6 號

For Official Use Only 請勿填寫此欄	Reference No. 檔案編號	
	Date Received 收到日期	

1. The representation should be made to the Town Planning Board (the Board) before the expiry of the specified plan exhibition period. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board, 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申述必須於指定的圖則展示期限屆滿前向城市規劃委員會（下稱「委員會」）提出，填妥的表格及支持有關申述的文件（倘有），必須送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會秘書收。

2. Please read the "Town Planning Board Guidelines on Submission and Publication of Representations, Comments on Representations and Further Representations" before you fill in this form. The Guidelines can be obtained from the Secretariat of the Board (15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong - Tel.: 2231 4810 or 2231 4835) and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F., Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories), or downloaded from the Board's website at http://www.info.gov.hk/tpb/.
填寫此表格之前，請先細閱有關「根據城市規劃條例提交及公布申述、對申述的意見及進一步申述」的城市規劃委員會規劃指引。這份指引可向委員會秘書處（香港北角渣華道 333 號北角政府合署 15 樓 - 電話：2231 4810 或 2231 4835）及規劃署的規劃資料查詢處（熱線：2231 5000）（香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輋路 1 號沙田政府合署 14 樓）索取，亦可從委員會的網頁下載（網址：http://www.info.gov.hk/tpb/）。

3. This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters, preferably in both English and Chinese. The representation may be treated as not having been made if the required information is not provided.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。提出申述的人士須以打印方式或以正楷填寫表格，填寫的資料宜中英文兼備。倘若未能提供所需資料，則委員會可把有關申述視爲不曾提出論。

1. Person Making This Representation (known as "Representer" hereafter)
提出此宗申述的人士（下稱「申述人」）

Name 姓名 / 名稱 (Mr./Mrs./Miss/Ms./~~Company/Organization~~* 先生 / 夫人 / 小姐 / 女士 / ~~公司 / 機構~~ *)

葵青區議員 潘志成

2. Authorized Agent (if applicable) 獲授權代理人 (如適用)

Name 姓名 / 名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生 / 夫人 / 小姐 / 女士 / 公司 / 機構 *)

不適用

3. Details of the Representation
申述詳情

Draft plan to which the representation relates 與申述相關的草圖	S/TY/27

* Delete as appropriate * 請刪去不適用者
Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Parts 1, 2 and 3 第 1 、第 2 及第 3 部分

Form No. S6 表格第S6號

3. Details of the Representation (Continued) (use separate sheet if necessary)
申述詳情（續）（如有需要，請另頁說明）

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

Subject matters@ 有關事項@	Are you supporting or opposing the subject matter? 你支持還是反對有關事項？	Reasons 理由
A1項、A2項 B1項、B2項 C項	☐ support 支持 ☑ oppose 反對	═══ 見附頁 ═══
	☐ support 支持 ☐ oppose 反對	
	☐ support 支持 ☐ oppose 反對	

Any proposed amendments to the draft plan? If yes, please specify the details.
對草圖是否有任何擬議修訂？如有的話，請註明詳情。

@ Please describe the particular matter in the plan to which the representation relates. Where the representation relates to an amendment to a plan, please specify the amendment item number provided in the Schedule of Amendments.
請形容圖則內與申述相關的指定事項。如申述與圖則的修訂有關，請註明在修訂項目附表內的修訂項目編號。

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」
「✓」at the appropriate box 請在適當的方格內加上「✓」號

4. Plans, Drawings and Documents 圖則、繪圖及文件

Please list location plans, sites plans, other relevant plans, drawings and other documents submitted with the representation. For coloured drawings/plans or plans/drawings larger than A3 size, 90 copies each should be provided. For other supplementary documents, e.g. reports on impact assessment, 90 copies each should be submitted.

請列明連同申述一併遞交的位置圖、地盤平面圖、其他相關圖則、繪圖及其他文件。倘有圖則/繪圖爲彩圖或超過A3大小，須一式90份。至於其他補充文件（例如：影響評估報告），則須一式90份。

不適用

5. Signature 簽署

Signature 簽署 X

潘志成

Name in Block Letters 姓名（以正楷填寫）

"Representer" /Authorized Agent* 「申述人」/ 獲授權代理人 *

葵青區議員

Position (if applicable) 職位（如適用）

Professional Qualification(s) 專業資格

Member 會員 / Fellow 資深會員 * of

☐ HKIP ☐ HKIA ☐ HKIS ☐ HKIE ☐ HKILA

Others 其他 .....

on behalf of 代表 .....

Company/Organization Name and Chop (if applicable)

公司 / 機構名稱及蓋章（如適用）

Date 日期 2015年10月07日

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this representation will be used by the Secretary of the Board and Government departments for the following purposes:

   (a) the processing of this representation which includes making available the name of the "representer" for public inspection when making available this representation for public inspection; and

   (b) facilitating communication between the "representer" and the Secretary of the Board/Government departments

   in accordance with the provisions of the Town Planning Ordinance and the relevant Town Planning Board Guidelines.

   委員會就這宗申述所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

   (a) 處理這宗申述，包括公布這宗申述供公眾查閱，同時公布「申述人」的姓名供公眾查閱；以及

   (b) 方便「申述人」與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the "representer" in this representation may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

   「申述人」就這宗申述提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. A "representer" has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.

   根據《個人資料（私隱）條例》（第 4 8 6 章）的規定，「申述人」有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址爲香港北角渣華道 333 號北角政府合署 15 樓。

* Delete as appropriate　　* 請刪去不適用者

Please fill "NA" for inapplicable item　請在不適用的項目填寫「不適用」

「✓」at the appropriate box　請在適當的方格內加上「✓」號

致：城市規劃委員會

本人就規劃署向　貴會提出修訂 S/TY/27 圖則的土地用途，當中 A1、A2、B1、B2、C 項進行申述及提出意見，亦就顧問公司報告存在的問題提出意見:

1.前言

規劃署於 2015 年 5 月 11 日正式遞交文件向葵青區議會提出上述用地更改土地用途，亦於 2015 年 5 月 14 日進行討論，短短 3 日的時間，令議員難以向居民進行諮詢及聽取意見，而規劃署向　區議會所遞交的文件，只有 4 頁簡介以及 2 張圖則，詳細的資料完全欠缺(如：交通評估、環境評估等……)，令議員們感到規劃署是次諮詢過急，亦就更改用地存在問題表示關注，迫使葵青區議會議員一致推過"葵青區議會要求重新規劃青鴻路/青衣路用地，在未有規劃完整交通、環境及社區配套之前，擱置在上述選址興建大型屋邨"動議，希望規劃署能考慮擱置有關計劃，亦就計劃向居民進行諮詢，聽取居民意見。本人亦於 2015 年 7 月區議會大會上亦作出聲明，要求規劃署正視區議會議員的意見及區議會動議。但規劃署最終一直沒有再向區議會提交文件及進一步解釋，便向　貴會提交文件，完全漠視區議會的意見及參與。

2.漠視區議會以及居民的意見

本人於 2015 年 5 月 11 日至 14 日於藍澄灣進行更改土地用途問券調查，共收到 541 有效問卷，根據調查結果，96.6%反對/1.8%中立/1.6%支持，而其中擔心更改用地後的影響: 交通 480 份、環境 509 份、樹木 437 份、景觀 474 份、空氣流通 498 份、社區設施 342 份、其他 181 份，亦於 2015 年 5 月 18 日向政府遞交有關資料。另一葵青區議員李志強於 2015 年 5 月在美景花園、長青邨進行有關上述調查，其調查結果，亦顯示支持 94.6%/中立 4%/反對 94.6%，而藍澄灣業委會亦就上述土地反對更改用途進行簽署行動，共收到 2200 多個簽名。根據上述資料，足以顯示居民就上述土地用途的建議的不滿及擔憂，但規劃署一直沒有就上述意見書回應及派員跟進有關事宜。

3.顧問公司報告抽樣存在問題

(A)交通評估不完善以及誤導

就顧問公司報告中，只在 2015 年 4 月 28 日早上 6:45 至 9:29 分進行交通評估，位置為長青邨青桃樓，但鄰近建屋位置的藍澄灣設有小巴站(路線: 88G/88F)、美景花園設有 243M 巴士總站，如日後公屋落成，相關居民有機會使用相關服務，但完全沒有進行檢查，而其中 88F/88G 小巴的服務，經常因酒店住客、附近商業大廈職員等

等因素，引經常輪候長達半小時的情況，運輸署亦多次跟進，亦回覆有關情況不理想要作出改善，但至今仍未解決，如日後人口大幅增加，難以應付需要。另進行檢查的日子為香港文憑試考試期，部份學生以及考生因此沒有上學，未能反映居民實際情況

因此葵青區議會亦就青衣西南進行了公共交通服務調查，根據 2015 年葵青區議會公共交通服務調查結果於長青邨青桃樓、藍澄灣小巴站進行公共交通服務調查，有關調查分別 09 月 24-27 日進行，其中調查結果 42A、948、88F、88G，均出現交通服務不足負荷的情況，其他車輛亦均飽和，於連續 4 天的交通服務調查，42A 都出現 3-4 超戴沒法上車或飛站的情況，而 948 情況更嚴重(見附件)，88F/88G 於繁忙時均出現爆滿的情況，居民需要輪候 15-20 分鐘才能登車，與顧問公司的數據出現極大的落差。

另就整個規劃署、顧問公司報告中，沒有提及青沙幹線返青衣路的車流量報告，難以評估用地日後入伙後，車流量所做成的噪音、空氣污染及將可能做成的交通擠塞的影響，另位於青鴻路入口物流中心相繼落成，車流量定必增加，但顧問報告中沒有就此作出推測，因此對此報告中的車流量評估成疑。

另以 2015 年 7 月-9 月於青衣橋兩側為例，已發生 4 次交通意

外，引致做成青衣西南部大擠塞，擠塞多達一小時以上，令居民出入做成嚴重影響，就報告的道路車流量足以應付存疑。

(B)環境

噪音問題

建議中的噪音解決方案效果存疑，嚴重影響日後入往居民的生活根據<香港規劃標準與準則>第九章 4.2.7 根據英國運輸署「計算道路交通噪音」的程序作出可靠的噪音聲級預測。香港在應用這計算方法時，交通流量最高的一小時的道路交通噪音以分貝(A)L10(1 小時)來表達。以顧問公司報告中指早上繁忙一小時行經青衣路來回車輪為 2181 部，以速度 50 公里/每小時計算，利用「計算道路交通噪音」的程序作出可靠的噪音聲級預測，得出噪音應為 80 分貝，**超出**<香港規劃標準與準則>第九章 4.1 噪音標準摘要的所有住宅樓，包括臨時房屋的噪音標準-噪音源:道路交通噪音分貝(A)L10(1 小時)的 70 標準。而房屋署就噪音所作出的改善建議，只為住戶安裝減音窗設施，但根據環境保護署就減音窗評估為太約 4-8 分貝，以 80 分貝減去最高隔聲量 8 分貝，仍超出標準 2 分貝，因此就噪音問題未解決下，應擱置有關建議。

欠缺青沙幹線的車流量評估

報告中沒有提及青沙幹線至青衣路車流量評估，在房屋署與顧問公司在報告中，所建議興建 5 座公屋，以其中 3 座樓宇沒有隔音屏障阻擋聲音，只依賴減音窗進行減聲，而青衣西南部有一系列的大型物流中心，汽車檢驗中心相繼落成，將做成青沙幹線至青衣路的車流量大增，而運輸署亦就有關情況，需要就青衣路以及航運路一帶進行改善。根據<香港規劃標準與準則>第九章 4.2.7 根據英國運輸署「計算道路交通噪音」的程序作出可靠的噪音聲級預測。香港在應用這計算方法時，交通流量最高的一小時的道路交通噪音以分貝(A)L10(1 小時)來表達，假設繁忙時間交通流量達 2000 架次，車輛速度為 70 公里/每小時，其正面噪音聲級分貝(A)L10(1 小時)為 81 分貝，扣除減音窗的減音量 4-8 分貝，仍會超出法定的 70 分貝，因此質疑報告沒有詳細資料，交代青沙幹線至青衣路的交通流量

建議用地位置鄰近青沙幹線落斜青衣路段，鄰近貨櫃碼頭及物流中心，多年來藍澄灣居民就車輛路經此路所帶來的噪音向環保署投訴，要求興建隔音屏障，但環保署根據藍澄灣建屋的附例，在量度噪音時需要居民關閉窗戶，才錄得沒有超標。而藍澄灣亦因噪音問題，在建屋時需要加入特製玻璃窗，以及安裝鮮風抽氣系統，才能批准興建，足以証明噪音問題嚴重。恐怕公屋入伙後，居民所帶來的噪音滋擾十分嚴重，而房屋署亦不見會協助鮮風抽氣系統，難度真的要居民

長期關窗生活，因此不適宜位置建屋。

建屋所帶來的噪音影響

根據 1999 年 8 月路政署與安建顧問公司就九號幹線詳細可行性研究報告書環境影響評估內容摘要中，第 2.2.4 段指出，模擬數據分析結果表示青沙幹線所產生的額外音量至長青邨將會少於 1 分貝，但對專業教育學院員工宿舍位於三樓以上的員工宿舍將預計比標準水平多於 3 分貝，而專業教育學院的課室噪音量將預計多於環境影響評估程序的技術備忘錄的標準水平，因此需要直接的緩解噪音方法是在九號幹線連接道的西邊設置 300 長，5.1 米高，延伸 2.8 米的懸臂式分隔牆，這樣才可將宿舍的噪音減至 70 分貝以下。而 2001 年 4 月當時政府運輸局向立法會交通事務委會就九號幹線青衣至長沙灣段和長沙灣至沙田段的文件第 14 段，亦查證在沒有隔音屏障下噪音高達 74 分貝。因此現選址興建公屋工程比興建當時青沙幹線更接近藍澄灣、美景花園、長青邨、專業教育學院一帶，更請要做一系列的平整工程，所帶來的噪音定必超出標準，對於附件的居民帶來嚴重影響

(C)社區設施配套

根據香港規劃標準與準則第四章，康樂、休憩用地及綠化，當中引述康樂活動範圍廣泛，從打麻雀和看電視等家居娛樂、晨運和打

太極靜態康樂活動，以至參與運動及體育比賽不等。因此的規劃標準與準則，爲休憩用地及康樂設施的規劃、分佈和設計，提供一個公平的基礎。 休憩用地用以滿足人口對動態和靜態康樂活動的需要，既可設於毗鄰住宅的地點(即「鄰舍休憩用地」)，亦可設於核心位置，為更廣泛的地區服務(即「地區休憩用地」)。較諸「地區休憩用地」和「鄰舍休憩用地」，位於市區要衝的「區域休憩用地」服務範圍更廣，更可發展成為主要的旅遊點。以下列出的休憩用地供應標準，並不包括美化市容地帶、郊野公園、綠化地帶和海岸保護區等綠化用地。其中地區休憩用地以及鄰舍休憩用地，其標準每 100,000 人 10 公頃，即每人 1 平方米。青衣人口 192441，而青衣西南人口達 89099 人，休憩用地大部份位於青衣東北部，居民使用康樂設施，均需要乘坐交通工具十分不便，而現申請更改土地用地的地方更是藍澄灣、美景花園、長青邨剩下的另一休憩用地。

(D)其他

油站側建屋的存在危險

根據<香港規劃標準與準則>第十二章其他規劃標準與準則第 3 點 4.8 項有關在完成危險評估及規劃研究之前，處理潛在危險裝置附近地區的發展申請的臨時規劃指引: 4.8.1 當中提及就臨時規劃而言，假設危險評估及規劃研究完成之前，現有的潛在危險裝置是不會

遷移的。規劃的原則是，在合理而可行的情況下，設法減少在潛在危險裝置的諮詢區內居住、工作及聚集(包括暫住人口)的人數。凡屬可導致諮詢區人口增加的改變，均不會獲得許可，除非這種限制會導致私人發展權力受到剝削，始作別論。凡屬影響私人權益的決定，均應待危險評估及規劃研究完成後，始能定案。 4.8.2: 在處理諮詢區內發展項目的申請時，可參照下列指引：(a) 法定或部門內部的規劃圖則所作的修訂，不得導致計劃人口增加(不論在建築物內或其他場所的人口)；(b) 任何契約修訂(包括重批契約)不得導致計劃人口增加(不論在建築物內或其他場所的人口)；(c) 不得批出或分配新用地作住宅用途或人口聚集的場所(不論屬永久或臨時性的發展及重建計劃)；(d) 任何未作承擔的公共工程及房屋署計劃，若會增加建築物內或其他場所的人口，須待危險評估及規劃研究完成後，始能作出決定；以及(e) 對於諮詢區內須予特別考慮的發展項目申請，應提交協調委員會審批。以及 4.9 保護日後的潛在危險裝置用地 ，當中 4.9.1 指政府會進行選址研究，以鑑定日後可作潛在危險裝置用途的用地。所有潛在危險裝置用地均應位於人口稀少的偏遠地區。在獲鑑定為可設置潛在危險裝置的地區內，當局是無意禁止進行發展的，反之，對於具很好條件設置潛在危險裝置的地區，當局希望協調委員會能夠擔當監察該區發展壓力的角色。 4.9.2 對於每幅獲鑑定可作潛在危險裝置用途的用地，均應界定一個「協調委員會監察區」。在這個地區內，倘有

任何潛在危險裝置以外的建議，而可能對該幅用地預算設置的潛在危險裝置形成障礙，均應徵詢協調委員會的意見。 根據以上規劃指引，政府在當初考慮於青衣路興建油站的時候，已周詳考慮周邊沒有任何大型發展，以及人口的增加，因此規劃署於是次更改休憩用地用途已違反上述指引要求，應立即擱置有關計劃

就顧問公司報告中，就未來建屋的視覺景觀的資料不盡不實，矮化區議會意見

根據環境影響評估條例指南 8/2010，第 2 點 Approach to LVIA 2.1 LVIA shall be directed towards predicting and judging of the magnitude and significance of the effects that new development/redevelopment may have on landscape resources/characters and visual amenities. 2.2 LVIA should be an independent and informed professional assessment of the impacts from a DP. It should be based on the reasonable case scenario and/or where there is uncertainty the worst case scenario. Both positive and negative landscape and visual impacts should be given due consideration in the process. 2.3 It is recognised that, unlike other impact assessments, LVIA relies more upon experienced professional judgment and less on quantitative measurements. Hence, it is important to adopt a structured and systematic approach in LVIA to facilitate the public to understand the potential landscape and visual impacts arising from the DP. 2.4 In assessing the significance of impacts in LVIA, it is necessary to differentiate between judgment on the significance of change, which involves a greater degree of subjective opinion, and measurement of magnitude of change, which is normally a more objective and quantifiable task. Assessment should always be supported by quantified data, clear evidence, logical deduction, reasoned argument and informed judgment. 2.5 Based on the best information available at the time of the assessment, LVIA might report the main concerns on landscape and visual issues raised by

interested parties1. 2.6 Information in the LVIA should be consistent with that used for other impact assessments covered by the same EIA report such as : □ noise assessment in respect of the location, extent and size of noise barriers/enclosures, □ ecological impact assessment in respect of the quantification of landscape features and the potential impacts on them, and □ assessment of waste management implications, e.g. in respect of potential loss of topsoil, vegetation removal and other landscape resources. 1 In general, interested parties may include: □ Advisory Council on the Environment (ACE) □ Advisory Committee on the Appearance of Bridges and Associated Structures (ACABAS), □ Country and Marine Parks Board (C&MPB), □ District Councils (DCs), □ Harbour-front Enhancement Committee, □ Town Planning Board (TPB),and □ Public comment from consultation forum (if any/applicable as stated in para. 3.1(b)). 2.7 For easy understanding, annotated illustrative materials such as computer-generated photomontages, oblique aerial photographs, photographs, plans, elevations and section drawings should be extensively used to convey the findings of LVIA to the readers. Descriptive text should provide a concise and reasoned argument. 2.8 As LVIA involves appraisal of landscape and visual resources, professional judgment of impact significance and formulation of sensible mitigation measures, it is therefore recommended that professional landscape architects, planners and/or urban designers, or other competent persons be appointed to carry out the full scope of LVIA as identified in the study brief.在整條條文，顧問公司需要就興建的樓宇提供多角度預視圖片但從報告中，既然沒有位於直接受體藍澄灣正面向建屋位置的預視圖片，質疑是否觸犯上述條例。另就條例中，十分重視區議會的意見，但規劃署就用地的諮詢完全漠視區議會的意見及議決，只在會議前三天送達文件給葵青區議會秘書處，會議上多名議員就用地要求提供相關的環評報告等資料，但一直沒有回覆，引致區議會全體通過動議，反對有關用地更改用途。及後區議員

亦就用地更改用途發出書面聲明，要求規劃署注重區議會議決，擱置更改土地用途，以及提交文件供區議會進行討論，但規劃署一直沒有回覆及提供相關資料，便將有關資料遞交城規會，完全漠視區議會的意見

<u>質疑渠務保留地 上興建建築物</u>

根據<香港規劃標準與準則>第七章第 7.6 條，渠務保留地在任何情況下應提供不設限制的通路，以通往渠務保留地。除在特殊情況下，有關範圍內不得設置構築物。但就建屋計劃中，將計劃於渠務保留地上興建通道或建築物，質疑是否附合條例原意

此致

潘志成

07/10/2015

2877 0249 / 2522 8476

Form No. S6
表格第S6號

REPRESENTATION RELATING TO DRAFT PLAN UNDER SECTION 6(1) OF THE TOWN PLANNING ORDINANCE (CAP. 131)

根據《城市規劃條例》（第131章）第6(1)條就草圖作出申述

就草圖作出申述
Representation Relating to Draft Plan

參考編號
Reference Number: 150824-141501-73812

提交限期
Deadline for submission: 07/10/2015

提交日期及時間
Date and time of submission: 24/08/2015 14:15:01

提出此宗申述的人士
Person Making This Representation: 先生 Mr. 葵青區議員林立志

申述詳情
Details of the Representation :

與申述相關的草圖
Draft plan to which the representation relates: S/TY/27

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**
A1, A2, B1, B2, C	反對 Oppose	本人贊同新建公屋可舒緩公屋輪候人士，協助基層市民上樓。然而，由於此地鄰近長青邨、美景花園、藍澄灣及青衣專業教育學院，加上未來將於409小巴總站、曉峰園旁、美景花園旁改劃住宅用地，房屋署及規劃署務必對交通配套如何配合新增人口進行詳細評估，以配合新增公共交通及社區配套設施的需求。 本人認為，應先作下列改善建議，否則不應將此幅土地改為住宅用途： 1. 重新規劃青衣西南的巴士/小巴服務 2. 加快更新東涌線訊號系統，以加密港鐵班次 3. 增加出入口及乘車站點/路線，利用青鴻路/青沙公路疏導人流，避免與由長亨/長宏/長康/長青沿青康路開往青衣南橋的車輛造成嚴重擠塞 本人認為整個青衣島應進行可持續發展的規劃，搬遷重工業/油庫等，以建設成「美麗島」。

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

059

就草圖作出申述
Representation Relating to Draft Plan

參考編號
Reference Number: 150824-141501-73812

提交限期
Deadline for submission: 07/10/2015

與申述相關的草圖
Draft plan to which the representation relates: S/TY/27

「申述人」的詳細資料 **Particulars of "Representer"**

「申述人」 **"Representer":** 先生 Mr. 葵青區議員林立志

聯絡人
Contact Person :

通訊地址
Postal Address : 新界青衣長亨邨巴士總站1號林立志議員辦事處

電話號碼
Tel No. : [redacted]

傳真號碼
Fax No. : [redacted]

電郵地址
E-mail address : [redacted]

tpb

寄件者: Herbert LAI [redacted]
寄件日期: 31日08月2015年星期一 18:24
收件者: tpbpd@pland.gov.hk
副本: [redacted]'Winnie Or'
主旨: Comments on Planning Application - S/TY/26
附件: Letter to Town Planning dd 20150831.pdf

Dear Sir,

We'd like to comment on the planning application no. S/TY/26 and relevant document is attached for your perusal.

Should you have any questions, please do not hesitate to contact the undersigned. Thank you.

Thanks and regards,

Herbert LAI

SPM/Cheung Ching Estate & Cheung Hang Estate

****
****

Easy Living Consultant Ltd.

No.20-29, G/F , Ching Wai House, Cheung Ching Estate, Tsing Yi

T: 2495 2224 F:2436 0337

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Easy Living Website – http://www.hkeasyliving.com

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049

就規劃申請提出意見

Comments on Planning Application

請勿填寫此欄 For Official Use Only	檔案編號 Reference No.	
	收到日期 Date Received	

重要提示：

Important Notes:

(1) 意見必須於指定的法定期限屆滿前向城市規劃委員會（委員會）提出；
the comment should be made to the Town Planning Board (the Board) before the expiry of the specified statutory period;

(2) 委員會考慮申請的暫定會議日期已上載於委員會的網頁(www.info.gov.hk/tpb/)。考慮規劃申請而舉行的會議(進行商議的部分除外)，會向公眾開放。如欲觀看會議，請最遲在會議日期的一天前以電話(2231 5061)、傳真(2877 0245或2522 8426)或電郵(tpbpd@pland.gov.hk)向委員會秘書處預留座位。座位會按先到先得的原則分配；
the tentative date of the Board to consider the application has been uploaded to the Board's website (www.info.gov.hk/tpb/). The meeting for considering planning applications, except the deliberation parts, will be open to the public. For observation of the meeting, reservation of seat can be made with the Secretariat of the Board by telephone (2231 5061), fax (2877 0245 or 2522 8426) or e-mail (tpbpd@pland.gov.hk) at least one day before the meeting. Seats will be allocated on a first-come-first-served basis;

(3) 供委員會在考慮申請時參閱的文件，會在發送給委員會委員後存放於規劃署的規劃資料查詢處(查詢熱線 2231 5000)，以及在會議當日存放於會議轉播室，以供公眾查閱；及
the paper for consideration of the Board in relation to the application will be available for public inspection after issue to the Board Members at the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) and at the Public Viewing Room on the day of meeting; and

(4) 在委員會考慮申請後，可致電2231 4810或2231 4835查詢有關決定，或是在會議結束後，在委員會的網頁上查閱決定摘要。
after the Board has considered the application, enquiry about the decision may be made at tel. no. 2231 4810 or 2231 4835 or the gist of the decision can be viewed at the Board's website after the meeting.

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates** S/TY/26.

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

詳見附頁.

「提意見人」姓名／名稱 Name of person/company making this comment 賴天祐 高級物業經理

簽署 Signature _____ 日期 Date 31.8.2015

長青邨物業服務辦事處.

宜居顧問服務有限公司
EASY LIVING CONSULTANT LIMITED

長青邨物業服務辦事處 CHEUNG CHING ESTATE PROPERTY SERVICES MANAGEMENT OFFICE
新界青衣長青邨青槐樓地下 20-29 號 No.20-29,G/F., Ching Wai House, Cheung Ching Estate, Tsing Yi, N.T. 電話 Tel: 2495 2224 傳真 Fax: 2436 0337

本函檔號 : EL/CC/TPB/STY26/1
來函檔號 :

城市規劃委員會秘書 （經電郵 tpbpd@pland.gov.hk）
香港北角渣華道 333 號
北角政府合署 15 樓

敬啟者:

有關就規劃申請提出意見事宜

本公司為青衣長青邨的管理公司，近期接到不少居民就區內的城市規劃修訂項目提出意見，希望本處代為向城規會反映。意見重點如下:

- 增加房屋供應乃大部份香港市民所想及所需，對於增加住宅用地基本上是同意的。
- 目前青衣南區的交通經已極為繁忙，道路上充斥著公共、私人交通工具及重型車輛，在普遍居民的眼中已近飽和。
- 於 8 月 20 日上午約 9 時正，在青衣因為有壞車關係，再次出現大塞車，青衣南區交通近乎癱瘓。警方將青衣路迴旋處的多個路口封閉，強制經青衣南橋前往青衣的車輛繞道到青衣路及青沙公路交界的迴旋處再折返至青衣路部長青邨青葵樓對外路段。
- 座落青康路的新居屋樓盤青俊苑快將落成，鄰近人口將會增加。

宜 居 顧 問 服 務 有 限 公 司
EASY LIVING CONSULTANT LIMITED

長青邨物業服務辦事處 CHEUNG CHING ESTATE PROPERTY SERVICES MANAGEMENT OFFICE
新界青衣長青邨青槐樓地下 20-29 號 No.20-29,G/F., Ching Wai House, Cheung Ching Estate, Tsing Yi, N.T. 電話 Tel: 2495 2224 傳真 Fax: 2436 0337

- 現時城規會有意把(1)位於青衣路及青鴻路之間的一塊用地及(2)毗連青衣路及青沙公路的兩塊用地，合共 3 塊用地改劃為「住宅(甲類)4」地帶，落成後區內人口勢必大增。
- 區內居民極為憂慮交通配套能否配合**所有**新落成住宅項目。
- 希望城規會能就區內交通配套提供具體及有效的方案，讓區內居民釋疑。

懇請城市規劃委員會能認真考慮並接納上述意見。如有任何疑問，請致電 2495 2224 與本人聯絡。

長青邨物業服務辦事處
高級物業經理
賴天祐

賴 天祐

2015 年 8 月 31 日

寄件者: 青年新政 Jon [redacted]
寄件日期: 04日09月2015年星期五 15:27
收件者: tpbpd@pland.gov.hk
主旨: 青鴻路公屋發展計劃之建議 (Approved Tsing Yi Outline Zoning Plan No. S/TY/26 and S/TY/27)

敬啟者:

針對青衣路及青鴻路之間的一塊用地改劃作公營房屋發展。本人於收集有關地區居民之意見後，現向 貴處提出以下建議。

青鴻路公屋發展計劃之建議

交通規劃問題

現況及計劃帶來問題:
政府的顧問報告當中並未完全反映公屋發展計劃對藍澄灣交通造成的影響，例如只以巴士流量來估算未來交通的負荷，但其實暫時只得兩條小巴線，根本不能以此作根據。
青年新政建議:
政府需於計劃中增設公共運輸系統，包括需於計劃中切實交代新增巴士線的規劃。而新增巴士線亦需聯繫到港鐵站或市區，以方便居民日常生活及工作。以現時居民交通需要及未來交通之增長，至少要增加 3-4 條巴士線以解決藍澄灣居民對交通問題之擔心。

環境問題

現況及計劃帶來問題:
工作進行期間帶來的噪音及空氣污染問題。除此之外，亦會對附近環境帶來污染問題。
青年新政建議:
政府需於現階段交代工程進行期間如何減少噪音問題，例如大量噪音工序的施工時間、如何將工程造成之塵土減少。除此之外，我們亦會密切關注該區通風廊的影響。除此之外，我們亦建議規劃當局可以藉此計劃檢討一下附近之環境問題。如何有效地疏導重型貨車，減少貨櫃車對青衣南所帶來之噪音及空氣污染。

社區配套問題

現況及計劃帶來問題:
公屋發展計劃將會把原本的休憩用地改為住宅用地。因此休憩用地會因而減少。而附近暫時亦缺乏康樂設施。
青年新政建議:
我們建議政府需為青衣南區定下一個康樂及社區配套改善計劃，並與新公屋計畫一同落實。康樂設施方面我們建議增建一個中型休憩公園及緩跑徑以應付美景花園、藍澄灣、新公屋計劃以及細山路住宅發展之需求。除此之外，我們建議政府可一拼參慮於青衣路之休憩用地發展。另外，我們亦希望政府可以於附近用地中尋找可轉為休憩用地之可能性。因為其實附近都有多個露天停車場及貨櫃場，如政府可以十號貨櫃碼頭用地作交換(因十號貨櫃碼頭發展計劃已擱置，當中用地更合適物流發展)，以換取更多適當發展空間。
另外，其他社區配套亦需考慮到。我們亦建議規劃中需照顧到社區中增加之老年人及兒童，適當地規劃社區設施。當中包括考慮將長青邨之流動圖書館轉為一個固定的圖書館。我們當然會建議政府去考慮增設社區中心。

規劃內容及落實

青年新政建議:
我們積極跟進政府的規劃進度及內容，要求政府多加咨詢，確保計劃對居民之影響減至最少。土地用途已轉變，因此我們會向政府發出強烈的要求，正視居民的需求，而不是於公屋落成才考慮如何補償。因為青衣南絕對需要一個全盤規劃，並需與公屋計劃一併落實。

此致

青年新政 青衣南區 社區主任
葉荏碩

青年新政
Youngspiration

青年新政
YOUNGSPIRATION

[redacted]
Tel: [redacted]

敬啟者：

青鴻路公屋發展計劃之建議

針對青衣路及青鴻路之間的一塊用地改劃作公營房屋發展。本人於收集有關地區居民之意見後，現向　貴處提出以下建議。

RECEIVED
2015 OCT -5 A 10:
TOWN PLANNING BOARD

1. 交通規劃問題

現況及計劃帶來問題：

政府的顧問報告當中並未完全反映公屋發展計劃對藍澄灣交通造成的影響，例如只以巴士流量來估算未來交通的負荷，但其實暫時只得兩條小巴線，根本不能以此作根據。

青年新政建議：

政府需於計劃中增設公共運輸系統，包括需於計劃中切實交[illegible]線的規劃。而新增巴士線亦需聯繫到港鐵站或市區，以方便居民[illegible]常生活及工作。以現時居民交通需要及未來交通之增長，至少要增加 3-4 條巴士線以解決藍澄灣居民對交通問題之擔心。

2. 環境問題

現況及計劃帶來問題：

工作進行期間帶來的噪音及空氣污染問題。除此之外，亦會對附近環境帶來污染問題。

青年新政建議：

政府需於現階段交代工程進行期間如何減少噪音問題，例如大量噪音工序的施工時間、如何將工程造成之塵土減少。除此之外，我們亦會密切關注該區通風廊的影響。除此之外，我們亦建議規劃當局可以藉此計劃檢討一下附近之環境問題。如何有效地疏導重型貨車，減少貨櫃車對青衣南所帶來之噪音及空氣污染。

3. 社區配套問題

現況及計劃帶來問題：

公屋發展計劃將會把原本的休憩用地改為住宅用地。因此休[illegible]而減少。而附近暫時亦缺乏康樂設施。

青年新政建議：

我們建議政府需為青衣南區定下一個康樂及社區配套改善計劃，並與[illegible]公屋計畫一同落實。康樂設施方面我們建議增建一個中型休憩公園[illegible]

以應付美景花園、藍澄灣、新公屋計劃以及細山路住宅發展之需求。除此之外，我們建議政府可一拼參慮於青衣路之休憩用地發展。另外，我們亦希望政府可以於附近用地中尋找可轉為休憩用地之可能性。因為其實附近都有多個露天停車場及貨櫃場，如政府可以十號貨櫃碼頭用地作交換(因十號貨櫃碼頭發展計劃已擱置，當中用地更合適物流發展)，以換取更多適當發展空間。

另外，其他社區配套亦需考慮到。我們亦建議規劃中需照顧到社區中增加之老年人及兒童，適當地規劃社區設施。當中包括考慮將長青邨之流動圖書館轉為一個固定的圖書館。我們當然會建議政府去考慮增設社區中心。

<u>規劃內容及落實</u>

青年新政建議：

我們積極跟進政府的規劃進度及內容，要求政府多加咨詢[illegible]保計劃對居民之影響減至最少。土地用途已轉變，因此我們會向政府發出強烈的要求，正視居民的需求，而不是於公屋落成才考慮如何補償。因為青衣南絕對需要一個全盤規劃，並需與公屋計劃一併落實。

青年新政
YOUNGSPIRATION

此致

規劃署

青年新政青衣南社區主任

葉荏碩謹啟

二零一五年九月十八日



民意如山不可欺

堅決反對建公屋

青年新政

與申述相關的草圖: S/TY/27

《青年新政青鴻路公民反建議結果》

RECEIVED
2015 OCT -7 P 5:36
TOWN PLANNING BOARD

街市: 8

圖書館: 3

康文設施/體育館: 34

俘留原狀: 65

青年新政於 5 月份對約 100 位藍澄灣居民進行了問卷調查，超過 9 成居民反對於青鴻路新建公屋。

青年新政再於 9 月-10 月採訪超過 100 位反對於青鴻路改變土地用途建公屋的藍澄灣居民，假如居民能決定該土地的用途，約 2/3 的居民表示仍希望保持原貌，另 1/3 的居民則表示希望新建康文設施/體育館。

此訪問顯示，大部分居民不希望現有自然環境受損，而同時居民本身亦認為現有康文設施不足，對康文設施有急切需求，故如有空置土地興建康文設施會更為切合居民的生活需要。

青年新政 青政南
葉在碩 社區主任
tel: [redacted]

與申述相關的草圖：S/TY/27

(居民錄音謄本一) [redacted]譚太

我反對青鴻路公屋發展計劃。

藍澄灣本身有空氣污染問題，本身每一座大廈都有中央抽風系統，因有這中央通風系統，可以將窗門關上仍有氧氣，加上九號貨櫃碼頭光污染的影響，我們有茶色玻璃，即是一種濾光玻璃、加厚玻璃，不是隨便興建。我們住之前曾查過前面是休憩處，亦知道這屋苑本身有這問題存在，因為價錢問題，所以我們願意去買，你明白嗎？現在圖則是起密集的屏風樓，我們本身後面已有一幅屏風，再在前面再起一幅屏風，是否合情合理？加上這位置面積小，根本沒有人相信可以起樓。其實不是只為自己，起屏風樓在我們這位置上是絕對不適合。

首先要解決大廈空氣污染，第二是光污染，將來起公屋能夠跟我們一樣嗎？有濾光玻璃、有冷氣、有中央通風系統，都可以或者接受。

另一樣同樣是嚴重，交通完全沒有配套，現在說是萬二千人，將來還有幾千人，用甚麼來解決交通呢？我們自己屋苑交通應該沒有問題，尚可以。但將來加這麼多人來，都不知道你們是怎樣解決交通，除非可以空降幾架直昇機。這是真的，並非我們作大。如果城規會這地方也拿來用，有沒有考慮原有居民的情況？我們屋苑的設施，你也做到嗎？如果起公屋，你會做同樣的嗎？如果唔做，就是對公民不正常。除非將整個碼頭搬走，拆走我們後面的屏風酒店，加上交通，那就沒有問題，我就贊成。

我在今年大約5月第一次知道這計劃，在報紙報導中得知，其中當中是有隱瞞，好像擔心人們會知，完全事前沒有諮詢。

現時交通缺乏，基本等 15 至 20 分鐘，大約 7 點半至 8 點半要等，我要幫我的家人排隊等車，小巴 88F、88G 一定不足，全靠加班 M 車，否則會很嚴重，M 車原先是去船塢，全靠滲入 M 車，才可以接受，否則會很嚴重。

這空地建議保留原貌，因為我們屋苑是靠這綠色氧氣呼吸，所以點解我們屋苑反對激烈、劇烈是有原因。我們的抽風系統是對正公園仔，如果斬伐樹木，我們便沒有抽氣，只有抽塵。不是阻景的原因，因為現在起樓也是很密集，但最重要是我們後面是屏風，前面又起屏風樓，那就只剩一條冷巷？若果只顧新屋，而不顧我們舊屋，其實是很嚴重。起公屋，都要起中央抽氣系統、濾光玻璃、雙層玻璃。起公屋會用這重資本？還有我們用分體式冷氣，全屋都是用冷氣，不開窗都可以，根本上是服務式住宅。起這屋苑其實我也是受害者，但我知道這屋苑是有這些設施才去買，雖然有這缺憾，但考慮過也會買，起碼光污染有濾光。

與申述相關的草圖：S/TY/27

（居民錄音謄本二）[redacted]謝小姐

我不贊成青鴻路公屋發展計劃。

第一，交通配套已是一個問題，再一下子加多萬幾人，我相信交通負荷一定不可以有任何改善，更加會越來越差。交通配套已是一個問題，加上道路已飽和，所以我覺得政府要怎樣擴闊道路也不可以，因爲唯一一條的出路就是南橋的出路，一下子要加車，短時間之內可以加到這麼多車嗎？即使加車後，那條路可不可以在短時間內負荷得到。返工放學都是同一段時間，沒有可能說問題不在，閉著眼說這些我覺得很不應該。

現在該地方有樹蔭，我相信可以改善得更好，可以擴闊休憩地方，或可以做海濱長廊給我們跑步、做緩步徑。現時有樹的話，我相信有很多珍貴的動物，如果斬伐樹木，我覺得很不環保。加上那些珍貴的動物，我相信政府也未知有沒有，完全沒有做評估就說沒有，那些樹木不珍貴嗎？樹木是用很多年種出來，斬伐後說會再種，我覺得既不環保，而根本不可能在短時間內回復現在多樹木。那些樹木原先是用來做綠化給現在的居民，但現在卻要斬伐來起樓，我覺得對本身居民很不負責任，亦對將來萬幾人也不負責任，因爲他們周圍環境已沒有任何樹木可以令人舒適，越來越擠迫、越來越壓迫，一直是石屎森林，我們原先有一眞眞正正的森林，但若這土地改變計劃，就變成石屎森林。

與申述相關的草圖：S/TY/27

(居民錄音謄本三) [redacted] 川上先生

我反對青鴻路公屋興建計劃。

本來是休憩用地，而且地方面積很小，對藍澄灣居民及將來住的居民都有負面影響，所以我反對今次興建計劃。

交通方面，我7時已經要排隊等小巴，如果遲10分鐘人龍已經長一倍，所以我儘量在7時已經要排88G小巴，7時後排隊要等10分鐘左右。

藍澄灣社區配套不足夠，給小朋友的娛樂設施本來已不足夠，譬如想要打籃球，要到對面用籃球場；樓下的公園面積也很小，不夠我們居民的需要，希望增加社區配套。

青鴻路作休憩用途會較好，第一附近配套已不足夠，而樹木不應該被大量斬伐起公屋，應保留綠色的地方給居民一個舒適，在大壓力之餘也可以放鬆一下。

環境方面，青鴻路與藍澄灣鄰近有一蛇仔路，附近亦有一高速公路，加上斬伐樹木會排放更多二氧化碳，我覺得對居民居住環境造成負面影響。

與申述相關的草圖：S/TY/27

(居民錄音謄本四)[redacted] CONNIE NG

我反對青鴻路公屋發展計劃。

實在太近，那裡的樹本不是一朝一夕種出來，難得有一片樹木，拆來起公屋。第一，附近居民太近，附近亦很密集，亦見到其他空地不用拆樹木亦可以起。我很明白香港人不夠地起公屋，並不是這樣插針，令本來有屋住的人不開心，新住的人也不知將來會怎樣，總之大家也不開心。加上對正公屋的人，他們怎樣接受這樣密集的屋。我住後面其實影響不大，但我真的很反對。

現時交通已經好不方便、不足夠，朝早等小巴等好耐，平時等超過半小時，等三至四架小巴也不能上車，天氣一差，過了九點亦很長龍，平時好少少，但一下雨就很惡劣。的士也沒有，根本想離開也很難；又沒有地鐵，根本離不開，沒有可能行去地鐵。現在已經是這樣，還要加多幾座公屋，我也不知會怎樣，何況路很窄，還要加多巴士，根本就是出不到去。

與申述相關的草圖：S/TY/27

(居民錄音謄本五) 藍澄[redacted]陳小姐 KIT

我反對青鴻路公屋發展計劃。

因為我與美景花園已經很近, 若果中間要建屋, 這樣通氣方面會不好。加上，該地段面積很小，可以建屋嗎?

平時返工已經要等小巴，又有很多旅客，已經不足，還要加多更多人居住，會更辛苦。每日返工要預早最少 15 分鐘等小巴，我在港島區工作, 要搭小巴到青衣城或葵芳, 這兩架小巴要等最少 15 分鐘以上, 這裡已不是多車，如果有更多人交通會更加不便。

社區配套方便，買餸的地方不足夠，因為即使到長青的選擇亦不多，或者要出青衣街市，對我們來說是不足夠。

環境保護方便，我與美景花園已經很近，中間要建屋的話，工程所產生的是我吸入體內的，青鴻路根本不適合起樓。

與申述相關的草圖：S/TY/27

（居民錄音謄本六）[redacted]曹小姐

我反對青鴻路公屋發展計劃。

沒有經過深思熟慮規劃空地幫市民改善生活，完全是想起就起，有沒有親身來到體驗一下是怎樣，如果藍澄灣前面再起五棟公營房屋，藍澄灣就好像三文治一樣夾在中間，空氣完全不佳。後面已有酒店，前面要起公營房屋，我們被夾在中間的市民，如果你是當中居住，你會怎樣？沒有將心比己去想這問題，然後草草了事，還要沒有經咨詢，完全是做錯了。

交通上，我們在青衣南橋這面，配套沒有北橋那面好，如果經南橋出去，42A 是經常乘搭的交通工具，或者要轉接一點，要小巴轉地鐵，可能沒有大多數人會採納這方法。以前會好一點，有 42A 及 43C，但後來 43C 取消了，只有 42A，所以有時返工放工時間，特別是繁忙時間，根本是上不到車。美孚、長沙灣的位置已排長龍，要等 2 至 3 架車也是滿座，上不到車，這是很嚴重的問題，已跟巴士公司反映過，但完全沒有改善。直至後來，終於在繁忙時間加班次方便市民，但我覺得作用不大，因為有返工放工的市民，也有其他市民，不時巴士已不足，如果要加多五棟房屋，多人入住會令交通更加擠迫。我是輪班工作，所以一般返工放工時間不太受影響，但我九時出街搭藍澄灣的小巴其實已經「打蛇餅」，還有酒店的旅客堆在小巴站，所以情況很差。

環境方面，第一，斬樹很不環保，綠化是只講不做，斬樹建屋應先咨詢市民，但沒有做到。第二，青鴻路鄰近油站，有沒有考慮安全性問題，會搬走油站還是怎樣？我覺得沒有做長遠看法，沒有為居民設想。

我在 2 至 3 個月前知道這計劃，透過屋苑通告才知道事情，才給予反映，但之前完全不知道這事，所以到知道的時候大家反應很大。

青鴻路我希望可以保持原狀，因為斬很多樹不是好的方法。青鴻路鄰近油站，安全是一個問題，油站與居民要保持一定距離，當有事故時，由誰負責？難道到時才負責？能補償受傷害或失去生命財產的人所受的損失嗎？由政府承包？傷害已造成了，不是一句「我負責」就可以了事。

規劃署

反對將青鴻路休憩用地改為住宅用地.

S/TY/27.

政府於要在青鴻路建一公共屋邨，請問如何解決以下問題：

- 現時長青美景及藍澄灣已有二萬多居民，早上繁忙時間在長青邨一帶的巴士站均大排長龍，因為該處是離開青衣的最後一個站，加上科技學院8000學生及酒店群的5000名旅客，對巴士之需求十分之大。目前的情況已有問題，未來如何處理？
- 現時長青正興建兩座居屋，未來亦於美景後山興建兩座私人屋苑，估計增加近四千人，現時又要再增加一萬二千人，請問政府有那些方案可以在早上繁忙時間疏導這額外的一萬多人？
- 青衣路路窄車多，兩旁難以擴建，請問政府如何能增加路面的承載量？
- 貨櫃碼頭內正興建一座大型的物流中心，建成後每日估計可能會增加數千兩貨車出入，大部份這些車輛都會經過青衣路的迴旋處前往各區。
- 本人在青衣路的迴旋處曾進行車流統計，早上繁忙時間平均每小時1100部車駛經迴旋處，非繁忙時間約有700部。若日後加上這萬多乘客需求以及新物流中心的車輛，該處將會成為樽頸位造成大塞車。政府有何方法解決？
- 政府如何處理現有之油站？
- 以前藍澄灣及酒店群的設計是用來作為隔音屏障，現時卻將公屋作為屏障，那是否表示居民將會長期承受食貨櫃碼頭的噪音及燈光滋擾？
- 政府可否考慮興建架空鐵路將長青、美景及藍澄灣一帶的居民帶往地鐵站？
- 香港有七成的地均用作綠化地及郊野公園等，而青衣北岸公路有很大的一片未開發綠化地，將可比現在在建議的地點大近十倍，附近亦沒有民居，為何政府不作長遠考慮在該處建屋，而偏偏要在人口密集道路不足的地方插針起樓，更要在貨櫃碼頭及距離油庫不遠的地方建屋，讓市民長期承擔環境的滋擾？

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2015 OCT -5 A 10:17
TOWN PLANNING BOARD

李志強

4-9-2015

敬啟者:

針對青衣路及青鴻路之間的一塊用地改劃作公營房屋(S/TY/26 及 S/TY/27 發展計劃)提出反對。本人現向 貴處提出以下意見。

交通規劃問題

現況及計劃帶來問題:
政府的顧問報告當中並未完全反映公屋發展計劃對藍澄灣交通造成的影響，例如只以巴士流量來估算未來交通的負荷，但其實暫時只得兩條小巴線，根本不能以此作根據。因藍澄灣座落青衣最東南，巴士小巴等皆以此地為離開青衣前之尾站，飛站情況多有發生，往往候車時間時間極長。
Mott MacDonald 只於 2015 年 4 月 28 日 (星期 2) 1 天於長青村進行專利巴士及公共小巴載客量調查, 調查地點並不恰當。事實上青鴻路公營房屋發展計劃更為鄰近藍澄灣公共小巴站, 如青鴻路公營房屋發展計劃落成後將對藍澄灣公共小巴需求造成極嚴重人流壓力。查藍澄灣現時每當上學及上班時間均出現極長候車人龍, 如 Mott MacDonald 於藍澄灣公共小巴站進行公共小巴載客量調查, 當會得出極為負面結果, 證明 Mott MacDonald 交通影響評估報告出現重大錯誤及遺漏, 避重就輕, 製造不實數據以求蒙混過關。
本人要求政府重新評估此區域之交通流量，以及要求未解決交通問題前，不令另外增加人口及加劇交通問題。

環境問題
工作進行期間帶來的噪音及空氣污染問題。除此之外，亦會對附近環境帶來污染問題。政府未有交代工程進行期間如何減少噪音問題，例如大量噪音工序的施工時間、如何將工程造成之塵土減少。我們亦要規劃當局可以藉此計劃檢討一下附近之環境問題。如何有效地疏導重型貨車，減少貨櫃車對青衣南所帶來之噪音及空氣污染。本人亦要求政府重新審視環境評估，並需進行環評。

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06 OCT 2015
Town Planning Board

社區配套問題

公屋發展計劃將會把原本的休憩用地改為住宅用地。因此休憩用地會因而減少。而附近暫時亦缺乏康樂設施。康樂設施方面我們建議增建一個中型休憩公園及緩跑徑以應付美景花園、藍澄灣、新公屋計劃以及細山路住宅發展之需求。除此之外，我們建議政府尋找青衣另外附近用地之可能性。因為其實附近都有多個露天停車場及貨櫃場，如政府可以十號貨櫃碼頭用地作交換(因十號貨櫃碼頭發展計劃已擱置，當中用地更合適物流發展)，以換取更多適當發展空間。
另外，其他社區配套亦需考慮到。我們亦建議規劃中需照顧到社區中增加之老年人及兒童，適當地規劃社區設施。我們當然會建議政府去考慮增設社區中心。

規劃內容及落實

本人要求政府多加咨詢，確保計劃對居民之影響減至最少。我強烈要求政府正視居民的需求，而不是於公屋落成才考慮如何補償。因為青衣南絕對需要一個全盤規劃，並需與公屋計劃一併落實。

此致

[redacted]

00206

31 OCT 2015

就草圖作出申述
Representation Relating to Draft Plan

參考編號
Reference Number: 151007-163005-06015

提交限期
Deadline for submission: 07/10/2015

提交日期及時間
Date and time of submission: 07/10/2015 16:30:05

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

申述詳情
Details of the Representation :

與申述相關的草圖
Draft plan to which the representation relates: S/TY/27

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
A1項: 全速落實改劃為公共屋邨用地	支持 Support	全速落實改劃為公共屋邨用地，把現時長青邨居民搬遷到A1位置，重建長青邨，利用新型公屋設計，火速增加青衣南的房屋比例。 由於長青邨是舊式公屋設計，人口密度相當底,浪費了很多可用空間,重建能大大增加公屋供應量，事實可見到長青邨街市和商場使用率相當底，人流極少。 相反，長青邨停車場長期暴滿,因為停車場管理公司用公屋價錢出租給鄰近私人住宅，此舉不公平和公器私用的情況明顯嚴重。可見到私人住宅車位需求大，建議設計公屋時，要大大增加商場，街市和停車場（屋苑和公眾）的比率。
A2項: 全速落實改劃為公共屋邨用地	支持 Support	全速落實改劃為公共屋邨用地，把現時長青邨居民搬遷到A2位置，重建長青邨，利用新型公屋設計，火速增加青衣南的房屋比例。 由於長青邨是舊式公屋設計，人口密度相當底,浪費了很多可用空間,重建能大大增加公屋供應量，事實可見到長青邨街市和商場使用率相當底，人流極少。 相反，長青邨停車場長期暴滿,因為停車場管理公司用公屋價錢出租給鄰近私人住宅，此舉不公平和公器私用的情況明顯嚴重。可見到私人住宅車位需求大，建議設計公屋時，要大大增加商場，街市和停車場（屋苑和公眾）的比率。

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

交通建議：
1) 重開24小時新界專線小巴（由葵芳地鐵至青衣南）

00964

2) 開設24小時紅色小巴來住尖沙咀，旺角，至青衣南
3) 增加巴士班次青衣南至青衣機鐵站
4) 增設巴士線由青衣南至大埔 (經青沙公路)
5) 增設巴士線由青衣南到屯門碼頭（經屯門公路-乘客可在轉車站前往其它目的地）

重建長青邨建議：
有效地增加公屋，停車場，街市和商場面積使用面積，分二兩段進行搬遷長青邨區民至A1和A2項 第一段搬遷：青榕，青槐，青葵和青桃樓 第二段搬遷：青柏，青松，青楊和青梅樓

減低青康交通負荷建議：
1) 興建行車天橋連接青鴻路至青衣南橋直接往反青衣南至九龍
2) 加建行車天橋連接藍澄湾至青衣南橋直接往反青衣南至九龍
3) 擴展青衣路行車道面積，全路由二線擴展至三線行車

就草圖作出申述
Representation Relating to Draft Plan

參考編號
Reference Number: 150817-144806-70511

提交限期
Deadline for submission: 07/10/2015

提交日期及時間
Date and time of submission: 17/08/2015 14:48:06

提出此宗申述的人士
Person Making This Representation: 小姐 Miss Emilia Tam

申述詳情
Details of the Representation :

與申述相關的草圖
Draft plan to which the representation relates: S/TY/27

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**
A1 把位於青衣路及青鴻路之間的一塊用地由「休憩用地」改劃為「住宅(甲類)4」地帶，並訂定建築物高度制	反對 Oppose	環境已經十分之擠迫， 酒店屏風樓已經另藍澄灣和長青一帶空氣不流通，不固居民的居住環境在不適當細小的土地上起樓， 阻擋美景藍澄灣，青榕，青桃空氣流通！ 樓與樓之間已經密集， 再在中間位置建高密度住宅， 完全莫視長青村一帶居民健康。首先興建屏風酒店原意是希望阻擋貨運頭的糟音， 酒店已經另到鄰近空氣質數變差！ 現在城市規劃委員會 當局概不負責問題， 為了盡快解決土地問題， 不理居民反對。草草提出不合適土地用途來興建高密度住宅。
A2	反對 Oppose	城市規劃委員會當局完全不了解青衣一帶交通問題， 所有青衣南，長享，長康，長青區，美景，藍澄灣和酒店，所有接連巴士到其他地方都是共用。本身青衣南區巴士已經長期擠迫， 等候時間長！ 真是難以想像青衣南區未來青俊苑1400人，美景新增私人住宅2300人， 再加上青鴻路之間五座居屋12000人， 足足多了一倍人口！這是一再加重青衣交通的擠塞問題。可見這個計劃書只是為了安置人口， 但沒有想辯法解決青衣完有交通問題。只是提出加開班次。 等作解決人口增加問題。城市規劃委員會當局完全不了解青衣一帶交通問題， 所有青衣南，長享，長康，長青區，美景，藍澄灣和酒店，所有接連巴士到其他地方都是共用。本身青衣南區巴士已經長期擠迫， 時間長！ 真 這是一再加重青衣交通的擠塞問題。只見這個計劃書為

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		安置人口， 但沒有想辦法完有交通問題。
B1，B2，C1	反對 Oppose	A1- A2項已經是不合適興建高密度住宅， 至B1，B2，C1 無需再過份開發土地。影響原來青衣南區的綠化地方。 無需再提出再一步傷害青衣南區的環境， 請保育樹木、環保， 保持交通暢通！

對草圖的建議修訂(如有的話)

Proposed Amendments to Draft Plan(if any):

完全是一個低級的計劃書！圖則的地方是細小插針式起樓。應該要遠地已經是屏風樓的地方發展！加劇空氣，貨櫃糟音的地方。惡氣一帶環境！！ 最小要除清BLOCK4- 5 不能阻擋 美景／青榕／藍澄灣居民原有的視野空間 。

TPB/R/S/TY/27-748

就草圖作出申述
Representation Relating to Draft Plan

參考編號
Reference Number: 150810-102041-80280

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提交日期及時間
Date and time of submission: 10/08/2015 10:20:41

提出此宗申述的人士
Person Making This Representation: 夫人 Mrs. Judy Ma

申述詳情
Details of the Representation :

與申述相關的草圖
Draft plan to which the representation relates: S/TY/27

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**
A1, A2, B1, B2	反對 Oppose	1. 本人入住藍澄灣已超過10年以上，雖然貨櫃碼頭發出的強光污染及大量貨櫃車所造成的噪音，卻仍吸引我們繼續居住基於青鴻路及青衣路交界的一大片綠悠悠的樹木。這片地內有超過1,800棵樹木，雖不是甚麼珍貴林木，但當中卻扮演重大角色。例如：樹木能釋放大量氧氣讓四周空氣清新；同時能吸收大量熱氣，讓四周環境熱度降低。樹林亦可吸引各種雀鳥居住，平衡生態環境。這些樹木對政府來說可能沒有價值，但對我們這班長居藍澄灣及鄰近居民實在是有深厚感情和意義。例如：工餘我們既可遠眺一大片綠地，又可安靜地享受大自然的涼風，細聽飛鳥的歌聲，這些都是藍澄灣居民日常生活的重要部份，是不可或缺的。這片地亦同時可教育我們下一代要關注保護環境及綠化地球意識，是小孩成長過程中的重要一課。 2. 青衣路及青鴻路地段是不適合興建任何樓宇。因為興建任何樓房將會做成嚴重屏風效應。藍澄灣大部分居民

014

需依靠外來鮮風以保持室內空氣流通；由於藍澄灣洗手間是密封設計(俗稱黑厠)，住客必須將窗戶大開，保持新鮮空氣流通，確保環境衛生。如政府漠視民意，一意孤行地興建大量的住宅樓宇、商場、巴士站等等，只會排出更多廢氣，做成空氣污染。另藍澄灣居民及附近周邊居民亦因長期承受碳排放廢氣的影響，必然對健康造成嚴重問題及損害，引致及構成公營醫院沉重的醫療成本和壓力，最終只會對社區帶來絕對負面的影響。

3. 如興建插針式5座房屋，肯定將原來屋外的天然光線及對外景觀(山景、美景及香港教育學院) 大部份被遮擋，使藍澄灣室內無法引入天然光線，造成光源不足，引致視力受損。另外這幅地位對正西面，中午時份氣溫往往高出2度以上，這5層插針房屋另到周邊溫度持續上升，另居民飽受高溫煎熬。長期需依靠空調降溫及長期開燈照明，增加耗電量和排碳量，造成嚴重空氣污染，影響居民健康，更浪費地球資源，有違國際積極提倡的環保精神。

4.由於興建房屋的位置貼近加油站，倘若油站或住宅不幸發生火警時，將會對鄰近居民構成極大災害，生命財產受到嚴重威脅；消防處在此密集樓宇地形下勢必增加拯救災民的難度，再者如真的發生意外，誰人能承擔此嚴重事故責任？

5大量居民遷往青衣路及青鴻路地段做成人流繁雜，影響周邊治安，造成居民人命財富的威脅，這點亦令藍澄灣及鄰近居民十分憂慮。

6大量居民遷入青衣路及青鴻路地段，造成環境衛生問題，3,800戶公屋居民加上藍澄灣原有接近1,600戶的居民，總數達20,000人之多，在這狹小擠迫的空間，將會制做大量油煙、大量垃圾、大量污水；引致蒼蠅、鼠患和蚊患茲生等問題，這會嚴重影響公眾衛生健康。一旦社區爆發疫症，又是我們這批小市民受害。

		7青衣路及青鴻路地段已荒廢了10年以上，規劃處亦已將這地規劃成休憩/綠化地意向是提供鄰近居民(藍澄灣、美景花園、長青村、香港教育學院) 作戶外公共空間作各種動態或靜態康樂用途的土地。根據香港規劃標準與準則，這幅地正正種了大量茂密樹木於斜坡上，為顧及市容起見，這些土地需保留，所以政府強插針式將5座房屋建於此地是不恰當。此外，興建這5座房屋於斜坡上，其潛伏傾倒危機是不容忽視，到時居民要承受生命財產及人命傷亡的威脅。政府和納稅人更要承擔龐大維修保養費用。另外建屋於斜坡的建築費成本肯定比建於平地為高，浪費公帑。 8若以整個藍澄灣為中心點，延伸至青衣路及青鴻路地段，已經被周邊大型物流，工業區、貨櫃碼頭、停車場及3所酒店包圍，而這有小小綠化及休憩地帶是給予藍澄灣、美景花園、長青村居民的補償及作緩衝區。政府絕不能剝奪我們這批居民的利益。和不合理。 9.在周邊的交通和配套設施未有完善規劃下，政府硬要興建住宅，造成大量居民遷入，小社區根本不能負荷這些壓力，影響社區鄰舍的和諧氣氛，社會怨氣逐漸浮現惡化，這是香港普羅大眾市民所不願意發生的問題。 10. 政府為解決住屋問題的同時，首要考慮是原居上址的居民意向為先(包括藍澄灣、美景花園及長青邨)；交通、環境配套既重要，但選址亦要恰當，以便得到普羅大眾及各方團體配合支持，才能有效地推行政府的長遠房屋計劃。但現在政府草擬上址建屋，位置處於大部份斜坡和緊貼油站，潛伏危險性極高，更把原有一大片綠地樹林削走，影響藍澄灣居民整體生活質素下降，這是極不公平。
C	反對 Oppose	距離太遠，面積過小，無法應付大量居民日常生活。
II a + b	反對 Oppose	距離太遠，對居民受惠不大。另外康

		樂文娛場所面積過細

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

將3-5 座樓宇取消興建，改建為康樂文娛場所，以減低受影響居民的生活

TPB/R/S/TY/27-960

就草圖作出申述
Representation Relating to Draft Plan

參考編號
Reference Number: 150913-225051-60870

提交限期
Deadline for submission: 07/10/2015

提交日期及時間
Date and time of submission: 13/09/2015 22:50:51

提出此宗申述的人士
Person Making This Representation: 女士 Ms. Au Yeung Man

申述詳情
Details of the Representation :

與申述相關的草圖
Draft plan to which the representation relates: S/TY/27

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**
A1 把位於青衣路及青鴻路之間的一塊用地由「休憩用地」改劃為「住宅(甲類)4」地帶，並訂定建築物高度限制。	反對 Oppose	休憩用地有過千棵樹木，若因建成住宅而要犧牲樹木，十分可惜。 另外， 將起的住宅與現在的藍澄灣十分近， 引來空氣流通問題。
A 2 把毗連青衣路及青沙公路顯示為「道路」的兩塊用地改劃為「住宅(甲類)4」地帶，並訂定建築物高度限制。	反對 Oppose	油站在附近， 若樓宇太近油站， 居民十分危險。 現時， 在繁忙時間， 青衣南交通已有很大問題， 青衣南交通不能承受多5座公屋市民使用量
C 把香港高等科技教育學院南面一塊顯示為「道路」的用地改劃為「政府、機構或社區」地帶。	反對 Oppose	平日繁忙時間已有交通阻塞問題， 若將道路改建用途， 更令交通問題變得更嚴重

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

072

就草圖作出申述
Representation Relating to Draft Plan

參考編號
Reference Number: 150913-225051-60870

提交限期
Deadline for submission: 07/10/2015

與申述相關的草圖
Draft plan to which the representation relates: S/TY/27

「申述人」的詳細資料 **Particulars of "Representer"**

「申述人」 **"Representer":** 女士 Ms. Au Yeung Man

聯絡人
Contact Person :

通訊地址
Postal Address :

電話號碼
Tel No. :

傳真號碼
Fax No. :

電郵地址
E-mail address : [redacted]

TPB/R/S/TY/27-C1

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	Date Received 收到日期	

1. The comment should be made to the Town Planning Board (the Board) before the expiry of the specified period for making comment on the representation. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board, 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.
意見必須於指定對申述提出意見的期限屆滿前向城市規劃委員會（下稱「委員會」）提出，填妥的表格及支持有關意見的文件（倘有），必須送交香港北角渣華道333號北角政府合署15樓城市規劃委員會秘書收。

2. Please read the "Town Planning Board Guidelines on Submission and Publication of Representations, Comments on Representations and Further Representations" before you fill in this form. The Guidelines can be obtained from the Secretariat of the Board (15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong - Tel.: 2231 4810 or 2231 4835) and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F., Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories), or downloaded from the Board's website at http://www.info.gov.hk/tpb/.
填寫此表格之前，請先細閱有關「根據城市規劃條例提交及公布申述、對申述的意見及進一步申述」的城市規劃委員會規劃指引。這份指引可向委員會秘書處（香港北角渣華道333號北角政府合署15樓 - 電話：2231 4810或2231 4835）及規劃署的規劃資料查詢處（熱線：2231 5000）（香港北角渣華道333號北角政府合署17樓及新界沙田上禾輋路1號沙田政府合署14樓）索取，亦可從委員會的網頁下載（網址：http://www.info.gov.hk/tpb/）。

3. This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters, preferably in both English and Chinese. The comment may be treated as not having been made if the required information is not provided.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。提出意見的人士須以打印方式或以正楷填寫表格，填寫的資料宜中英文兼備。倘若未能提供所需資料，則委員會可把有關意見視爲不曾提出論。

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

Name 姓名/名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生/~~夫人~~/~~小姐~~/~~女士~~/~~公司~~/~~機構~~*)

× 荃灣區議員 潘志成

RECEIVED 14 DEC [illegible] Town Planning Board

2. Authorized Agent (if applicable) 獲授權代理人 (如適用)

Name 姓名/名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生/夫人/小姐/女士/公司/機構*)

== 不適用 ==

3. Details of the Comment
意見詳情

Draft plan to which the comment relates 與意見相關的草圖	S/TY/27
Representation(s) to which the comment relates (please specify the representation number) 與意見相關的申述（請註明申述編號）	TPB/R/S/TY/27-171

002

* Delete as appropriate　　* 請刪去不適用者
Please fill "NA" for inapplicable item　請在不適用的項目填寫「不適用」

Form No. S6A
表格第S6A號

COMMENT ON REPRESENTATION RELATING TO DRAFT PLAN UNDER SECTION 6A(1) OF THE TOWN PLANNING ORDINANCE (CAP. 131)

根據《城市規劃條例》（第131章）第6A(1)條對草圖的申述提出意見

附件:

本人 潘名俊 (姓名) 反對更改青鴻路休憩用地以發展公營房屋(按計劃 S/TY/27 中 A1, A2, B1 B2, C 項)。 並支持申述書 TPB/R/S/TY/27-171 及其他反對更改青鴻路休憩用地持相近意見的申述書中就『反對更改青鴻路休憩用地以發展公營房屋』的意見，並且作出以下的進一步意見:

更改土地用途後對長遠社區規劃康樂設施做成嚴重不足。擬興建公營房屋的地積狹小，政府卻要興建達 3,800 個單位，引入 12,000 人口，各項配套例如學校(中小學及幼稚園) 、長者設施、停車位、醫院、診所、街市等社區設施本不能承擔。即使在上址興建少量商店、停車位及幼稚園設施，亦未能滿足青衣南什至新建成的屋村的整體需求。

葵青區議會會議上，多名議員向規劃署要求提升進一步資料以便進行討論，但規劃署一直沒有回覆，便直接將任有資料直接送交城規會審批，完全漠視區議會意見

我非常認同更改土地規劃，對美景花園居民不公。按照規劃文件 S/TY/26 7.7.4 項 " The open space in front of the existing residential development at Mayfair Gardens will provides a variety of recreational facilities to the residents and the students of the adjacent technical institute. It also serves as a buffer area between the residential developments and the Container Terminal. " 但在建議修定草稿 S/TY/26A 7.7.4 項中卻刪除 "It also serves as a buffer area between the residential developments and the Container Terminal." 一段, 這顯然和當年規劃青鴻路休憩用地用以補償美景花園因興建九號貨櫃碼頭相背馳。實對美景花園居民不公。

我非常同意該地段污染嚴重，不宜興建住宅長住。在擬興建公屋的現地址(青衣 22B 區, 青衣路及青鴻路交界)是由於毗鄰貨櫃碼頭發出噪音、光污染及空氣污染，故早年城規會已把該地規劃成『綠化及休憩』地區。以潔淨空氣及為毗鄰美景花園，長青村以至藍澄灣改善污染情況及提供適當的公共休憩空間以作補償。該處理應進一步興建綠化及社區設施如公園給公眾人士使用。以藍澄灣為例，由於藍澄灣毗鄰有大型貨櫃碼頭及物流中心，空氣質素極差，屋苑居民患有呼吸道相關疾病比例甚高，而藍澄灣及美景花園中間僅存之綠化用地，令空氣質素不致繼續惡化，亦不致更嚴重地影響附近居民健康。 於該處綠化用地興建屋苑，會成為一大空氣屏障，造成屏風效應，嚴重影響通風廊，同時減少綠化會進一步增加二氧化碳及懸浮粒子數量。 由於藍澄灣、美景花園及長青村向海地方已被 3 幢酒店遮擋，若在另一邊興建屋苑，就會被一大堆樓宇包圍，不論對附近屋苑景觀、空氣質素、空氣流動及居民身心健康及作息均有極大負面影響，長遠對社區健康大大不利。

3. Details of the Comment (Continued) (use separate sheet if necessary)
意見詳情（續）（如有需要，請另頁說明）

Detailed comments on the representation(s) mentioned above 對上述所提及的申述的意見詳情

=== 見附頁 ====

4. Plans, Drawings and Documents 圖則、繪圖及文件

Please list location plans, sites plans, other relevant plans, drawings and other documents submitted with the comment. For coloured drawings/plans or plans/drawings larger than A3 size, 90 copies each should be provided. For other supplementary documents, e.g. reports on impact assessment, 90 copies each should be submitted.

請列明連同意見一併遞交的位置圖、地盤平面圖、其他相關圖則、繪圖及其他文件。倘 有圖則/繪圖爲彩圖或超過A3大小，須一式90份。至於其他補充文件（例如：影響評估報告），則須一式90份。

== 不適用 ==

5. Signature 簽署

Signature 簽署 × ..... × POON CHI SHING

Name in Block Letters 姓名（以正楷填寫）

"Commenter" /Authorized Agent* 「提意見人」/ 獲授權代理人 *

== 不適用 ==

Position (if applicable) 職位（如適用）

Professional Qualification(s) 專業資格

Member 會員 / Fellow 資深會員* of

☐ HKIP ☐ HKIA ☐ HKIS ☐ HKIE ☐ HKILA

Others 其他 .....

on behalf of 代表 == 不適用 ==

~~Company/Organization Name and Chop (if applicable)~~

~~公司/機構名稱及蓋章（如適用）~~

Date 日期 2015年12月10日

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this comment will be used by the Secretary of the Board and Government departments for the following purposes:
   (a) the processing of this comment which includes making available the name of the "commenter" for public inspection when making available this comment for public inspection; and
   (b) facilitating communication between the "commenter" and the Secretary of the Board/Government departments

   in accordance with the provisions of the Town Planning Ordinance and the relevant Town Planning Board Guidelines.

   委員會就這份意見所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

   (a) 處理這份意見，包括公布這份意見供公眾查閱，同時公布「提意見人」的姓名供公眾查閱；以及
   (b) 方便「提意見人」與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the "commenter" in this comment may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

   「提意見人」就這份意見提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. A "commenter" has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.

   根據《個人資料（私隱）條例》（第 4 8 6 章）的規定，「提意見人」有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址爲香港北角渣華道 333 號北角政府合署 15 樓。

* Delete as appropriate　　* 請刪去不適用者

Please fill "NA" for inapplicable item　　請在不適用的項目填寫「不適用」

「✓」at the appropriate box　　請在適當的方格內加上「✓」號

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	Date Received 收到日期	

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意見必須於指定對申述提出意見的期限屆滿前向城市規劃委員會（下稱「委員會」）提出，填妥的表格及支持有關意見的文件（倘有），必須送交香港北角渣華道333號北角政府合署15樓城市規劃委員會秘書收。

2. Please read the "Town Planning Board Guidelines on Submission and Publication of Representations, Comments on Representations and Further Representations" before you fill in this form. The Guidelines can be obtained from the Secretariat of the Board (15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong - Tel.: 2231 4810 or 2231 4835) and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F., Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories), or downloaded from the Board's website at http://www.info.gov.hk/tpb/.
填寫此表格之前，請先細閱有關「根據城市規劃條例提交及公布申述、對申述的意見及進一步申述」的城市規劃委員會規劃指引。這份指引可向委員會秘書處（香港北角渣華道333號北角政府合署15樓 - 電話：2231 4810或2231 4835）及規劃署的規劃資料查詢處（熱線：2231 5000）（香港北角渣華道333號北角政府合署17樓及新界沙田上禾輋路1號沙田政府合署14樓）索取，亦可從委員會的網頁下載（網址：http://www.info.gov.hk/tpb/）。

3. This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters, preferably in both English and Chinese. The comment may be treated as not having been made if the required information is not provided.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。提出意見的人士須以打印方式或以正楷填寫表格，填寫的資料宜中英文兼備。倘若未能提供所需資料，則委員會可把有關意見視爲不曾提出論。

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

Name 姓名/名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生/夫人/小姐/女士/公司/機構*)

× 荃灣業主會

2. Authorized Agent (if applicable) 獲授權代理人 (如適用)

Name 姓名/名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生/夫人/小姐/女士/公司/機構*)

== 不適用 ==

3. Details of the Comment
意見詳情

Draft plan to which the comment relates 與意見相關的草圖	S/TY/27
Representation(s) to which the comment relates (please specify the representation number) 與意見相關的申述（請註明申述編號）	TPB/R/S/TY/27-171

003

* Delete as appropriate　　* 請刪去不適用者
Please fill "NA" for inapplicable item　請在不適用的項目填寫「不適用」

Form No. S6A
表格第S6A號

COMMENT ON REPRESENTATION RELATING TO DRAFT PLAN UNDER SECTION 6A(1) OF THE TOWN PLANNING ORDINANCE (CAP. 131)

根據《城市規劃條例》（第131章）第6A(1)條對草圖的申述提出意見

藍澄灣
RAMBLER CREST

藍澄灣業主委員會
Owners' Committee of Rambler Crest

藍澄灣管業處
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Tsing Yi, New Territories, Hong Kong.
電話 Tel: 3165 1500　傳真 Fax: 3165 1529

檔案編號：RCOC/L018/2015

敬啓者：

反對青衣青鴻路公營房屋發展計劃（圖則編號:S/TY/26及S/TY/27）之申述書意見

本會乃新界青衣路一號藍澄灣的業主委員會。因應較早前由公眾向　貴會就更改青鴻路休憩用地以興建房屋遞交之申述書(包括960份反對，1份有條件下不反對)，反對聲音明確清晰，本會對此反對意見均表示同意及支持！

本會深知長遠房屋發展及合適的土地使用對香港的繁榮穩定非常重要。本會翻查近三年記錄，城規會亦以此為由，強行把數幅休憩用地、綠化地帶、甚至農地改變規劃為興建住宅用途，引起不少地區人士及社會廣泛關注，甚至面對司法覆核，影響政府的興建房屋進度及目標。我們認為作為土地用途的把關者，城規會有極大責任嚴格按照城市規劃原則，平衡地區人士及持份者意見，同時亦要考慮整體環境情況、社區設施及交通配套是否適合入住於新建房屋人士的實質需要，以及對鄰近現有居民的影響。以免日後受到不同持份者的挑戰，令政府面對更多的司法覆核，勞民傷財，有礙社會和諧。

綜合本會提出之申述書(TPB/R/S/TY/27-171)及其餘959份反對意見及唯一一份在有條件的前題下的不反對的申述書，非常清晰的指出擬改變土地用途的青鴻路地段(圖則編號:S/TY/26及S/TY/27)是絕對不適宜興建房屋，更不適合引入上萬人口在該地段。一如以上申述書所述，該地段在十多年前已經被城規會策略地規劃為休憩用地用途，目的是為興建九號貨櫃碼頭時為美景花園，IVE及長青村提供綠化緩衝區，以減少九號貨櫃碼頭對青衣南的空氣、噪音及光污染。但是，政府不但沒有珍惜此綠化地帶的重要性，卻竟然提出砍掉1,800棵樹本，廢除綠化地帶的緩衝作用以興建房屋以容納上萬人的屋村。強行令該批新遷入人士在更近距離直接面對九號貨櫃碼頭所引致的空氣、噪音及光污染。這實在有違該土地的規劃原意、更違反城市規劃原則。懇請各委員在考慮時三思。

在引入逾萬人口的同時亦為鄰近地區(藍澄灣，美景花園，長青村，細山路及長青村新興建中的房屋，IVE等一帶)，青衣南，甚至整個青衣的交通負荷及社區設施造成嚴重的負面影響。在申述書中我們多次提及顧問公司Mott MacDonald的顧問報告中就交通評估、觀景影響及社區設施配套的估算，不但評估方法、抽取數據的日期及統計方法都十分粗疏、不盡不實，大有誤導城規會委員之嫌。而在二零一五年五月十四日的葵青區議會會議中，亦有多位區議員質疑顧問報告中提及的多開15班次公共交通是否真的能夠解決上萬人口在繁忙時間的交通需要，以及區外道路(例如彌敦道)能否容納新增的巴士線(例如42A, 43C)？按照顧問公司推算的數字，即使加開15班次的巴士能解決在長假期前、大部份學校

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已經放假的情況下的交通需求（因顧問公司錄取數據的日期為復活節前夕），但是加開的車輛大大增加了青康路及青衣路的路面壓力。同時，顧問報告並沒有提及其他車輛如私家車，校巴，商用車輛等對該路面構成的負面影響（詳情請參考 TPB/R/S/TY/27-224）。對於近月在青衣路、青康路及青衣大橋發生的多宗交通事故造成青衣交通大癱瘓，我們都歷歷在目。請城規會委員審慎估計假若在增加 15 班次的公共交通同時再加上為支援新屋村而帶來不勝其數的私家車，校巴及商用車輛；試問在狹窄的青康路、青衣路和青衣大橋能否應付得來？查青衣為香港貨運業的重要樞紐，亦是香港的重要經濟支柱。萬一該地發生交通事故，因城規會通過更改青鴻路休憩用地以興建房屋，引入大批人流及車流，把原本已接近飽和的路段百上加斤，造成更嚴重的交通阻塞，所引致的經濟損失或人命傷亡，試問各委員能否擔當有關責任？

同時，顧問公司並沒有認真考慮及提供科學化的數據，證明新建五座主水平基準高達 140 米的樓宇並沒有對藍澄灣，美景花園，長青村等現有屋苑造成屏風效應及熱島效應；亦沒有交代該五座樓宇在落成後將會把藍澄灣ＤＥＦＧ座的日照減少至每天僅餘１—２小時。而顧問公司觀景模擬並沒有提及在藍澄灣５樓平臺及１—５座Ｄ—Ｇ單位在不同角度的實質影響。那份所謂的顧問報告只是用了一個避重就輕、蒙蔽居民的方法、方向去介紹附近環境的視野在新擬建房屋下是不受影響，這是對附近一帶居民絕對不公平！再者，本會在本年 10-12 月先後發現房屋處安排承辦商在該地段做土地磡察工程。我們亦就此報警備案及多次去信各政府部門及城規會投訴。而令本會大惑不解的是，為什麼房屋處在未有正式磡察該土地是否適合興建房屋之前，竟然偷步先向城規會提出申請改變土地用途，造成既定事實？此等欺騙行為十分可恥!請各委員能擦亮眼睛，以免被顧問報告及有關當局瞞騙。

然而，即使該地能成功被更改土地用途以興建房屋，新屋村興建時及入住後亦會為社會造成昂貴成本。查擬興建的屋村位於九號貨櫃碼頭旁，以藍澄灣為例，新的屋村必須裝設隔音門窗並 24 小時關閉，同時要提供 24 小時運作的中央鮮風及冷氣系統以解決九號貨櫃碼頭所發出的噪音、空氣及光污染，才符合環評標準。以現時一般公共屋村的設計及營運來看，根本不符合經濟原則。同時，擬興建的屋村是興建於危險斜坡、青衣主要排水道及油站旁邊。平整有關危險斜坡，重整引水道及加固油站設施以減低在施工時及落成入住後油站爆炸的潛在風險所費不菲。最後所有成本只有由納稅人承擔有關費用，城規會的一個錯誤決定，實在對其他納稅人並不公平。難道青衣島或香港其他地區真的沒有其他更合適、更具成本效益的地方興建房屋嗎？請各委員在為梁振英政府所定立的建屋目標"跑數"的同時，請憑良心考慮整體社會成本，新入住居民的健康、生活需求及對鄰近屋苑的深遠影響，作出獨立及明志的決定。

健康的社區規劃必須可持續發展，地區持份者的支持實在不可或缺。面對本屋苑居民及近千份申述書的申述，已清晰表達之反對意見。同時於二零一五年五月十四日葵青區議

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會會議中，全體 24 名葵青區議員曾一致通過動議：在未有規劃完整交通、環境及社區配套之前，擱置/否決青鴻路公營房屋發展計劃。有鑑於此，本會希望城市規劃委員會聆聽及考慮公眾對題述事宜的共同意見，否決更改青鴻路休憩用地以興建房屋之申請。

期望　貴會能順應民意，切勿漠視社會人士的意見！

此致
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
(請秘書處代為複印並轉發給城規會主席及每一位委員)

藍澄灣業主委員會
For and on behalf of
Rambler Crest
Owners' Committee
陳碧齊
Authorized Signature(s)

主席　陳碧齊　謹啓
2015 年 12 月 9 日

副本抄送：葵青區議會

3. Details of the Comment (Continued) (use separate sheet if necessary)
意見詳情（續）（如有需要，請另頁說明）

Detailed comments on the representation(s) mentioned above 對上述所提及的申述的意見詳情

=== 見附頁 ====

4. Plans, Drawings and Documents 圖則、繪圖及文件

Please list location plans, sites plans, other relevant plans, drawings and other documents submitted with the comment. For coloured drawings/plans or plans/drawings larger than A3 size, 90 copies each should be provided. For other supplementary documents, e.g. reports on impact assessment, 90 copies each should be submitted.

請列明連同意見一併遞交的位置圖、地盤平面圖、其他相關圖則、繪圖及其他文件。倘 有圖則/繪圖爲彩圖或超過A3大小，須一式90份。至於其他補充文件（例如：影響評估報告），則須一式90份。

.....

.....== 不適用 ==.....

.....

5. Signature 簽署

Signature 簽署 × .....

"Commenter" /Authorized Agent* 「提意見人」/ 獲授權代理人 *

× 陳碧霄（藍灣業主委員會主席） == 不適用 ==

Name in Block Letters 姓名（以正楷填寫） Position (if applicable) 職位（如適用）

Professional Qualification(s) 專業資格

Member 會員 / Fellow 資深會員* of

☐ HKIP ☐ HKIA ☐ HKIS ☐ HKIE ☐ HKILA

Others 其他 .....

on behalf of 代表 == 不適用 ==

~~Company/Organization Name and Chop (if applicable)~~

~~公司/機構名稱及蓋章（如適用）~~

Date 日期 2015年12月 10日

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this comment will be used by the Secretary of the Board and Government departments for the following purposes:
   (a) the processing of this comment which includes making available the name of the "commenter" for public inspection when making available this comment for public inspection; and
   (b) facilitating communication between the "commenter" and the Secretary of the Board/Government departments

   in accordance with the provisions of the Town Planning Ordinance and the relevant Town Planning Board Guidelines.

   委員會就這份意見所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

   (a) 處理這份意見，包括公布這份意見供公眾查閱，同時公布「提意見人」的姓名供公眾查閱；以及
   (b) 方便「提意見人」與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the "commenter" in this comment may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

   「提意見人」就這份意見提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. A "commenter" has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.

   根據《個人資料（私隱）條例》（第４８６章）的規定，「提意見人」有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址爲香港北角渣華道 333 號北角政府合署 15 樓。

* Delete as appropriate
Please fill "NA" for inapplicable item
「✓」at the appropriate box

* 請刪去不適用者
請在不適用的項目填寫「不適用」
請在適當的方格內加上「✓」號

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

參考編號 **Reference Number:**	151210-122312-44920
提交限期 **Deadline for submission:**	11/12/2015
提交日期及時間 **Date and time of submission:**	10/12/2015 12:23:12
提出此份意見的人士 (下稱「提意見人」) **Person Making This Comment (known as "Commenter") hereafter:**	夫人 Mrs. Judy Ma
與意見相關的草圖 **Draft plan to which the comment relates:**	S/TY/27

意見詳情
Details of the Comments:

申述編號 **Representation No:**	意見詳情 **Details of Comments:**
	Re : 反對政府將青衣路及青鴻路興建公屋 (青衣S/TY/27) 本人為藍澄灣居民，就政府草擬將青衣路及青鴻路地段興建公營房屋作出強烈反對，原因是按房屋署委托Mott MacDonald顧問公司報告結論是不夠完善，評估只注重於5座公營房屋發展計劃所做成的交通配套、空氣污染、噪音問題及景觀等作出改善。相反顧問公司從沒有就此建屋計劃將會帶給現居民包括藍澄灣、美景花園、長青村及整個青衣南一帶受影響作出適當評估及解決方案，實不公平及將影響現居民生活。所以懇請將此計劃擱置。 以下是本人的質詢及論點： 1.據資料此地於1992年劃作休憩用地。後期康民署計劃興建公園及遊樂場，以提供康樂設施給藍澄灣、美景花園及長青村居民享用。但由於康民署發現地段主要是斜坡，排水渠等，平地極小，如要建公園將要運用大筆公帑，所以擱置並計劃種植大量樹木，以便淨化貨櫃碼頭及加油站所排出的廢氣，確保居民健康。從這點可知道此地段是不適合作任何興建設施。興建公園比興建5棟高密樓相對容易得多，但為何房屋署硬要把5棟公屋興建於此地？是否過於草率？另外現時此地段長滿1878棵樹，建議興建的5棟公屋需將80%以上大樹砍掉，這是極不環保也會提昇該處空氣污染指數、室外溫度上升等環境問題，做成熱島效應，後果不堪設想。斜坡起樓，成本肯定超高，而日後政府還要承擔龐大維修保養費，增加財政壓力和浪費公帑。由於公營房屋鄰近9號貨櫃碼頭，大型物流中心及8號幹線所製造大量噪音，建築用料相對非常昂貴，增加建築成本。另外質疑此斜坡地斜度是否合付建屋標準？建築公司如何確保安全問題？顧問公司是否有作出評估？

2.因藍澄灣居民曾發現有類似保護飛鳥、也有蜥蜴、烏龜等細小昆蟲。居民每朝亦可聽到大量鳥類昆蟲叫聲。由於此地段經過十年以上種植的樹木，及排水渠，形成了一個人造濕地。按照漁農自然護理署，這些人造濕地應加以保護，以確保生態平衡。質疑Mott MacDonald顧問公司是否就這方面作任何生態評估？

3. 此計劃2-5座公屋位置均座落斜坡，而且接近呈半包圍整個Esso加油站。此油站是24小時運作，任何大型貨櫃車都可以使用加油及更換機油。油站本身儲存了大量機油、電油等易燃危險品，在施工時出現的極小火花將有機會做成嚴重火警或爆炸，增加現有居民生命財產受損。雖然現時加油站安全設施良好，但意外是無法預計，一但意外發生，將做成沖天大火，政府如何疏導居民逃生，消防及醫療是否已作出任何調配及安排？如果Mott MacDonald未有評估加油站對居民意外影響，不符合公眾利益預期。另外加油站排出的廢氣亦因大部份樹木被砍掉以增加，直接影響藍澄灣、美景花園及長青村一帶的居民健康。還有加油站是24小時運作所制造的噪音，光污染將影響居民，評估公司是否作出影響評估？另外物流中心現逐步運作，大型貨櫃車將陸續增加，使用此油站服務將會造成更嚴重的噪音、光及空氣污染，(根據規劃署指引，第12章，第3.5.1節) 清楚列明倘若加油站設在已建設區，應選擇位於較空曠而不被其他發展包圍的地點。假使無法符合這項規定，則加油站四周的建築物只適宜為低建發展。顧問公司在未有完善評估各樣風險時和解決方案，政府不應草率起樓。

申述編號 748

4. 這塊休憩用地為青衣西南的市肺及污染緩衝分隔帶
此休憩用地為當年興建 9號貨櫃碼頭時, 政府承諾將該休憩用地作為補償給美景花園及長青村居民, 為極重要污染緩衝分隔帶, 將美景花園及長青村與9號貨櫃碼頭作適當分隔, 避免嚴重光、噪音、空氣污染及交通擠塞, 因此該綠化地帶不宜作大型住宅發展, 應維持作休憩用地。 改劃該休憩用地用途並不符合公眾合理預期。
5. 數百個藍澄灣住宅景觀被嚴重遮擋
有關住宅發展樓宇過高, 實為屏風樓, 對數百個藍澄灣住宅景觀造成嚴重影響, 當中特別以藍澄灣第 1座所有 6樓至 50樓之 D、E、F、G單位, 第 2座所有 6樓至 50樓之 D、E、F、G單位, 第 3座所有 6樓至 50樓之 D、E、F、G單位, 第 5座所有 6樓至 50樓之 D、E單位及第 6座所有 6樓至 50樓之 D、E單位最受影響, 大部份單位之景觀被嚴重遮擋, 但由於規劃署及房屋署巧妙利用不同角度錯誤演繹, 於都會規劃小組委員會文件S/TY/26 及 S/TY/27中並未有被規劃署及房屋署作正確報告, 不符合現有居民合理預期。

6. 評估中可見計劃5座公屋坐落於藍澄灣前面向西，而此處極小季候風略過。因此這5座公營房屋無形建成1個大屏風將僅有的微弱西風擋住，另藍澄灣居民熱上加熱。同時亦將原先天然光阻擋，做成光線不足，長期處於陰暗環境。就顧問評估報告亦未有作出任何評估及建議，質疑是否對現有居民公平？

7. 就計劃興建這5座大型公屋，顧問公司評估報告只著重於影響對建議公營房屋的影響，從未就興建中過程所造做成的空氣污染、噪音、

地盤強光、沙塵及大量建材廢料、污水等等帶給現有居住藍澄灣，美景花園及長青材居民日常生活影響評估。質疑顧問公司之評估報告極為草率及對公眾不負責任？

8. 交通評估欠嚴重不足
青鴻路公營房屋發展計劃共有 5座, 將建約 3,800個單位, 預計人口達 11,600人, 將會大大增加該地交通負苛。 如此大型房屋發展計劃之交通影響評估報告, Mott MacDonald 只於 2015年 3月 31日 (星期 3) 1天於長宏村進行公共交通調查, 未免太過草率。 我們認為 顧問公司應安排最少5個不同工作天進行公共交通調查, 以控制及減低調查誤差風險。同樣地顧問公司 只於 2015年 4月 28日 (星期 2) 1天於長青村進行專利巴士及公共小巴載客量調查亦屬樣本嚴重不足, 造成調查誤差風險極高。
事實公營房屋鄰近藍澄灣，對這處居住居民有著嚴重影響。現時大部份藍澄灣居民都是依靠現存2條專用小巴往來機鐵站及葵芳區，而評估公司只著重巴士人流評估是不能瞭解問題所在。評估公司草草建議增加15班巴士是不負責任及對現居民完全沒有幫助，反而加重青衣南交通負荷。質疑Mott MacDonald是否已諮詢相關之九龍巴士公司及葵青聯運小巴公司有關應付龐大人流提供交通服務之能力，但報告從未提及此重點。另外評估未有將3座酒店住客，員工、貨櫃碼頭，物流中心的工人計算在內，所以這評估絕不準確。

9.路面交通繁忙, 意外頻生
青衣南橋是大部份青衣西南居民出入市區的交通命脈，沒有周全的交通配套計
劃將會造成極大後果。尤其此道路有極多重型貨櫃車及大型貨車使用，一但發生意外將做成嚴重塞車，這不單止青衣南受影響，青衣北橋，葵芳及荃灣等亦會禍及，受苦的是我們小市民。
其實最近青衣路/青康路交匯處至青衣路/青衣鄉事會路交匯處， 短短數百米路程, 已因路面交通繁忙, 造成交通大擠塞:

2015年 7月 12日中午約 12時, 1輛20呎長貨櫃車, 駛經青衣南橋交匯處時,疑轉彎時失控向右翻側, 壓住1條行車線, 司機受傷被困。 消防接報到場, 協助將貨櫃車司機救出, 再由救護員送院治理, 送院時清醒, 警方正調查意外原因。受意外影響, 青衣交匯處來往青衣橋至葵芳一度暫封, 現場交通擠塞。
http://hk.on.cc/.../20150712/bkn-20150712125645772-0712_00822...
最後該宗交通意外令交通大擠塞超過 4小時。
2015年 8月 20日上午約 8時, 青衣交匯處往青衣南橋方向, 近青衣路有壞車,唯一行車線封閉, 一帶擠塞。
http://www.roadshow.hk/news/news-traffic.html?id=350415
由於正直上班及上學時間, 最後附近大量居民及學生均出現嚴重遲到。
2015年 8月 20日上午9時30分, 青衣青康路往青衣南橋方向, 位置近美景花園迴旋處有壞貨櫃車, 龍尾已過長青邨巴士總站, 現場路段受阻, 交通擠塞。
Mott MacDonald是否有著重意外評估影響及應變措施？如沒有，日後如何疏導受影響居民？

10. 路面工程頻繁, 影響交匯處交通容量
Mott MacDonald估算交匯處交通容量時, 並未有考慮路面工程頻繁對交匯處交通容量之重大影響。 以 2015年 6月至 8月為例, 單單由青衣路/青康路交匯處至青衣路/青衣鄉事會路交匯處，短短數百米路程, 已有 3項大型路面工程在同時進行中, 導致該路段大部份本來為雙線行車均改為單線行車, 嚴重影響車流量。 其中最大型工程為水務署於青衣路/青衣鄉事會路交匯處於 2014年 10月開始進行, 預期需時超過 1年直至2015年 11月才完成 (合約編號：11/WSD/11), 令該路段迴旋處及相關路面由雙線行車均改為單線行車, 經常令交通出現嚴重擠塞, 但Mott MacDonald對該大型路面工程之影響竟然隻字不提, 繼續用雙線流暢行車作估算, 造成估算交匯處交通容量時嚴重低估車流量, 與實際情況並不相符, 致令該交通影響評估報告出現重大錯誤及遺漏, 不符合公眾合理預期。
由於青衣路/青康路交匯處至青衣路/青衣鄉事會路交匯處路段車輛使用頻繁, 路面損耗致令維修工程不斷, 加上相關路段地底有大量設施不斷需要路面施工維修, 例如水務署之水管更換及舖設, 各電訊及寬頻網絡之網絡舖設, 及電力公司之電纜舖設, 令路面之維修工程已成常態, 導致相關路段大部份本來為雙線行車均改為單線行車, 嚴重影響車流量。
因此計算路面車流量時必須將路面工程頻繁影響交匯處及道路交通容量考慮在內, 以作正確及全面之評估。

11. 計劃興建公屋的第1-3座，貼近8號幹線、大型停車場，鄰近9號貨櫃碼頭。還有現時Ampletree 淡馬錫 Temasek 大型物流中心已陸續啟用，其發出的強光極為刺眼，已影響居於藍澄灣及美景花園的居民。顧問評估公司是否就這些建設作出嚴謹評估，例如：光污染、空氣污染及噪音污染指數等，以讓公眾瞭解。

12. 12,000人將制造出大量廢氣而藍澄灣鮮風系統正正向住這5座計劃公屋，
無形要藍澄灣5,000個居民吸入12,000人所制造的廢氣和熱氣，影響健康，不符合公眾利益。

13. 大量居民遷往青衣路及青鴻路地段做成人流繁雜，影響周邊治安，造成居
民人命財富的威脅，這點亦令藍澄灣及鄰近居民十分憂慮。

14.大量居民遷入青衣路及青鴻路地段，造成環境衛生問題，3,800戶公屋居民
加上藍澄灣原有接近1,600戶的居民，商場，酒店，總數達25,000人之多，在這狹小擠迫的空間，將會制做大量油煙、大量垃圾、大量污水；引致蒼蠅、鼠患和蚊患茲生等問題，這會嚴重影響公眾衛生健

	康。一旦社區爆發疫症，又是我們這批小市民受害。 15. 顧問公司有沒有就此計劃將帶來整個青衣區的醫料壓力作出評估？ 16.若以整個藍澄灣為中心點，延伸至青衣路及青鴻路地段，已經被周邊大型物 流，工業區、貨櫃碼頭、停車場及3所酒店包圍，而這有小小綠化及休憩地帶是給予藍澄灣、美景花園、長青村居民的補償及作緩衝區。政府絕不能剝奪在這裡居住長達10以上居民的權益。 17. 房屋署偷步施工 於 2015年 9月 15日早上 9時, 有藍澄灣 3座高層居民發現正在城市規劃委員會諮詢中之改劃休憩用地為青鴻路公營房屋發展計劃 (圖則編號: S/TY/26 及 S/TY/27), 正被偷步施工中, 部份樹木已被連根拔起, 剷出一片平路。 我們馬上聯絡葵青區區議員潘志成先生及藍澄灣業委會會員, 經商討後, 區議員潘志成先生及藍澄灣業委會立即向規劃署及地政署作出投訴, 而事後地政署回覆施工者已確認為房屋署人員。 有見事態極為嚴重, 已到警署備案, 以作進一步跟進。 由於房屋署繼不理會葵青區區議會一致反對下, 繞過葵青區區議會直接將青鴻路公營房屋發展計劃遞交城市規劃委員會審批, 立下極壞先例。 到今日房屋署竟然未經城市規劃委員會批准下偷步施工, 視法治及既定程序如無物。 由於Mott Macdonald評估報告太倉促、錯漏，欠說服力，懇請將這大型建屋計劃擱置。

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

參考編號 **Reference Number:**	151210-122312-44920
提交限期 **Deadline for submission:**	11/12/2015
與意見相關的草圖 **Draft plan to which the comment relates:**	S/TY/27

「提意見人」的詳細資料 **Particulars of "Commenter"**

提出此份意見的人士 (下稱「提意見人」) **Person Making This Comment (known as "Commenter") hereafter:**	夫人 Mrs. Judy Ma
聯絡人 **Contact Person :**	Judy Ma
通訊地址 **Postal Address :**	
電話號碼 **Tel No. :**	
傳真號碼 **Fax No. :**	
電郵地址 **E-mail address :**	[redacted]

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	Date Received 收到日期	

1. The comment should be made to the Town Planning Board (the Board) before the expiry of the specified period for making comment on the representation. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board, 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.
意見必須於指定對申述提出意見的期限屆滿前向城市規劃委員會（下稱「委員會」）提出，填妥的表格及支持有關意見的文件（倘有），必須送交香港北角渣華道333號北角政府合署15樓城市規劃委員會秘書收。

2. Please read the "Town Planning Board Guidelines on Submission and Publication of Representations, Comments on Representations and Further Representations" before you fill in this form. The Guidelines can be obtained from the Secretariat of the Board (15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong - Tel.: 2231 4810 or 2231 4835) and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F., Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories), or downloaded from the Board's website at http://www.info.gov.hk/tpb/.
填寫此表格之前，請先細閱有關「根據城市規劃條例提交及公布申述、對申述的意見及進一步申述」的城市規劃委員會規劃指引。這份指引可向委員會秘書處（香港北角渣華道333號北角政府合署15樓 - 電話：2231 4810或2231 4835）及規劃署的規劃資料查詢處（熱線：2231 5000）（香港北角渣華道333號北角政府合署17樓及新界沙田上禾輋路1號沙田政府合署14樓）索取，亦可從委員會的網頁下載（網址：http://www.info.gov.hk/tpb/）。

3. This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters, preferably in both English and Chinese. The comment may be treated as not having been made if the required information is not provided.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。提出意見的人士須以打印方式或以正楷填寫表格，填寫的資料宜中英文兼備。倘若未能提供所需資料，則委員會可把有關意見視爲不曾提出論。

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

Name 姓名/名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生/夫人/小姐/女士/公司/機構*)

× MA YUK CHU JUDY

RECEIVED
11 DEC 2013
Town Planning Board

2. Authorized Agent (if applicable) 獲授權代理人 (如適用)

Name 姓名/名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生/夫人/小姐/女士/公司/機構*)

== 不適用 ==

3. Details of the Comment
意見詳情

Draft plan to which the comment relates 與意見相關的草圖	S/TY/27
Representation(s) to which the comment relates (please specify the representation number) 與意見相關的申述（請註明申述編號）	TPB/R/S/TY/27-171

092

* Delete as appropriate * 請刪去不適用者
Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Form No. S6A
表格第S6A號

COMMENT ON REPRESENTATION RELATING TO DRAFT PLAN UNDER SECTION 6A(1) OF THE TOWN PLANNING ORDINANCE (CAP. 131)

根據《城市規劃條例》（第131章）第6A(1)條對草圖的申述提出意見

附件:

本人 MA YUK CHU, JUDY (姓名) 反對更改青鴻路休憩用地以發展公營房屋(按計劃 S/TY/27 中 A1, A2, B1 B2, C 項)。 並支持申述書 TPB/R/S/TY/27-171 及其他反對更改青鴻路休憩用地持相近意見的申述書中就『反對更改青鴻路休憩用地以發展公營房屋』的意見，並且作出以下的進一步意見:

規劃署、運輸署及房屋署等政府機構應負起把關責任，研究該地公眾康樂設施是否嚴重不足，如實向城規會反映實況。

我非常同意新屋村的建築設計會為區來其他樓宇做成深遠影響。將來會有數百個藍澄灣及美景花園住宅景觀被嚴重遮擋，呈三文治式發展。有關住宅發展樓宇過高，實為屏風樓，對數百個藍澄灣及美景花園住宅景觀造成嚴重影響，當中特別以藍澄灣第 1 座所有 6 樓至 50 樓之 D、E、F、G 單位，第 2 座所有 6 樓至 50 樓之 D、E、F、G 單位，第 3 座所有 6 樓至 50 樓之 D、E、F、G 單位，第 5 座所有 6 樓至 50 樓之 D、E 單位及第 6 座所有 6 樓至 50 樓之 D、E 單位最受影響，大部份單位之景觀被嚴重遮擋，但由於規劃署及房屋署巧妙利用不同角度錯誤演繹，於都會規劃小組委員會文件 S/TY/26 及 S/TY/27 中並未有被規劃署及房屋署作正確報告，並不符合公眾合理預期，完全令附近居民不能接受。 青鴻路公營房屋發展計劃為高密度住宅項目，樓高 140 米，其東面同為高密度及樓高 140 米之住宅及酒店項目藍澄灣 (5 幢住宅及 3 幢酒店)，西有同為高密度及樓高 140 米之住宅項目美景花園 (8 幢住宅)，由於全屬高密度項目，呈三文治式發展，有如屏風樓令大量單位之景觀被嚴重遮擋，對附近之空氣流通有非常負面影響。 根據城市規劃委員會於 2000 年 7 月 20 日就有關上環餘樂里將休憩用地改劃為住宅用地之上訴最終裁決否決案例，高密度住宅項目不應呈三文治式發展，對社區之健康不利。
http://www.devb.gov.hk/tpab/filemanager/en/content_19/13-99.pdf。敬請城規會委員作實地考察，親身了解新項目對現居民的影響。

規劃署、運輸署及房屋署等政府機構應負起把關責任，責成該交通影響評估報告顧問於適當調查地點進行調查，如實向城規會反映交通影響實況。

我非常認同更改土地規劃，對美景花園居民不公。按照規劃文件 S/TY/26 7.7.4 項 " The open space in front of the existing residential development at Mayfair Gardens will provides a variety of recreational facilities to the residents and the students of the adjacent technical institute. It also serves as a buffer area between the residential developments and the Container Terminal. " 但在建議修定草稿 S/TY/26A 7.7.4 項中卻刪除 "It also serves as a buffer area between the residential developments and the Container Terminal." 一段，這顯然和當年規劃青鴻路休憩用地用以補償美景花園因興建九號貨櫃碼頭相背馳。實對美景花園居民不公。

3. Details of the Comment (Continued) (use separate sheet if necessary)
意見詳情（續）（如有需要，請另頁說明）

Detailed comments on the representation(s) mentioned above 對上述所提及的申述的意見詳情

=== 見附頁 ====

4. Plans, Drawings and Documents 圖則、繪圖及文件

Please list location plans, sites plans, other relevant plans, drawings and other documents submitted with the comment. For coloured drawings/plans or plans/drawings larger than A3 size, 90 copies each should be provided. For other supplementary documents, e.g. reports on impact assessment, 90 copies each should be submitted.

請列明連同意見一併遞交的位置圖、地盤平面圖、其他相關圖則、繪圖及其他文件。倘 有圖則/繪圖爲彩圖或超過A3大小，須一式90份。至於其他補充文件（例如：影響評估報告），則須一式90份。

== 不適用 ==

5. Signature 簽署

Signature 簽署 × .....

× MA YUK CHU, JUDY

Name in Block Letters 姓名（以正楷填寫）

"Commenter" /Authorized Agent* 「提意見人」/ 獲授權代理人 *

== 不適用 ==

Position (if applicable) 職位（如適用）

Professional Qualification(s) 專業資格

Member 會員 / Fellow 資深會員 * of

☐ HKIP ☐ HKIA ☐ HKIS ☐ HKIE ☐ HKILA

Others 其他 .....

on behalf of 代表 == 不適用 ==

~~Company/Organization Name and Chop (if applicable)~~

~~公司/機構名稱及蓋章（如適用）~~

Date 日期 2015年12月 日

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this comment will be used by the Secretary of the Board and Government departments for the following purposes:
   (a) the processing of this comment which includes making available the name of the "commenter" for public inspection when making available this comment for public inspection; and
   (b) facilitating communication between the "commenter" and the Secretary of the Board/Government departments

   in accordance with the provisions of the Town Planning Ordinance and the relevant Town Planning Board Guidelines.

   委員會就這份意見所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

   (a) 處理這份意見，包括公布這份意見供公眾查閱，同時公布「提意見人」的姓名供公眾查閱；以及
   (b) 方便「提意見人」與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the "commenter" in this comment may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

   「提意見人」就這份意見提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. A "commenter" has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.

   根據《個人資料（私隱）條例》（第 4 8 6 章）的規定，「提意見人」有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址爲香港北角渣華道 333 號北角政府合署 15 樓。

* Delete as appropriate
Please fill "NA" for inapplicable item
「✓」at the appropriate box

* 請刪去不適用者
請在不適用的項目填寫「不適用」
請在適當的方格內加上「✓」號

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

參考編號 **Reference Number:**	151211-103401-57071
提交限期 **Deadline for submission:**	11/12/2015
提交日期及時間 **Date and time of submission:**	11/12/2015 10:34:01
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. Lee Wai Fong
與意見相關的草圖 **Draft plan to which the comment relates:**	S/TY/27

意見詳情
Details of the Comments:

申述編號 **Representation No:**	意見詳情 **Details of Comments:**
TPB/R/S/TY/27-737	另覓合適土地建屋 我認為現在選址極不恰當 不應無視區議會及公眾反對，強行提交計劃予城規會 可再考慮低密度建屋及加入環保原素的建築 但當然另覓其他土地建屋更為恰當 既可容納更多居民,也不為現有藍澄灣及美景花園居民構成不便
TPB/R/S/TY/27-734	保育樹木，此圖則不是興建高度密集住宅 不論什麼樹木,我們理應保育 香港已缺乏綠化地,樓房密集 何不另覓土地例如元朗東涌等地
TPB/R/S/TY/27-735	擱置計劃，保留原來規劃 請各位擱置計劃，保留原來用途，令原有居民安居樂業

TPB/R/S/TY/27-C347

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

參考編號
Reference Number: 151211-102426-75153

提交限期
Deadline for submission: 11/12/2015

提交日期及時間
Date and time of submission: 11/12/2015 10:24:26

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 Lee Wing Hin

與意見相關的草圖
Draft plan to which the comment relates: S/TY/27

意見詳情
Details of the Comments:

申述編號 **Representation No:**	意見詳情 **Details of Comments:**
TPB/R/S/TY/27-734	保育樹木，此圖則不是興建高度密集住宅 我認同因為香港綠化地方真的不多,亦無必要如此密集地建屋,東涌尚有等其他地點更適合建屋 現選址於貨櫃碼頭旁,噪音無可避免,望重新選址
TPB/R/S/TY/27-740	另行選擇比較不擠迫的地方興建住宅 我認同因為首選應利用青衣一帶的貨櫃場、停車場及荒廢土地建屋
TPB/R/S/TY/27-746	另覓合適地方興建公屋，興建綠化及社區設施 我認同因為區內已嚴重欠缺綠化及社區設施 請重新加強諮詢，全盤規劃

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

參考編號 **Reference Number:**	151211-104910-80872
提交限期 **Deadline for submission:**	11/12/2015
提交日期及時間 **Date and time of submission:**	11/12/2015 10:49:10
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. Wong Wai Yin
與意見相關的草圖 **Draft plan to which the comment relates:**	S/TY/27

意見詳情
Details of the Comments:

申述編號 **Representation No:**	意見詳情 **Details of Comments:**
TPB/R/S/TY/27-907	擱置計劃，另覓合適地方興建公屋 應善用青鴻路多個爛地停車場建屋
TPB/R/S/TY/27-910	擱置計劃 強烈要求城規會否決申請,擱置計劃, 重新規劃 另覓合適地方興建公屋
TPB/R/S/TY/27-941	反對在青鴻路斜坡興建建築物 利用青衣一帶的貨櫃場及停車場建屋 應利用青衣北岸未發展的土地作長遠建屋規劃

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

參考編號 **Reference Number:**	151211-104436-29250
提交限期 **Deadline for submission:**	11/12/2015
提交日期及時間 **Date and time of submission:**	11/12/2015 10:44:36
提出此份意見的人士 (下稱「提意見人」) **Person Making This Comment (known as "Commenter") hereafter:**	女士 Ms. Au Mei Yee
與意見相關的草圖 **Draft plan to which the comment relates:**	S/TY/27

意見詳情
Details of the Comments:

申述編號 **Representation No:**	意見詳情 **Details of Comments:**
TPB/R/S/TY/27-802	取消第 4 及第 5 座，把商場及康樂設施的興建規模擴大 本人更認為應建大型商場及康樂設施 因原有設施已嚴重不足 應取消3, 4及5座
TPB/R/S/TY/27-801	優化及提昇區內休憩設施的質素 同上,因原有區內設施已嚴重不足 望重新改善計劃,康樂及社區配套
TPB/R/S/TY/27-800	希望政府能提出具體及有效的交通配套方案 同上,請重新評估交通及環境影響 全盤規劃

TPB/R/S/TY/27-C350

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

參考編號
Reference Number: 151211-105558-50075

提交限期
Deadline for submission: 11/12/2015

提交日期及時間
Date and time of submission: 11/12/2015 10:55:58

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 Lee Wing Nei

與意見相關的草圖
Draft plan to which the comment relates: S/TY/27

意見詳情
Details of the Comments:

申述編號 **Representation No:**	意見詳情 **Details of Comments:**
TPB/R/S/TY/27-959	另覓合適地方興建公屋 建議取消第 3, 4 至第 5 座
TPB/R/S/TY/27-949	保持原狀 認為應另覓合適地方興建公屋
TPB/R/S/TY/27-944	重新審視計劃 計劃欠長遠考慮, 請擱置計劃，另覓合適地方興建公屋





Potential Site for Public Housing Development at Tsing Yi Road, Tsing Yi Area 22B

Final Traffic Impact Assessment Report
March 2016

Housing Department
Hong Kong Housing Authority

Mott MacDonald

Potential Site for Public Housing Development at Tsing Yi Road, Tsing Yi Area 22B

Final Traffic Impact Assessment Report
March 2016

Housing Department
Hong Kong Housing Authority

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Record of Issue and Revision

Revision	Date	Originator	Checker	Approver	Description
A	April 2015	IP Chun Kit	Julie LAU	James KAM	Submission
B	May 2015	IP Chun Kit	Julie LAU	James KAM	Submission
B1	May 2015	IP Chun Kit	Julie LAU	James KAM	Submission
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B3	May 2015	IP Chun Kit	Julie LAU	James KAM	Submission
C	June 2015	IP Chun Kit	Julie LAU	James KAM	Submission
C1	July 2015	IP Chun Kit	Julie LAU	James KAM	Submission
C2	July 2015	IP Chun Kit	Julie LAU	James KAM	Submission
D	November 2015	Karen CHAN	Chris LEUNG	Philip WONG	Draft Final Submission
D2	January 2016	Karen CHAN	Chris LEUNG	Philip WONG	Final Submission

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1 Introduction

1.1 Background

1.1.1 The subject site is located at Tsing Yi Road, Tsing Yi Area 22B. Currently the site is a greenery area with no development. The location of the subject site is shown in Figure MMH/323840/TIA_FR_RD/1.1.

1.1.2 It is planned to construct a public rental housing estate with 4 building blocks tentatively (the "Proposed Development") in the subject site. Mott MacDonald Hong Kong Limited was commissioned by Housing Department to prepare a Traffic Impact Assessment (TIA) in support of the Proposed Development. This report describes the traffic impact study undertaken.

1.2 Scope of Study

1.2.1 The main objectives of this TIA study are as follows:

- To review the existing traffic conditions and the public transport services in the vicinity of the subject site;
- To check the transport layout and the internal transport facilities of the Proposed Development;
- To quantify the amount of traffic generated by the Proposed Development;
- To forecast the future traffic flows in the vicinity of the Proposed Development;
- To examine the traffic impact of the Proposed Development to the local road network; and
- To identify any deficiencies in the road network in accommodating the expected additional traffic associated with the Proposed Development.

1.3 Contents of the Report

1.3.1 After this introduction, the remaining chapters contain the following:

- Chapter 2 describes the existing condition and the traffic surveys;
- Chapter 3 outlines the development proposal;
- Chapter 4 presents the traffic impact analysis; and
- Chapter 5 summarises the findings of the traffic impact assessment.

2 The Existing Situation

2.1 The Subject Site

2.1.1 The subject site is located at Tsing Yi Road, Tsing Yi Area 22B. It is bounded by Tsing Yi Road to the north and the west, and Tsing Hung Road to the south. To the further northwest are Mayfair Gardens and Hong Kong Institute of Vocational Education. To the east of the subject site is Rambler Crest.

2.1.2 The subject site is now a shrubbery area with slopes. No structure or building is found inside the subject site. A petrol filling station with independent ingress and egress connecting to Tsing Yi Road is located to the north side of the subject site. An elevated private road is located to the northeast portion of the subject site, connecting between Tsing Yi Road and Rambler Crest. This elevated road runs above part of the subject site, and is not accessible from the subject site.

2.2 The Road Network

2.2.1 The section of Tsing Yi Road to the north of the subject site is a dual-2 carriageway with footpaths on both sides. The southern end of Tsing Yi Road is a cul-de-sac with a roundabout for U-turns, which is sufficiently large to accommodate all types of vehicles to turn around. Tsing Yi Road connects with Sai Shan Road in the form of priority junction, and with Ching Hong Road in the form of roundabout. Together with Tsing Yi Heung Sze Road and Kwai Tsing Road, Tsing Yi Road forms the Tsing Yi Interchange.

2.2.2 Tsing Yi Interchange is of double-roundabout design, with grade-separated carriageways and exclusive turning traffic lanes for some movements. Locating at the southeast part of Tsing Yi Island, the interchange provides access to Kwai Chung and Kowloon via Kwai Tsing Road and to Tsuen Wan and Sha Tin via Tsing Yi Heung Sze Road.

2.3 Traffic Survey

2.3.1 Traffic counts were conducted during the AM and the PM peak periods on Thursday 29 January 2015, in order to quantify the traffic flows in the vicinity of the subject site. The traffic counts were classified by vehicle types to enable the calculation of the traffic flows in passenger car unit (pcu). The surveyed junctions are:

- Tsing Yi Interchange;
- Tsing Yi Road / Ching Hong Road; and
- Tsing Yi Road / Sai Shan Road.

2.3.2 The location of the surveyed junctions is shown in Figure MMH/323840/TIA_FR_RD/2.1, and the junction layouts are shown in Figures MMH/323840/TIA_FR_RD/2.2 - 2.4.

2.3.3 From the survey results, it was found that the AM and the PM peak hour traffic flows occurred at 0800 - 0900 hours and 1700 - 1800 hours respectively. The existing peak hour traffic flows at these junctions are presented in Figure MMH/323840/TIA_FR_RD/2.5.

2.4 2015 Junction Operational Performance

2.4.1 The existing peak hour operational performance of the surveyed junctions was calculated based on the observed traffic counts and the analysis method found in Volume 2 of the Transport

Planning and Design Manual (TPDM). The analysis results are summarised in Table 2.1 and the detailed calculations are found in Appendix 1.

Table 2.1 2015 Junction Operational Performance

Junction	Type and Indicator	AM Peak	PM Peak
Tsing Yi Interchange (northern RA)	RA / RFC	0.624	0.552
Tsing Yi Interchange (southern RA)	RA / RFC	0.501	0.398
Tsing Yi Road / Ching Hong Road	RA / RFC	0.569	0.378
Tsing Yi Road / Sai Shan Road	Priority / RFC	0.435	0.357

Note: RA - roundabout
RFC - Ratio-of-Flow to Capacity

2.4.2 The above results indicate that the surveyed junctions currently operate with ample capacities during the AM and the PM peak hours.

2.5 Public Transport Facilities

2.5.1 MTR Tsing Yi Station is located about 2 km away from the subject site. Some franchised bus and scheduled minibus routes provide feeder services between MTR Tsing Yi Station and the vicinity of the subject site.

2.5.2 Some franchised bus and scheduled minibus routes currently operate along Tsing Yi Road, Sai Shan Road and Ching Hong Road. The stops of these road based public transport services are within 300m from the subject site. Details of the franchised bus and the minibus routes operating in the vicinity of the subject site are given in Table 2.2. The locations of the bus and the minibus stops are shown in Figure MMH/323840/TIA_FR_RD/2.6.

Table 2.2 Existing Road Based Public Transport Services

Route	Routing
KMB 41	Cheung Ching - Kowloon City Ferry
KMB 42	Cheung Hong - Shun Lee
KMB 42A	Cheung Hang - Jordan (To Wah Road)
KMB 43	Cheung Hong - Tsuen Wan West Railway Station
KMB 43A	Cheung Wang - Shek Lei (Tai Loong Street)
KMB 43C	Cheung Hong - Island Harbourview
KMB 43M	Cheung Ching - Kwai Fong Railway Station
KMB 242X	Cheung Hang - Tsim Sha Tsui
KMB 243M	Mayfair Gardens - Discovery Park
KMB 243P	Mayfair Gardens - Discovery Park
KMB 249M	Mayfair Gardens - Tsing Yi Railway Station
KMB 249X	Tsing Yi Railway Station - Sha Tin Central
KMB / NWFB 948	Cheung On - Causeway Bay (Tin Hau)
KMB / NWFB 948P	Cheung On - Causeway Bay (Tin Hau)
LW A31	Tsuen Wan West Railway Station - Airport (Ground Transportation Centre)
KMB N241	Hung Hom Railway Station - Cheung Wang
KMB X42C	Cheung Hang - Lam Tin Railway Station

Route	Routing
NTGMB 88A	Mayfair Gardens - Tam Kon Shan Road
NTGMB 88C	Mayfair Gardens - Kwai Fong Station
NTGMB 88D	Tivoli Garden - Kwai Fong Station
NTGMB 88F	Rambler Crest - Tsing Yi Station
NTGMB 88G	Rambler Crest - Kwai Fong Station
NTGMB 88M	Sai Tso Wan Road - Kwai Fong Station
NTGMB 405	Cheung Hang - Lai King South

Note: KMB: Kowloon Motor Bus
LW: Long Win
NWFB: New World First Bus
NTGMB: New Territories Green Minibus

2.6 Footpaths and Pedestrian Crossing Facilities

2.6.1 The existing eastern footpath at Tsing Yi Road fronting the subject site is very narrow to cater for 2-way pedestrian movements. Pedestrians walk between the railing along the kerbside of the footpath and the corrugated beam barrier adjacent to a steep downhill slope. At some locations of the footpath, the clear width between the railing and the beam barrier is less than 1m. Since no development currently abuts against the footpath, almost nil pedestrians were observed.

2.6.2 The western footpath fronting the Hong Kong Institute of Vocational Education HKIVE has about 1.6m – 1.9m width. Since this footpath serves only the side entrance of HKIVE (which is remoter than the main entrance) and the main entrance of HKIVE is located on Sai Shan Road, very few pedestrians were observed on this footpath.

2.6.3 Existing at-grade pedestrian crossing facilities are provided at various locations along Tsing Yi Road. They provide easy and direct connection from the subject site to Mayfair Gardens, Cheung Ching Estate, and the bus / GMB stops in the vicinity. The existing pedestrian crossing facilities are found to be sufficient.

3 The Proposed Development

3.1 Development Schedule

3.1.1 The Proposed Development will tentatively consist of 4 residential blocks with about 4,000 flats (inclusive of 630 1-person / 2-person flats) and some other facilities. It is targeted for completion in around 2019/2020 – 2020/2021.

3.1.2 To allow flexibility for possible future change of the number of the residential units, 4,400 flats (inclusive of 693 1-person / 2-person flats) are adopted for calculation in the junction capacity analysis.

3.1.3 The development schedule is presented in Table 3.1.

Table 3.1 DEVELOPMENT SCHEDULE

Item	Parameter	
	Basic Design (4,000 flats)	With +10% Variation (4,400 flats)
Domestic Use		
• Domestic GFA (approx.) [A]	187,000 m^2	187,000 m^2
• Number of Residential Tower	4 nos.	4 nos.
• Number of Flats [B]	4,000 nos.	4,400 nos.
• Number of Flats (excluding 1-person / 2-person flats)	3,370 nos.	3,707 nos.
• Overall Average Flat Size [A] / [B]	46.75 m^2	42.50 m^2
• Estimated Population	11,800	12,980
• Number of Car Parking Space	113 (i)	126 (i)
• Number of Motorcycle Parking Space	31 (i)	35 (i)
• Number of Light Goods Vehicle Parking Space	17 (i)	19 (i)
Non-domestic Use		
• Retail Complex	4,000 m^2 GFA	4,000 m^2 GFA
• Neighbourhood Elderly Centre	1 centre	1 centre
• Integrated Support Service for Persons with Severe Physical Disabilities	1 centre	1 centre
• Day Care Centre for the Elderly (60-place)	1 centre	1 centre
• Residential Care Home for the Elderly (100-place)	1 centre	1 centre
• Special Child Care Centre (30-place)	1 centre	1 centre
• Early Education and Training Centre (90-place)	1 centre	1 centre

Note: (i) Figures are based on the total flat number exclusive of 1-person / 2-person flats.

3.2 Layout of the Proposed Development

3.2.1 A conceptual layout of the Proposed Development is available only at this stage; nevertheless, the main vehicular access of the Proposed Development will be located at the southwest corner of the subject site, connecting to the cul-de-sac of the Tsing Yi Road as shown in Figure MMH/323840/TIA_FR_RD/3.1. There is another vehicular access at Tsing Hung Road for service vehicles and shown in Figure MMH/323840/TIA_FR_RD/1.1. In view of the location of the proposed vehicular access, there will be no impact on or alternation to the operation of the existing Tsing Yi Road.

3.2.2 As shown in Figure MMH/323840/TIA_FR_RD/3.1, two pedestrian accesses are proposed, one located at the proposed vehicular access (i.e., near Tsing Yi Road cul-de-sac) and another located near the junction of Tsing Yi Road / Sai Shan Road.

3.3 Internal Transport Facilities

3.3.1 The Hong Kong Planning Standard and Guidelines (HKPSG) recommendations for the provision of the car parking space are shown Table 3.2.

Table 3.2 HKPSG Recommendations for Internal Transport Facilities

Item	HKPSG Recommendations for the Proposed Development (Domestic Use) with 4,400 Flats (including 630 1-person / 2-person flats) at Average Flat Size of 46.75 m^2 in 5 Towers
Car Parking Space	• Global Parking Standard (GPS) (excluding 1-person / 2-person flats) = 1 car space per 6 - 9 units • Demand Adjustment Ratio (R1) = 0.23 for all subsidised housing • Accessibility Adjustment Ratio (R2) = 1 for outside a 500m-radius of rail station • Minimum Provision (Minimum GPS x R1 x R2) = (4,400 - 630) / 9 x 0.23 x 1 = 97 • Maximum Provision (Maximum GPS x R1 x R2) = (4,400 - 630) / 6 x 0.23 x 1 = 145
Motorcycle Parking Space	• 1 space per 110 - 250 flats of subsidised housing, excluding 1-person / 2-person flats and non-residential elements • Minimum Provision = (4,400 - 630) / 250 = 15 • Maximum Provision = (4,400 - 630) / 110 = 35
Light Goods Vehicle Parking Space	• 1 space per 200 - 600 flats (excluding 1-person / 2-person flats) • Minimum Provision = (4,400 - 630) / 600 = 7 • Maximum Provision = (4,400 - 630) / 200 = 19
Goods Vehicle Loading / Unloading Bay	• 1 bay around each residential block for service vehicles • Minimum Provision = 4

3.3.2 Housing Department proposes to provide the car parking spaces, the motorcycle parking spaces, and the LGV parking spaces for the Proposed Development (Domestic Use) according to the ratios in the District Based Parking Standards. Exact number of parking provision will be confirmed when the flat numbers are finalized. The ratios and the proposed parking provision are shown in Table 3.3. The proposed provision falls into the range of HKPSG recommendations.

Table 3.3 Proposed Parking Provision

Parking Space	Ratio of Parking Space to Number of Flats (excluding 1-person / 2-person flats)	Parking Space for 4,400 Flats (including 630 1-person / 2-person flats)
car	1 : 30	(4400 - 630) / 30 = 126 nos.
motorcycle	1 : 110	(4400 - 630) / 110 = 35 nos.
LGV	1 : 200	(4400 - 630) / 200 = 19 nos.

3.3.3 Other internal transport facilities for the residential use such as goods vehicle loading / unloading bays will be provided in accordance with the HKPSG recommendations in the detailed design stage. The internal transport facilities for the non-domestic uses shown in Table 3.1 will also be designed in accordance with the HKPSG recommendations in the detailed design stage.

3.4 Proposed Public Transport Facilities

3.4.1 In order to estimate the demand on the road based public transport services (i.e., franchised bus and green minibus), a traffic survey was conducted at Cheung Wang Estate, Tsing Yi on 31-03-2015 to quantify the passenger demand during the AM and the PM peaks. Cheung Wang Estate is selected due to its similarity to the Proposed Development in terms of the housing type, the population, the number of housing units, and the location in relation to the nearest railway station.

3.4.2 The survey results and the estimated demand on the road based public transport services are shown in Table 3.4.

Table 3.4 Estimated Passenger Demand of the Proposed Development on the Road Based Public Transport Services

Surveyed Item / Proposed Item	AM	PM
Observed Passenger Demand (person/hr)		
Cheung Wang Estate (4,200 households as at 31-12-2014)	1,776	1,062
Adopted Rates of Passenger Demand (person/hr/flat)		
Subsidised Housing / Public Rental	0.4229	0.2529
Estimated Passenger Demand of the Proposed Development (person/hr)		
Public Rental Housing Estate (4,400 flats)	1,861	1,113

3.4.3 The above results show that about 1,861 and 1,113 passengers would be generated by the Proposed Development during the AM and the PM peak hours. As a rough indication of the aforesaid figures, the 1,861 and 1,113 passengers would be equivalent to the carrying capacity of about 16 and 10 buses in the AM and the PM peak hours, assuming the accommodation of 120 passengers for a double-deck bus.

3.4.4 Currently there are more than 20 franchised bus and scheduled minibus routes in the vicinity of the subject site. Since these public transport routes reach various districts throughout Hong Kong, such as Tsing Yi Island, Kwai Fong, Tsuen Wan, Sha Tin, Kowloon East, Kowloon South, Hong Kong Island, the airport, and the stops of these routes are within walkable distance, the demand of introducing new road-based transport routes for the Proposed Development is not identified.

3.4.5 A survey was conducted at the bus stop located at Tsing Yi Road outside Cheung Ching Estate towards Kwai Chung during the AM peak, counting the number of the boarding passengers on different bus routes (refer to Appendix C). The data was used to produce an indicative estimation on the passenger demand generated by the Proposed Development on different bus routes. The estimation is shown in Table 3.5.

Table 3.5 Indicative Estimation of Passenger Demand Generated by the Proposed Development on Different Bus Routes

Bus Route	Demand Split	Estimated Passenger Demand (Number of Boarding Passengers in the AM Peak Hour)	Equivalent Bus Capacity
KMB 42	4.8%	89	0.7
KMB 42A	23.8%	443	3.7
KMB 43	13.6%	253	2.1
KMB 43A	15.7%	292	2.4
KMB 43C	10.6%	197	1.6
KMB 43M	10.7%	199	1.7
KMB 242X	1.0%	19	0.2
KMB 243P	3.9%	73	0.6
KMB 249X	4.2%	78	0.7
KMB / NWFB 948	8.3%	155	1.3
KMB / NWFB 948P	1.8%	34	0.3
KMB X42C	1.7%	32	0.3
Total	100.0%	1863	15.5

Note: Equivalent Bus Capacity is estimated by assuming the accommodation of 120 passengers for a double-deck bus.
KMB: Kowloon Motor Bus
NWFB: New World First Bus

3.4.6 It is expected that the existing public transport services would be able to absorb the additional demand on the road based public transport services by the Proposed Development by adjusting the frequency of the existing routes.

3.4.7 To tier in with the policy of using railway as the backbone public transport mode, a new bus or GMB feeder route between the Proposed Development and Tsing Yi Railway Station could be considered. Alternatively, extension of the existing KMB Route 249M (Mayfair Gardens - Tsing Yi Railway Station) to the Proposed Development is also a viable option. Detailed arrangement should be explored at the later stage before the commencement of the Proposed Development.

3.4.8 Although the existing public transport services would be able to absorb the additional demand on the road based public transport services by the Proposed Development by adjusting the frequency of the existing routes, it is proposed to reserve an off-street laybys at Tsing Yi Road abutting on the Proposed Development for possible expansion of the bus and the minibus services in future. The schematic design of the proposed public transport facilities are shown in Figure MMH/323840/TIA_FR_RD/3.1.

3.5 Pedestrian Trip Generation

3.5.1 To estimate the pedestrian generation for the Proposed Development, a pedestrian trip generation survey was conducted at Cheung Wang Estate, Tsing Yi. The survey results and the estimated pedestrian trip generation of the Proposed Development are shown in Table 3.6.

Table 3.6 Pedestrian Trip Generation of the Proposed Development

Surveyed Item / Proposed Item	AM Generation	AM Attraction	PM Generation	PM Attraction
Number of Pedestrians (person/hr)				
Cheung Wang Estate (4,200 households as at 31-12-2014)	3,389	930	614	1,661
Adopted Pedestrian Trip Generation Rates (person/hr/flat)				
Subsidised Housing / Public Rental	0.8069	0.2214	0.1462	0.3955
Estimated Pedestrian Generation of the Proposed Development (person/hr)				
Public Rental Housing Estate (4,400 flats)	3,550	974	643	1,740

3.5.2 The Proposed Development would generate some 4,500 and 2,300 pedestrians (two-way) during the AM and the PM peak hours.

3.6 Proposed Improvement to Tsing Yi Road

3.6.1 The existing condition of the footpath fronting the subject site is described in Section 2.6 of this report. The section of Tsing Yi Road to the south of Sai Shan Road is a dual-2 carriageway with the following conditions:

- western footpath fronting HKIVE of about 1.6m – 1.9m width, including railing;
- 2 northbound traffic lanes of about 6.8m width;
- a central reserve of about 1.9m width;
- 2 southbound traffic lanes of about 7.3m width; and
- eastern footpath fronting the subject site of about 1.7m, including railing, corrugated beam barrier and chain link fence.

Tsing Yi Road to the south of Sai Shan Road

3.6.2 In order to widen the eastern footpath fronting the subject site, due to the site constraint, it is proposed to reduce the number of traffic lanes. The section of the Tsing Yi Road to the south of Sai Shan Road will serve only the Proposed Development and limited traffic of about 300 - 400 pcu/hr (2-way) during the AM and PM peaks are expected (refer to Table 4.1), while a single 2-lane carriageway could accommodate about 1,700 vehicles / hour (2-way) in stipulated in the Transport Planning and Design Manual (TPDM). Hence, the reduction of the number of the traffic lanes is acceptable.

3.6.3 For the section of Tsing Yi Road to the south of Sai Shan Road, it is proposed (i) to remain the existing western footpath fronting HKIVE unchanged, (ii) to provide a single carriageway of 7.3m width with 1 northbound and 1 southbound traffic lanes, (iii) to provide an on-street layby reserved for bus and minibus stops, and (iv) to provide an eastern footpath of about 6.0m width.

3.6.4 In view of the cul-de-sac layout of Tsing Yi Road and the locations of the 2 pedestrian accesses of the Proposed Development, the eastern footpath at this section of Tsing Yi Road is expected to mainly serve for the passengers of the public transport services operating at the cul-de-sac of Tsing Yi Road. Apart from this group of pedestrians, it is expected that almost all pedestrians

generated from the Proposed Development would prefer using the more convenient pedestrian access near Sai Shan Road via the proposed retail complex than using the pedestrian access at cul-de-sac of Tsing Yi Road. Assuming a bus shelter occupying a space of 2.0m from the kerbline, the clear width remained for the transient pedestrians would be about 4.0m, which is greater than the range of width standards for footpath (through zone width of 2.0m - 3.5m for residential zone) recommended in the Hong Kong Planning Standard and Guidelines. In addition, given the 3.0m effective width remained as footpath, it is considered that the queuing space is adequate and would not affect the Level of Service of the footpath. Further elaboration is provided in para. 3.6.5.

3.6.5 As described in Section 3.4 of this report, it is expected the existing public transport services would be able to absorb the additional demand on the road based public transport services by the Proposed Development by adjusting the frequency of the existing routes. The proposed bus / GMB facilities at Tsing Yi Road cul-de-sac is reserved for possible expansion of the bus and the minibus services in future. At the rezoning stage, there is no detailed planning of the expansion of the bus and the minibus services, which requires the design jointly developed by Transport Department and the bus / minibus operators. Nevertheless, assuming one-fifth of the estimated passenger demand using the bus / minibus services operating at Tsing Yi Road cul-de-sac in the AM peak, there will be 372 passengers (= 1861 / 5) in the AM peak hour on the footpath adjacent to the bus / minibus stops. In view of the existing well-developed 20 some bus / minibus routes, the proportion of one-fifth is considered as a very conservative estimation. As described in Section 3.6.4, a clear width of 4.0m footpath adjacent to the bus shelters is provided. Level of service (LOS) A is achieved for 372 pedestrians / hour on a footpath with 3.0m effective width.

Tsing Yi Road to the north of Sai Shan Road

3.6.6 It is proposed to signalize the junction of Tsing Yi Road / Sai Shan Road in order to (i) enhance the operation of the traffic movements at this junction, and (ii) provide a signal-controlled crossing for the pedestrians to cross the roads.

3.6.7 It is worth noting that very limited traffic was observed to turn right from Sai Shan Road to Tsing Yi Road southbound as Tsing Yi Road southbound is a cul-de-sac having nowhere to go. In order to fully utilize the signal timing of the proposed signalized junction, the right turn is proposed to be banned and divert to the roundabout of Tsing Yi Road / Ching Hong Road.

3.6.8 The pedestrian crossing across the Tsing Yi Road carriageway at the proposed signalized junction will be widened to the standard width of 4m, which could accommodate the pedestrian flow of 2400 - 4800 persons per hour, as stipulated in Volume 4 of Transport Planning and Design Manual. Comparing with the overall pedestrian generation of some 4,500 and 2,300 pedestrians (two-way) during the AM and the PM peak hours (refer to Table 3.6), the proposed 4m pedestrian crossing would certainly be sufficient. If necessary, the crossing width could be reviewed at the detail design stage.

3.6.9 For the section of Tsing Yi Road between Sai Shan Road and Ching Hong Road, it is proposed to remove part of the central divider and to re-align the carriageway in order to provide extra space for the widening of the eastern footpath. 2 traffic lanes for each direction will be maintained. Due to limited space available, corrugated beam barrier is assumed at 0.3m offset from the kerb side; while boundary wall is assumed on the other side of the footpath and a clearance of 0.5m is assumed in deriving the clear width. The eastern footpath would be widened to about 3m clear width (excluding corrugated beam barrier).

3.6.10 Table 3.6 showed that the Proposed Development would generate some 4,500 and 2,300 pedestrians (two-way) during the AM and the PM peak hours. As a rough estimation, assuming

one-fifth of the pedestrians using the pedestrian crossing for Mayfair Gardens and four-fifths using the section of footpath for Cheung Ching Estate and the existing bus stops, the number of pedestrians on the footpath in the AM peak hour would be 3,619, which is LOS C (23-33 persons/min/metre) for the effective footpath width of 2m. LOS C is considered as an appropriate level balancing the comfortable walking environment and the scarce land resources in the urban areas.

3.6.11 Currently vehicles using the roundabout of Tsing Yi Road / Ching Hong Road are found to have no difficulties in terms of maneuvering, and the roundabout would be capable to accommodate the future traffic growth and the additional development traffic, nevertheless, it is proposed to enlarge the circulatory carriageway of the roundabout for improvement.

3.6.12 The schematic design of all the above proposed improvement to Tsing Yi Road is shown in Figures MMH/323840/TIA_FR_RD/3.1 - 3.2.

3.6.13 It is emphasized that the schematic design of the proposed improvement is for rezoning purpose. The schematic design would be reviewed at the detail design stage.

4 The Traffic Impact

4.1 Traffic Generation by the Proposed Public Rental Housing Estate and the Retail Complex

4.1.1 The traffic generation of the proposed public rental housing estate and the associated retail complex are based on the trip generation rates for "Subsidised Housing / Public Rental" and "retail use" recommended in the Transport Planning and Design Manual (TPDM). The trip generation rates and the traffic generation of the domestic use and the retail use are presented in Table 4.1.

4.2 Traffic Generation by the Proposed Kindergarten

4.2.1 1 kindergarten with 8 classrooms is proposed to be provided in the proposed housing site. To estimate the related traffic generation during the AM and the PM peak hours, a traffic survey of an existing kindergarten, Peace Evangelical Centre Kindergarten (Tsing Yi) in Cheung Wang Estate, Tsing Yi, was conducted to qualify the traffic generation.

4.2.2 The survey results were used to estimate the traffic generations of the Proposed Kindergarten, which are shown in Table 4.1.

4.3 Traffic Generation by the Proposed Neighbourhood Elderly Centre

4.3.1 1 Neighbourhood Elderly Centre is proposed to be provided in the proposed housing site. Neighbourhood Elderly Centre is a type of community support services at neighbourhood level. The target group is the elderly living in the locality. Telephone interviews were made to 2 existing similar centres in Tsing Yi, Tsing Yi Neighbourhood Elderly Centre in Tsing Yi Estate and Fook On Church Elderly Centre in Cheung On Estate. The service recipients of these 2 existing centres are the nearby elderly residents and they access the centres on foot. Hence, the traffic generations of these 2 centres are the trips made by staff only, which mostly relies on the public transport services.

4.3.2 In view of the negligible traffic generation of this type of social welfare facilities, a nominal traffic flow of 5 pcu/hr is assigned as shown in Table 4.1.

4.4 Traffic Generation by the Proposed Integrated Support Service for Persons with Severe Physical Disabilities

4.4.1 1 Integrated Support Service for Persons with Severe Physical Disabilities is proposed to be provided in the proposed housing site. This kind of centre provides integrated home-based support services to the persons with severe physical disabilities. There are only 2 existing centres in Hong Kong. Telephone interviews were made to these 2 existing centres operated by Yang Memorial Methodist Social Service in Lei Yue Mun Estate, Yau Tong and Po Leung Kuk in Tin Chak Estate, Tin Shui Wai. Since the centres are used for administrative purpose and no service recipients are served in the centres, the traffic generations of these 2 centres are the trips made by staff only, which mostly rely on the public transport services.

4.4.2 In view of the negligible traffic generation of this type of social welfare facilities, a nominal traffic flow of 5 pcu/hr is assigned as shown in Table 4.1.

4.5 Traffic Generation by the Proposed Day Care Centre for the Elderly

4.5.1 1 Day Care Centre for the Elderly is proposed to be provided in the proposed housing site. The centre will provide a range of centre-based care and support services during daytime to enable frail and demented elders suffering from moderate or severe level of impairment. The service recipients are mostly transported by private light buses / rehabuses.

4.5.2 In view of the negligible traffic generation of this type of social welfare facilities, a nominal traffic flow of 5 pcu/hr is assigned as shown in Table 4.1.

4.6 Traffic Generation by the Proposed Residential Care Home for the Elderly

4.6.1 1 centre of Residential Care Home for the Elderly is proposed to be provided in the proposed housing site. Residential care services for elders aim to provide residential care and facilities for elders who cannot adequately be taken care of at home. The proposed centre will provide accommodation services to the service recipients who will stay in the proposed centre; hence only the trips made by staff will be generated in the AM peak and the PM peak.

4.6.2 In view of the negligible traffic generation of this type of social welfare facilities, a nominal traffic flow of 5 pcu/hr is assigned as shown in Table 4.1.

4.7 Traffic Generation by the Proposed Special Child Care Centre

4.7.1 1 Special Child Care Centre is proposed to be provided in the proposed housing site. It provides special training and care for moderately and severely disabled children to facilitate their growth and development, helping them prepare for primary education. The children will be transported by private light buses.

4.7.2 In view of the limited traffic generation of this type of social welfare facilities, a nominal traffic flow of 5 pcu/hr is assigned as shown in Table 4.1.

4.8 Traffic Generation by the Proposed Early Education and Training Centre

4.8.1 1 Early Education and Training Centre is proposed to be provided in the proposed housing site. It is designed mainly for disabled children from birth to the age of six, providing them with early intervention programmes. The proposed centre will provide services for approximate 90 children.

4.8.2 A nominal traffic flow of 5 pcu/hr is assumed for the proposed centre as shown in Table 4.1.

Table 4.1 Trip Generation Rates and Traffic Generation of the Proposed Development

Surveyed Items / Proposed Items	AM Generation	AM Attraction	PM Generation	PM Attraction
Surveyed Traffic Generation (pcu/hr)				
Peace Evangelical Centre Kindergarten (Tsing Yi) (9 classrooms)	7	7	6	6
Adopted Trip Generation Rates for the Proposed Development				
Subsidised Housing / Public Rental (pcu/hr/flat)	0.0432	0.0326	0.0237	0.0301
Retail (pcu/hr/100m^2)	0.2296	0.2434	0.3100	0.3563
Kindergarten (pcu/hr/classroom)	0.7778	0.7778	0.6667	0.6667
Neighbourhood Elderly Centre	negligible	negligible	negligible	negligible
Integrated Support Service for Persons with Severe Physical Disabilities	negligible	negligible	negligible	negligible
Day Care Centre for the Elderly	negligible	negligible	negligible	negligible
Care Home for the Elderly	negligible	negligible	negligible	negligible
Special Child Care Centre	negligible	negligible	negligible	negligible
Early Education and Training Centre	negligible	negligible	negligible	negligible
Estimated Traffic Generation (pcu/hr) of the Proposed Development				
Public Rental Housing Estate (4,400 flats)	190	143	104	132
Retail Complex (4,000m^2)	9	10	12	14
Kindergarten (8 classrooms)	6	6	5	5
Neighbourhood Elderly Centre	5	5	5	5
Integrated Support Service for Persons with Severe Physical Disabilities	5	5	5	5
Day Care Centre for the Elderly	5	5	5	5
Care Home for the Elderly	5	5	5	5
Special Child Care Centre	5	5	5	5
Early Education and Training Centre	5	5	5	5
Total	235	189	151	181

4.9 Traffic Generation by the Planned / Committed Developments in the Vicinity

4.9.1 The traffic flows that would be generated by the planned / committed developments in the vicinity of the Proposed Development have also been considered, and are shown in Table 4.2.

Table 4.2 Traffic Generation of the Planned / Committed Developments in the Vicinity

Planned / Committed Developments	AM Generation	AM Attraction	PM Generation	PM Attraction
Adopted Trip Generation Rates (pcu/hr/flat)				
Private Housing / High Density	0.0718	0.0425	0.0286	0.0370
Subsidised Housing Home Ownership Scheme	0.0622	0.0426	0.0297	0.0401
Estimated Traffic Generation (pcu/hr)				
Private Housing Site at Sai Shan Road with 740 flats	53	31	21	27
Ching Chun Court at 2B Ching Hong Road with 465 flats	29	20	14	19

4.9.2 It is noted that a Transport Department's vehicle examination centre at Sai Tso Wan Road, Tsing Yi has been planned. The estimated traffic flow operating along Ching Hong Road, Tsing Yi Road, and Kwai Tsing Road is shown in Table 4.3.

Table 4.3 Traffic Generation of the Planned Vehicle Examination Centre

Planned Vehicle Examination Centre	AM Generation	AM Attraction	PM Generation	PM Attraction
Traffic Operating along Ching Hong Road, Tsing Yi Road, and Kwai Tsing Road (pcu/hr)	20	29	36	36

Source: Transport Department

4.10 Design Year for Traffic Forecast

4.10.1 The Proposed Development is expected to be completed in around 2019/2020 – 2020/2021. The guideline from Transport Department recommends that the Traffic Impact Assessment (TIA) should be conducted for whichever is later: (i) three years after the completion date (2020 + 3 = 2023), or (ii) five years after the submission (2015 + 5 = 2020). For the captioned project, the year adopted for junction capacity analysis is 2025.

4.11 Traffic Forecast

4.11.1 Future background traffic was based on an assessment of Annual Traffic Census (ATC), Territorial Population and Employment Data Matrix (TPEDM), as well as the future planned / committed land use developments / redevelopments in close proximity to the Proposed Development that may affect the future traffic flows.

4.11.2 Some Annual Traffic Census (ATC) stations are found in the vicinity of the subject site. The historic Annual Average Daily Traffic (AADT) data was reviewed, and is presented in Table 4.4.

Table 4.4 ATC Stations Located in the Vicinity of the Subject Site

Station	6219	5852	5232	5653	5439	Overall
Road	Kwai Tsing Rd & Tsing Yi S Bridge	Tsing Yi Heung Sze Wui Rd	Tsing Yi Rd	Ching Hong Rd	Tsing Yi Rd	-
From	Tsing Yi Rd	Fung Shue Wo Rd RA	Tsing Yi Heung Sze Wui Rd	Chung Mei Rd	Ching Hong Rd	-
To	Kwai Tai Rd INT	Tsing Yi Rd	Ching Hong Rd	Tsing Yi Rd	Tsing Nam St	-
Year	**Annual Average Daily Traffic (vehicles per day)**					
2004	46,230	27,170	18,900	12,620	7,460	112,380
2005	44,020	28,360	19,730	13,290	7,540	112,940
2006	43,440	31,260	20,490	15,040	7,830	118,060
2007	48,340	27,960	20,290	14,900	7,760	119,250
2008	47,140	27,550	19,780	14,680	7,640	116,790
2009	45,080	25,960	19,030	13,830	6,250	110,150
2010	43,540	27,000	19,800	11,200	6,390	107,930
2011	44,240	30,020	20,620	10,910	6,660	112,450
2012	40,780	30,470	20,470	10,830	6,610	109,160
2013	47,000	31,770	18,980	11,290	6,890	115,930
Average Annual Growth	0.18%	1.75%	0.05%	-1.23%	-0.88%	**0.35%**

4.11.3 Table 4.3 shows that an overall average annual growth at the ATC stations located in the vicinity of the Proposed Development increases at 0.35% per annum.

4.11.4 To predict the traffic growth, reference was also made to the 2011-based Territorial Population and Employment Data Matrix (TPEDM). The relevant data is extracted and is shown in Table 4.5.

Table 4.5 2011-Based TPEDM Data of Population and Employment

Planning Data Zone	Item	2016	2021	2026	Average Annual Growth
154	Population	27,050	26,900	25,900	
	Employment	8,950	6,350	6,350	
	Total	36,000	33250	32,250	-1.09%
257	Population	4,200	4,150	3,950	
	Employment	4,350	4,100	3,850	
	Total	8,550	8,250	7,800	-0.91%
450	Population	35,200	33,750	32,900	
	Employment	7,700	9,350	8,750	
	Total	42,900	43,100	41,650	-0.30%
Overall	Population	66,450	64,800	62,750	
	Employment	21,000	19,800	18,950	
	Total	87,450	84,600	81,700	**-0.68%**

4.11.5 By comparing the 2016 and 2026 planning data, there is an overall decrease in population and employment at -0.68% per annum.

4.11.6 It is noted that most areas along Tsing Yi Heung Sze Wui Road, Tsing Yi Road (outside Cheung Ching Estate and Mayfair Gardens), Ching Hong Road, and Sai Shan Road are fully developed. Hence, it is expected that the traffic growth at these roads is minimal.

4.11.7 In view of the historic AADT growth shown in Table 4.3 and the expected negative growth in the planning data shown in Table 4.4, a growth rate of 1.0% per annum is adopted to project the future background traffic flows from 2015 to 2025 for the purpose of analysis.

4.11.8 The 2025 background traffic flows are estimated using the observed 2015 traffic flows and the predicted traffic growth between 2015 and 2025, plus the traffic generated by the planned / committed developments in the vicinity of the Proposed Development.

4.12 2025 Junction Operational Performance

4.12.1 Year 2025 peak hour traffic flows without and with the Proposed Development are shown in Figures 4.1 and 4.2.

4.12.2 The 2025 junction capacity analysis for the scenarios without and with the Proposed Development is summarised in Table 4.6, and the detailed calculations are presented in the Appendix 1.

Table 4.6 2025 Junction Operational Performance

Junction	Type and Indicator	Without the Proposed Development		With the Proposed Development	
		AM Peak	PM Peak	AM Peak	PM Peak
Tsing Yi Interchange (northern RA)	RA / RFC	0.721	0.634	0.789	0.678
Tsing Yi Interchange (southern RA)	RA / RFC	0.595	0.463	0.666	0.487
Tsing Yi Road / Ching Hong Road	RA / RFC	0.691	0.451	0.788	0.519
Tsing Yi Road / Sai Shan Road	Priority / RFC	0.544	0.425	0.573	0.440

Note: RA - roundabout
RFC - Ratio-of-Flow to Capacity

4.12.3 The above results indicate that the surveyed junctions are expected to operate with capacities during the peak hours in 2025. The junctions analysed have sufficient capacity to accommodate the expected traffic growth and the additional traffic generated by the Proposed Development.

4.12.4 As presented in the Section 3.6 of this report, some improvements to Tsing Yi Road are proposed. Under the proposed improvement, the 2025 junction capacity analysis for the scenarios without and with the Proposed Development is summarised in Table 4.7, and the detailed calculations are presented in the Appendix 1.

Table 4.7 2025 Junction Operational Performance (Under the Proposed Improvement)

Junction	Type and Indicator	Without the Proposed Development		With the Proposed Development	
		AM Peak	PM Peak	AM Peak	PM Peak
Tsing Yi Road / Ching Hong Road	RA / RFC	0.690	0.437	0.786	0.503
Tsing Yi Road / Sai Shan Road	signal / RC	59%	93%	20%	44%

Note: RA - roundabout
RFC - Ratio-of-Flow to Capacity
RC - Reserve Capacity

5 Summary and Conclusion

5.1 Summary

5.1.1 The proposed public rental housing estate is located at the end of Tsing Yi Road, opposite to Hong Kong Institute of Vocational Education. It is proposed to construct tentatively 4 building blocks with 4,000 flats. To allow flexibility of amending the number of residential units in the design stage, 4,400 flats are adopted for the purpose of junction capacity analysis.

5.1.2 The proposed main vehicular access of the Proposed Development will be connected to the cul-de-sac of Tsing Yi Road. Hence, the proposed vehicular access will have very limited interference to the road traffic. There is another vehicular access for service vehicles at Tsing Hung Road.

5.1.3 Many road based public transport services could be found within 300 m from the subject site. These public transport services reach Tsing Yi Railway Station and various locations in Hong Kong, such as Kwai Chung, Tsuen Wan, Tsim Sha Tsui, Hong Kong Island, and the airport.

5.1.4 Bus stop facilities are proposed at Tsing Yi Road outside the subject site for future expansion of the public transport services. The associated footpath is proposed to be widened to accommodate the passengers.

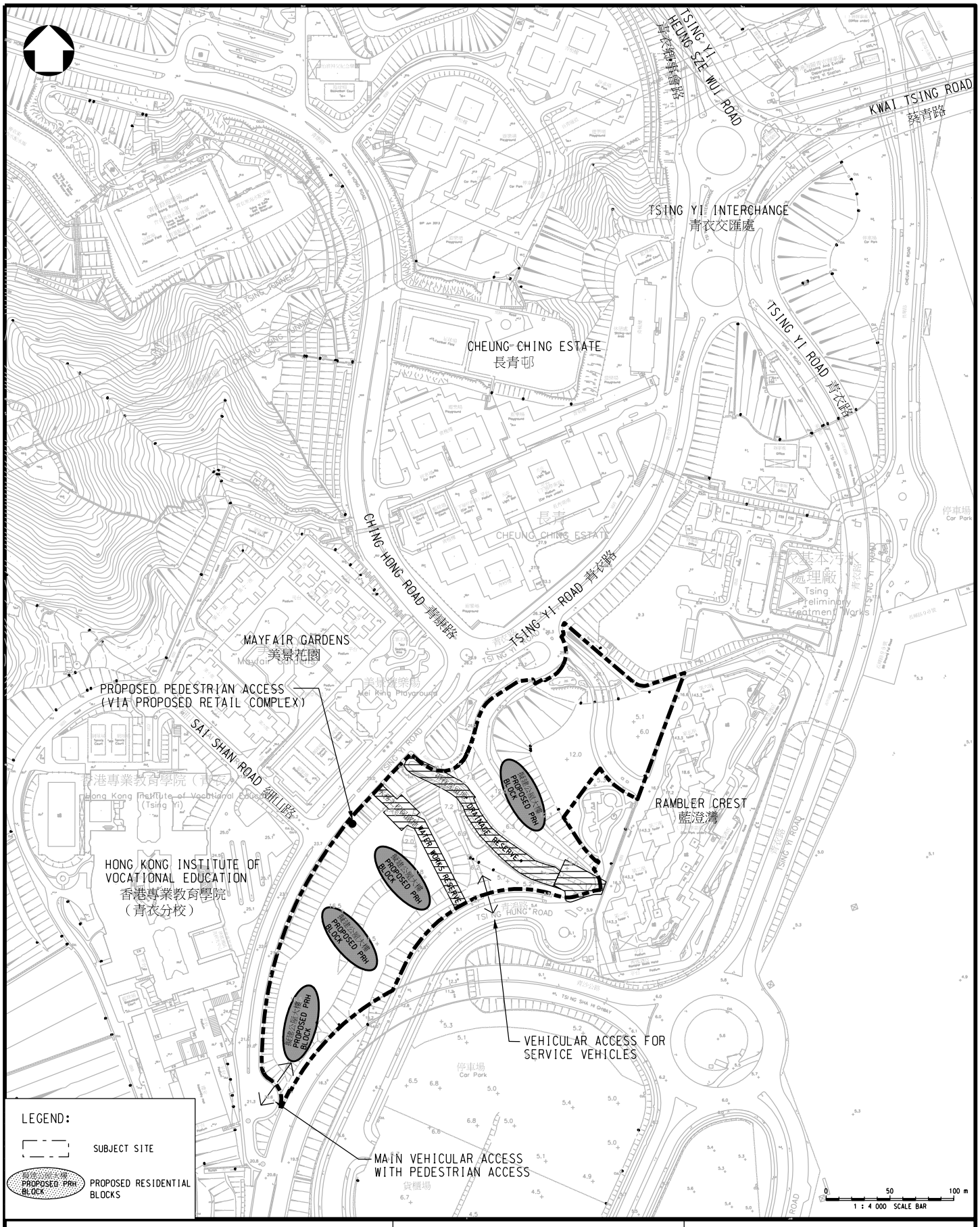
5.1.5 Car parking facilities and other internal transport facilities will be provided in accordance with the recommendations of the Hong Kong Planning Standard and Guidelines.

5.1.6 In view of the road network and the location of the subject site, the traffic generation associated with the Proposed Development will use Tsing Yi Road and pass through the road junctions assessed in this report. The assessed road junctions have sufficient capacity to accommodate the future traffic growth and the additional traffic generated by the Proposed Development.

5.2 Conclusion

5.2.1 It can be concluded that the traffic impact induced by the Proposed Development is acceptable from traffic engineering point of view.

Figures



DRAWING TITLE

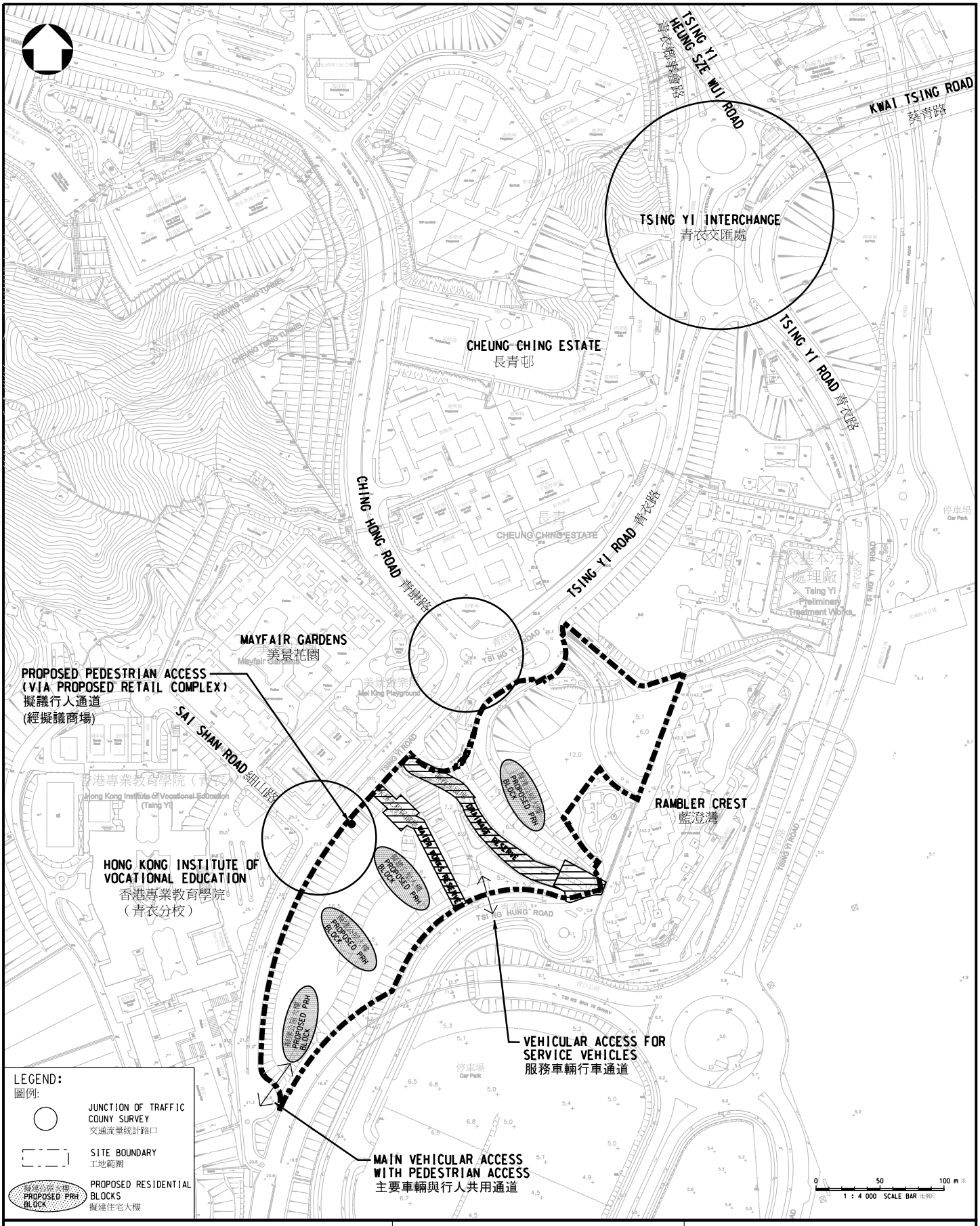
LOCATION OF SUBJECT SITE AND CONCEPTUAL LAYOUT PLAN

PROJECT TITLE

PUBLIC HOUSING DEVELOPMENT AT TSING YI ROAD, TSING YI

Mott MacDonald
20/F Kowloon-AIA Kowloon Tower
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JAN 16	WH	KC	---	1:4000	MMH/323840/TIA_FR_RD/1.1	B	-



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LOCATION OF TRAFFIC COUNT SURVEY
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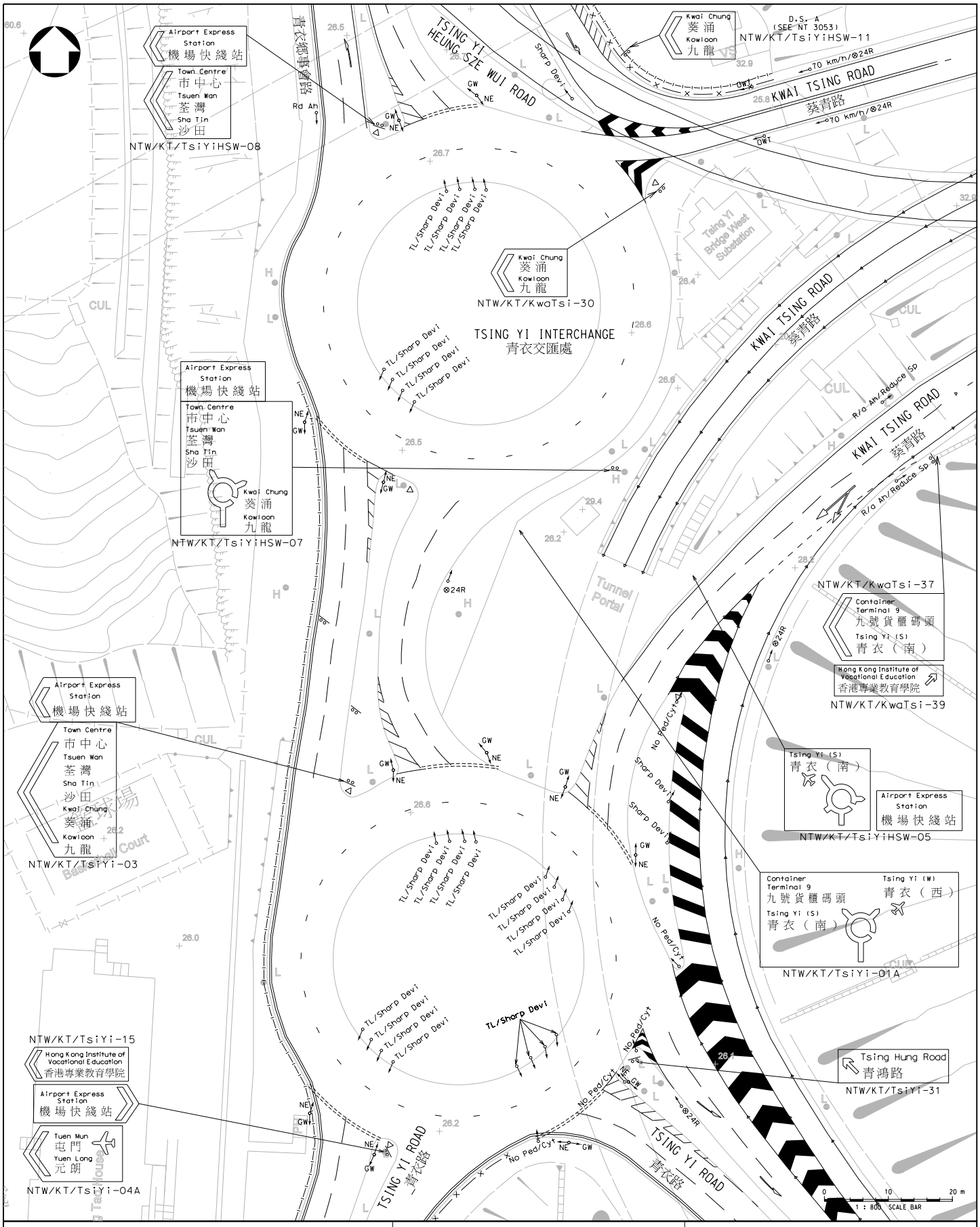
PROJECT TITLE
項目名稱

PUBLIC HOUSING DEVELOPMENT AT TSING YI ROAD, TSING YI
青衣青鴻路擬議公營房屋發展

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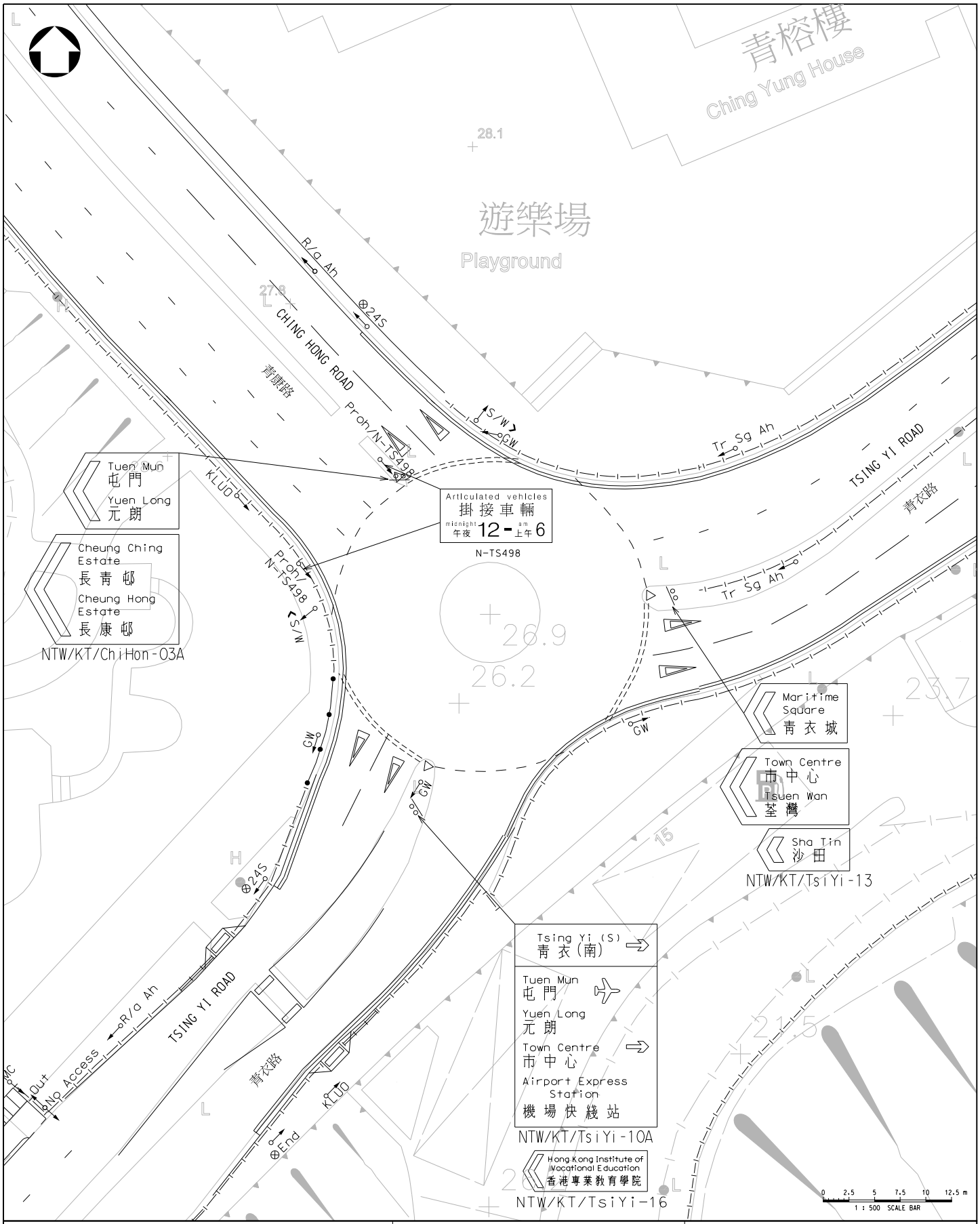
JUNCTION LAYOUT OF TSING YI INTERCHANGE

POTENTIAL SITE FOR PUBLIC HOUSING DEVELOPMENT AT TSING YI ROAD, TSING YI AREA 22B

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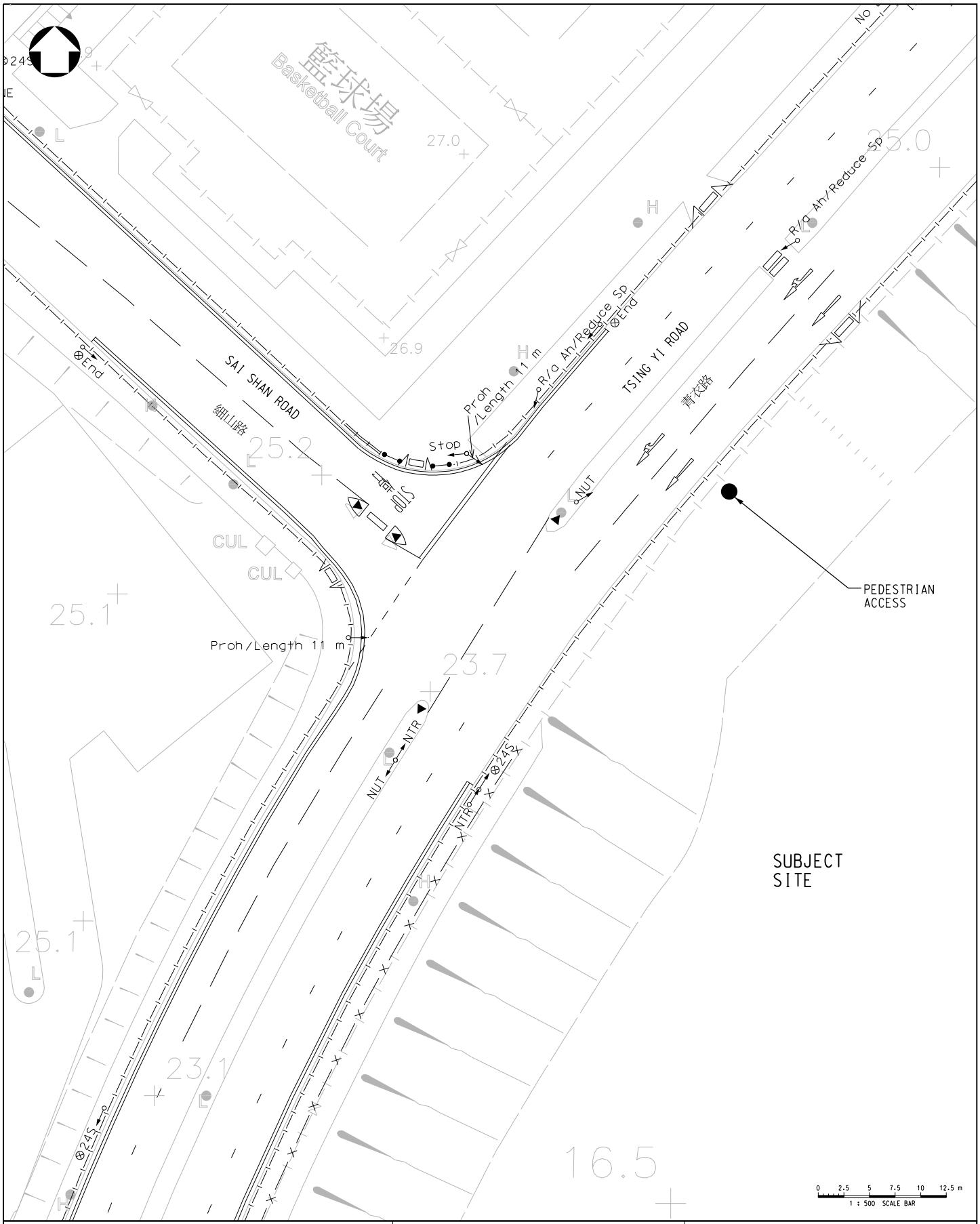
JUNCTION LAYOUT OF TSING YI ROAD / CHING HONG ROAD

POTENTIAL SITE FOR PUBLIC HOUSING DEVELOPMENT AT TSING YI ROAD, TSING YI AREA 22B

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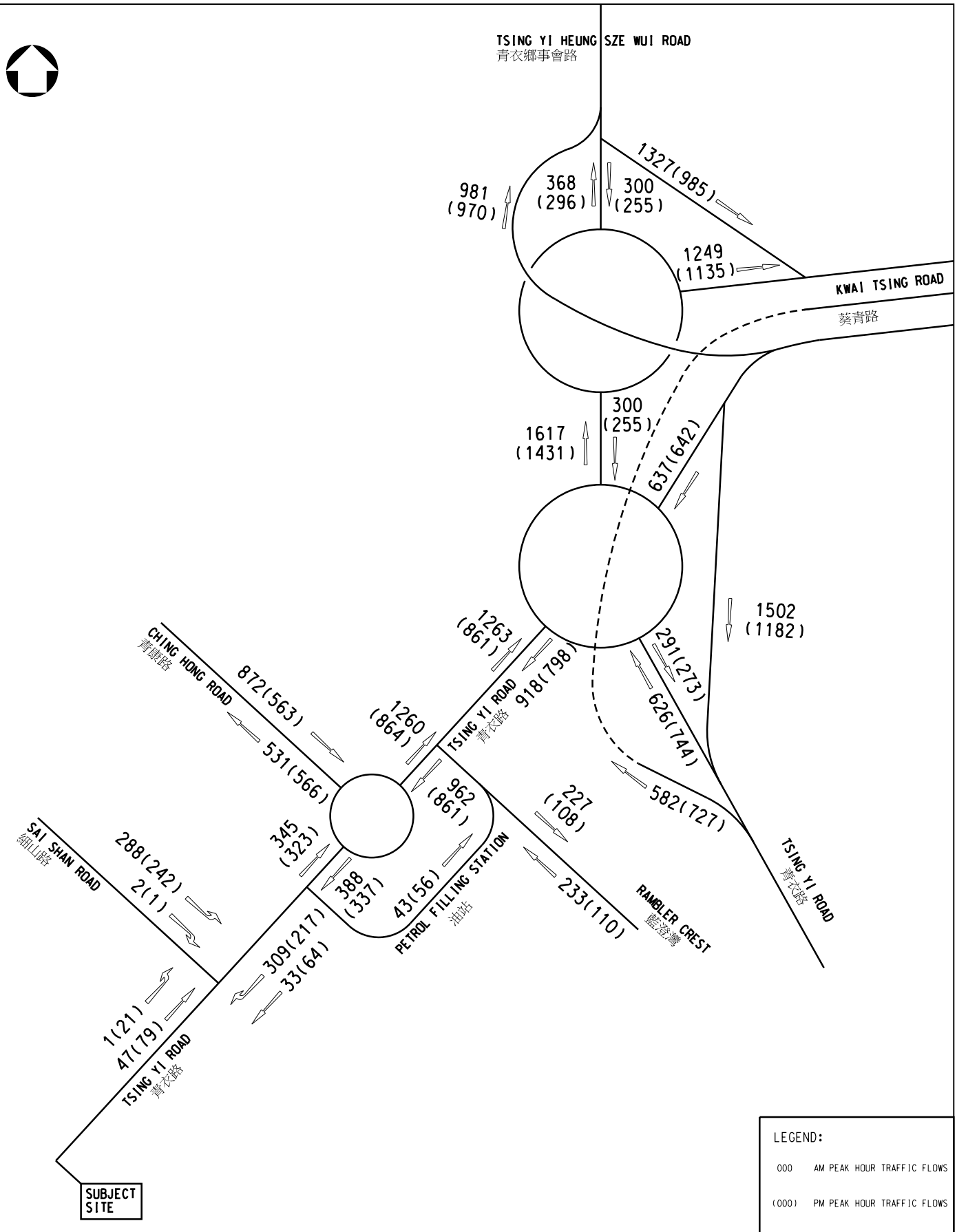
JUNCTION LAYOUT OF TSING YI ROAD / SAI SHAN ROAD

POTENTIAL SITE FOR PUBLIC HOUSING DEVELOPMENT AT TSING YI ROAD, TSING YI AREA 22B

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2015 PEAK HOUR TRAFFIC FLOWS

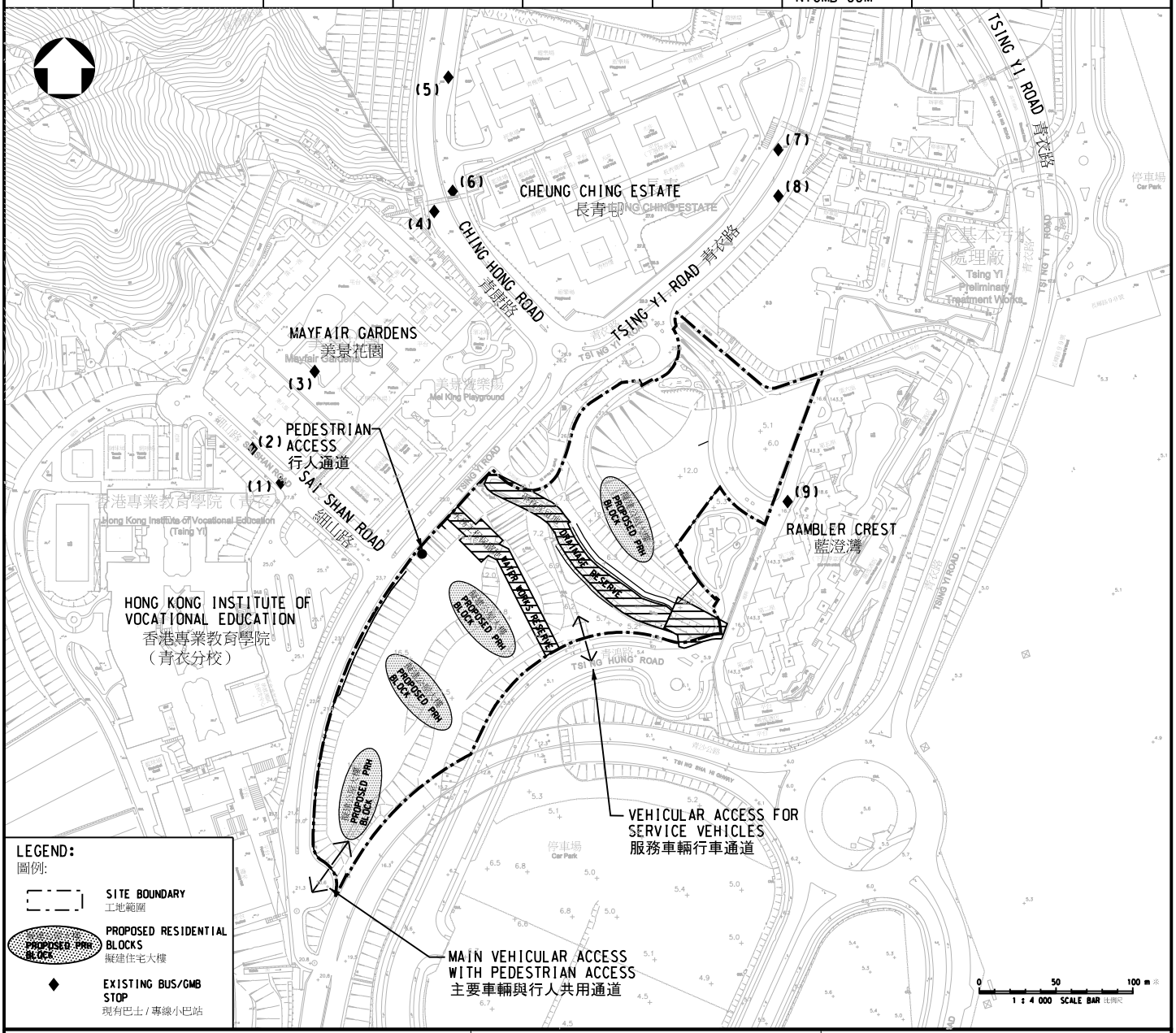
POTENTIAL SITE FOR PUBLIC HOUSING DEVELOPMENT AT TSING YI ROAD, TSING YI AREA 22B

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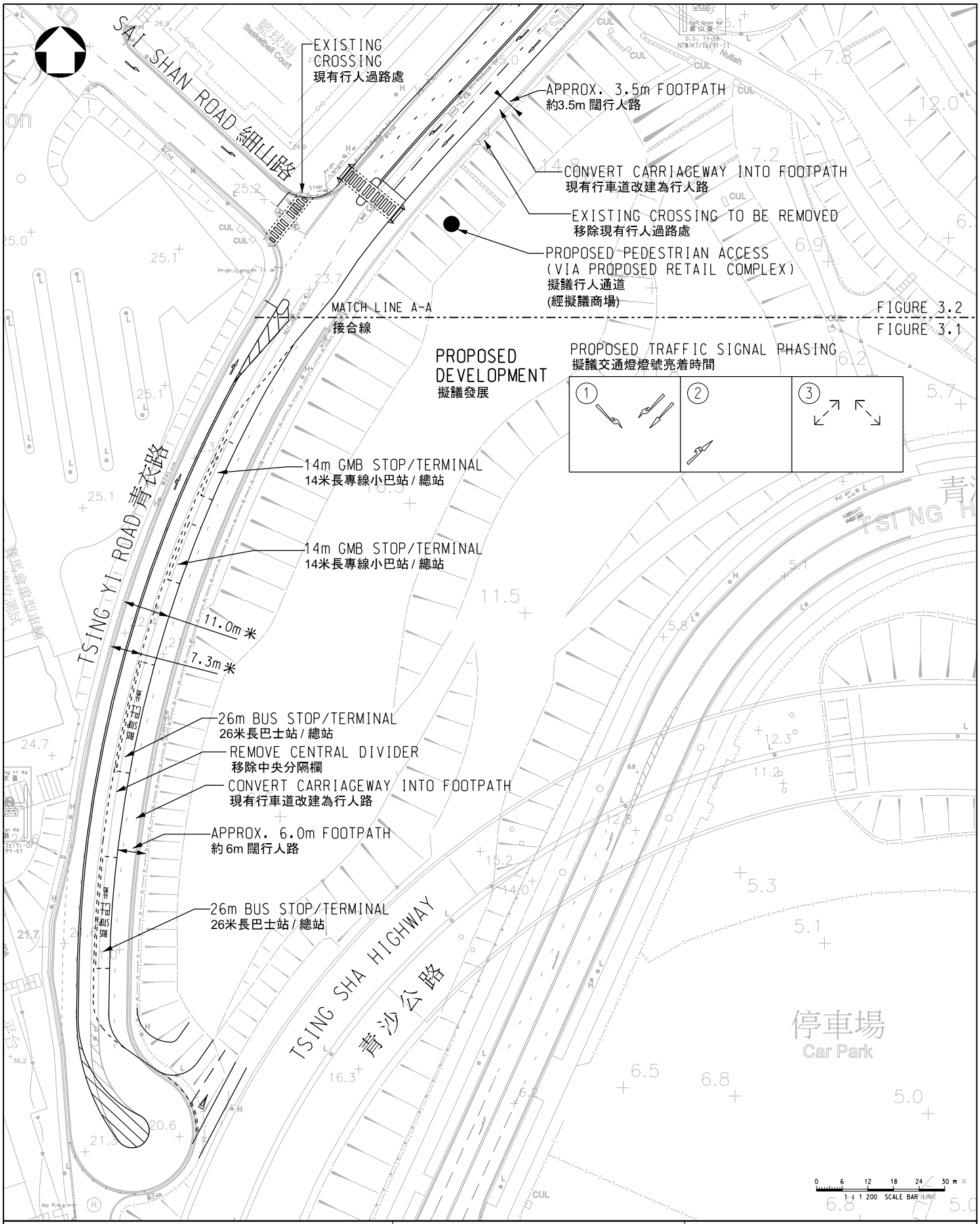
EXISTING PUBLIC TRANSPORT SERVICES
現有公共交通服務

PROJECT TITLE
項目名稱

PUBLIC HOUSING DEVELOPMENT AT TSING YI ROAD, TSING YI
青衣青鴻路擬議公營房屋發展

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PROPOSED PUBLIC TRANSPORT FACILITIES AND ROAD IMPROVEMENT WORKS IN TSING YI ROAD (SHEET 1 OF 2)
位於青衣路擬建的公共交通設施及道路改善工程 (圖一 / 全二圖)

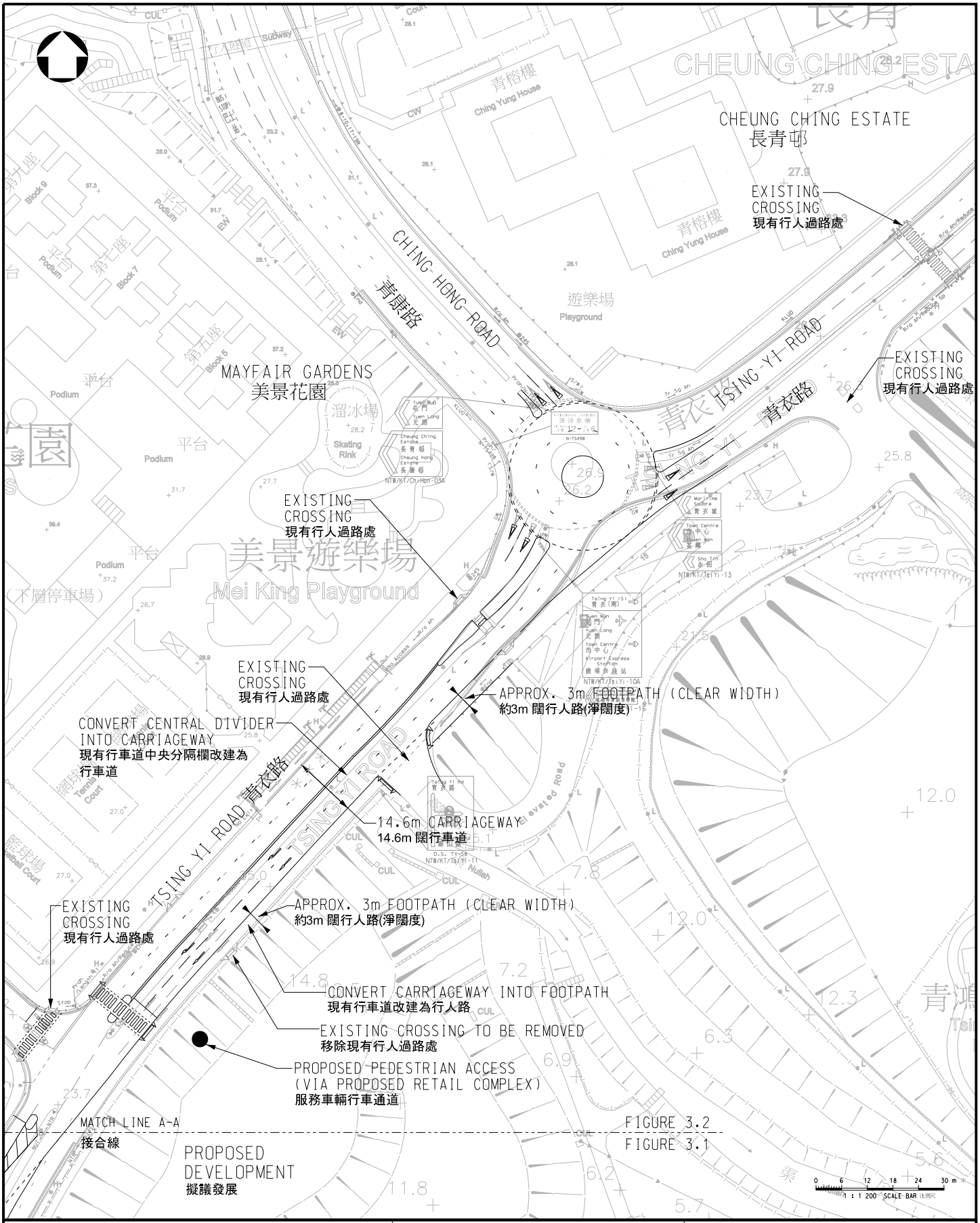
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PUBLIC HOUSING DEVELOPMENT AT TSING YI ROAD, TSING YI
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圖則名稱

PROPOSED PUBLIC TRANSPORT FACILITIES AND ROAD IMPROVEMENT WORKS IN TSING YI ROAD (SHEET 2 OF 2)
位於青衣路擬建的公共交通設施及道路改善工程 (圖二 / 全二圖)

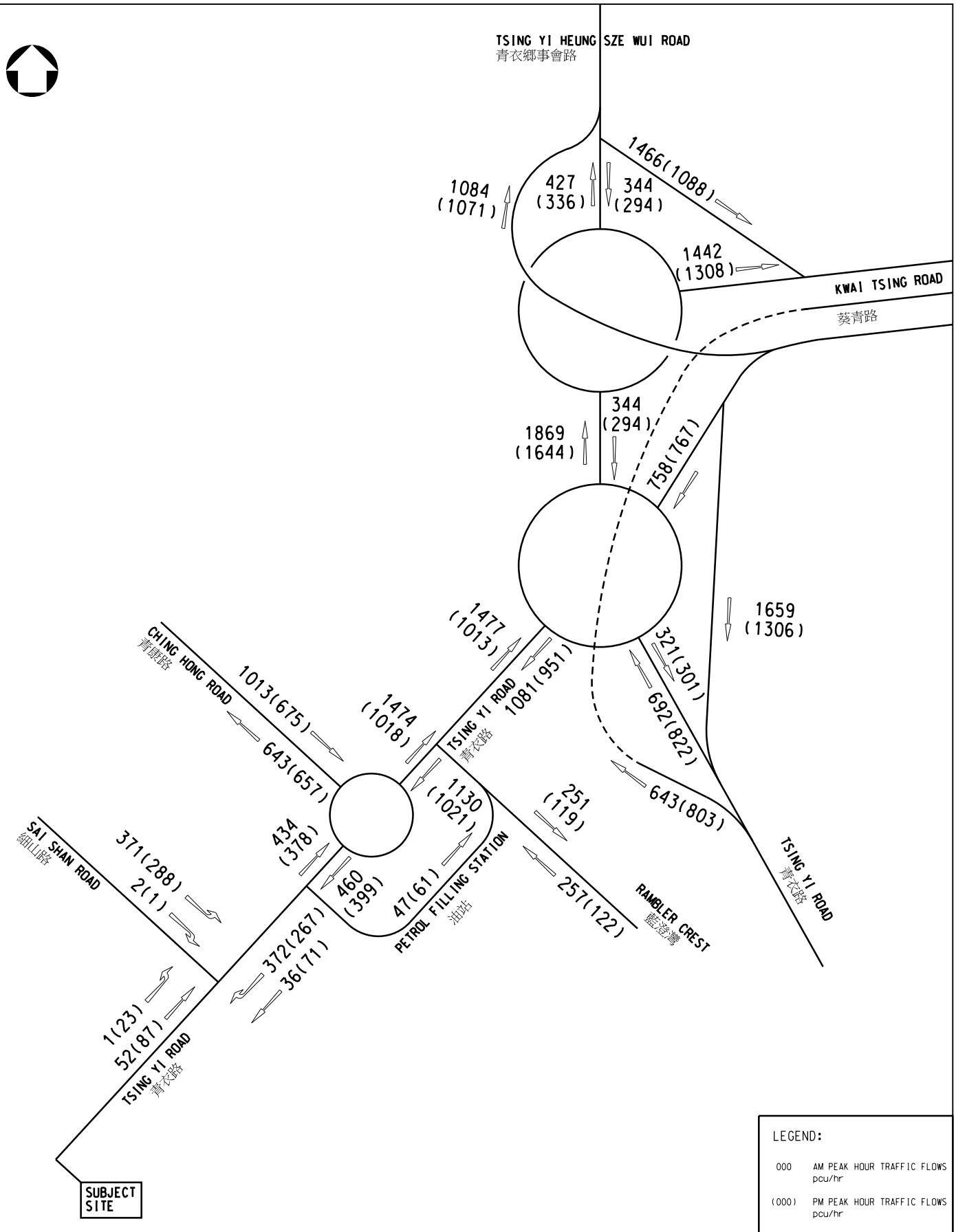
PROJECT TITLE
項目名稱

PUBLIC HOUSING DEVELOPMENT AT TSING YI ROAD, TSING YI
青衣青鴻路擬議公營房屋發展

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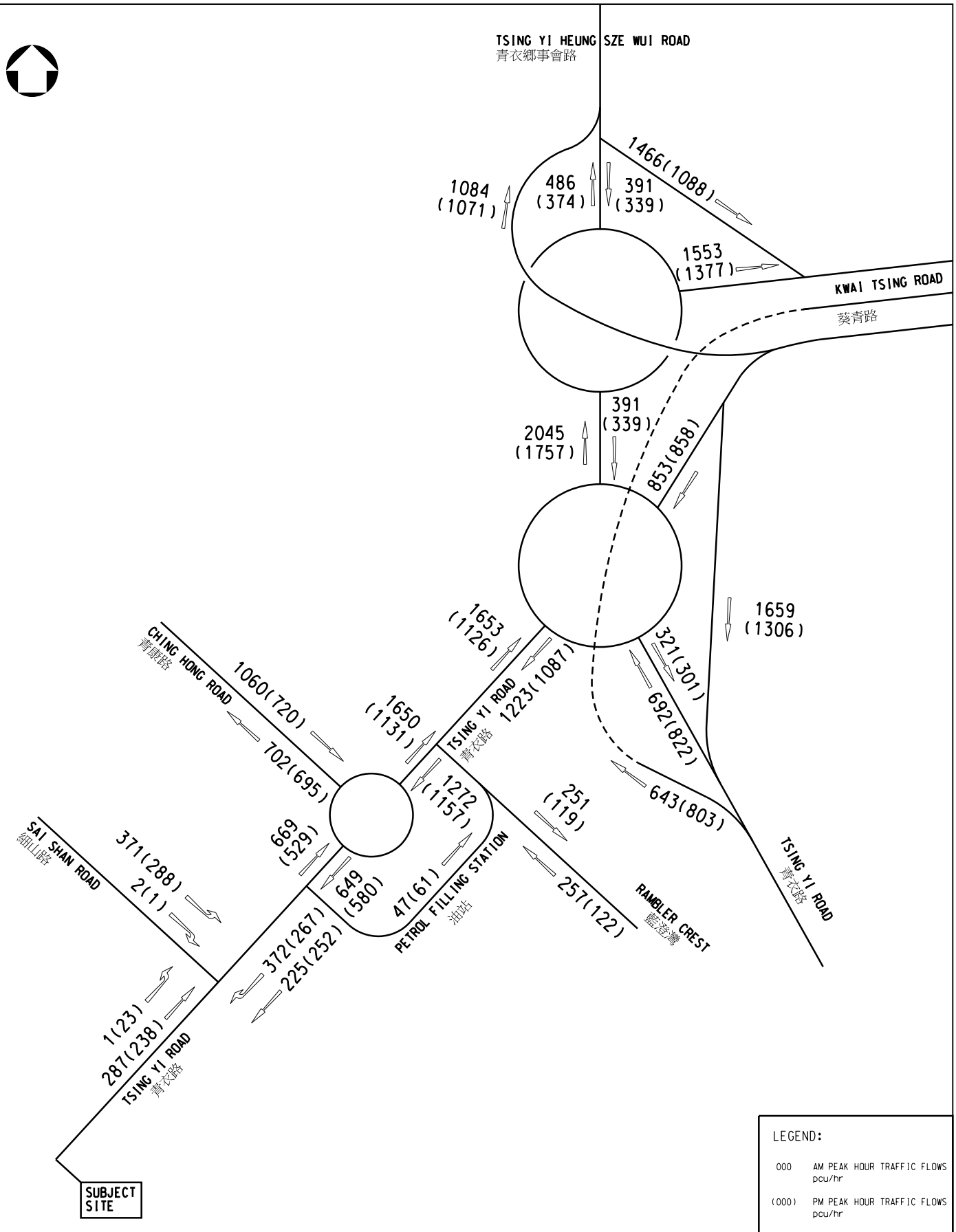
2025 PEAK HOUR TRAFFIC FLOWS WITHOUT THE PROPOSED DEVELOPMENT

POTENTIAL SITE FOR PUBLIC HOUSING DEVELOPMENT AT TSING YI ROAD, TSING YI AREA 22B

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Date	Drawn	Checked	Approved	Scale at A4	Drawing Number	Rev	Status
NOV 15	WH	KC	---	N.T.S.	MMH/323840/TIA_FR_RD/4.1	A	-

J:\323840\DRAWING\TIA_FR_RD\MMH-323840-TIA_FR_RD-4_1-A.dgn DATE: 25/11/2015 TIME: 11:08:48 USER: ho57494



Title

2025 PEAK HOUR TRAFFIC FLOWS WITH THE PROPOSED DEVELOPMENT

POTENTIAL SITE FOR PUBLIC HOUSING DEVELOPMENT AT TSING YI ROAD, TSING YI AREA 22B

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Date	Drawn	Checked	Approved	Scale at A4	Drawing Number	Rev	Status
NOV 15	WH	KC	---	N.T.S.	MMH/323840/TIA_FR_RD/4.2	A	-

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Appendix A

Calculation of Junction Analysis

Roundabout Analysis

Location: double roundabouts central link road / Tsing Yi Heung Sze Wui Road / Kwai Tsing Road
Scenario: existing condition
Assessment Year: 2015 Project Number: 323840 Date: 24/11/2015

Geometric Parameters

Arm	Road (in clockwise order)	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
D	double roundabouts central link road	9.0	7.3	75.0	10.0	60	35	0.3
E	Tsing Yi Heung Sze Wui Road	9.0	7.3	25.0	10.0	60	50	0.3
F	Kwai Tsing Road (Tsing Yi South Bridge, Kowloon bound	-	-	-	-	-	-	-

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

AM Peak

Arm	To D	To E	To F	Total	q_c
From D	0	368	1249	1617	0
From E	300	0	0	300	1249
From F	-	-	-	0	300
Total	300	368	1249	1917	

PM Peak

Arm	To D	To E	To F	Total	q_c
From D	0	296	1135	1431	0
From E	255	0	0	255	1135
From F	-	-	-	0	255
Total	255	296	1135	1686	

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From D	8.401	1.000	1.250	1.019	2545.514	0.704	2593	2593	1617	1431	0.624	0.552
From E	8.401	1.000	1.250	0.940	2545.514	0.704	1567	1643	300	255	0.191	0.155
									maximum		0.624	0.552

Roundabout Analysis

Location: double roundabouts central link road / Tsing Yi Heung Sze Wui Road / Kwai Tsing Road
Scenario: future traffic flows, with the planned 2 housing sites and VEC, without the Proposed Development
Assessment Year: 2025 Project Number: 323840 Date: 24/11/2015

Geometric Parameters

Arm	Road (in clockwise order)	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
D	double roundabouts central link road	9.0	7.3	75.0	10.0	60	35	0.3
E	Tsing Yi Heung Sze Wui Road	9.0	7.3	25.0	10.0	60	50	0.3
F	Kwai Tsing Road (Tsing Yi South Bridge, Kowloon bound	-	-	-	-	-	-	-

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

AM Peak

Arm	To D	To E	To F	Total	q_c
From D	0	427	1442	1869	0
From E	344	0	0	344	1442
From F	-	-	-	0	344
Total	344	427	1442	2213	

PM Peak

Arm	To D	To E	To F	Total	q_c
From D	0	336	1308	1644	0
From E	294	0	0	294	1308
From F	-	-	-	0	294
Total	294	336	1308	1938	

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From D	8.401	1.000	1.250	1.019	2545.514	0.704	2593	2593	1869	1644	0.721	0.634
From E	8.401	1.000	1.250	0.940	2545.514	0.704	1440	1528	344	294	0.239	0.192
									maximum		0.721	0.634

Roundabout Analysis

Location: double roundabouts central link road / Tsing Yi Heung Sze Wui Road / Kwai Tsing Road
Scenario: future traffic flows, with the planned 2 housing sites and VEC, with the Proposed Development
Assessment Year: 2025 Project Number: 323840 Date: 24/11/2015

Geometric Parameters

Arm	Road (in clockwise order)	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
D	double roundabouts central link road	9.0	7.3	75.0	10.0	60	35	0.3
E	Tsing Yi Heung Sze Wui Road	9.0	7.3	25.0	10.0	60	50	0.3
F	Kwai Tsing Road (Tsing Yi South Bridge, Kowloon bound	-	-	-	-	-	-	-

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

AM Peak

Arm	To D	To E	To F	Total	q_c
From D	0	486	1559	2045	0
From E	391	0	0	391	1559
From F	-	-	-	0	391
Total	391	486	1559	2436	

PM Peak

Arm	To D	To E	To F	Total	q_c
From D	0	374	1383	1757	0
From E	339	0	0	339	1383
From F	-	-	-	0	339
Total	339	374	1383	2096	

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From D	8.401	1.000	1.250	1.019	2545.514	0.704	2593	2593	2045	1757	0.789	0.678
From E	8.401	1.000	1.250	0.940	2545.514	0.704	1362	1479	391	339	0.287	0.229
									maximum		0.789	0.678

Roundabout Analysis

Location: Kwai Tsing Road / Tsing Yi Road (outside CT9) / Tsing Yi Road (outside Cheung Ching Estate) / double roundabouts central link road
Scenario: existing condition
Assessment Year: 2015 Project Number: 323840 Date: 24/11/2015

Geometric Parameters

Arm	Road (in clockwise order)	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
A	Kwai Tsing Road (Tsing Yi South Bridge Tsing Yi bound)	8.5	7.3	40.0	10.0	60	20	0.2
B	Tsing Yi Rd (near CT9)	9.0	7.3	25.0	10.0	60	55	0.3
C	Tsing Yi Road (outside Cheung Ching Estate)	11.0	7.3	20.0	20.0	60	30	0.3
D	double roundabouts central link road	10.0	7.3	25.0	10.0	60	30	0.4

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

AM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A	0	0	572	65	637	459
From B	0	0	178	448	626	805
From C	0	127	32	1104	1263	513
From D	0	164	136	0	300	159
Total	0	291	918	1617	2826	

PM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A	0	0	548	94	642	369
From B	0	0	154	590	744	738
From C	0	100	14	747	861	684
From D	0	173	82	0	255	114
Total	0	273	798	1431	2502	

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	8.167	1.000	1.250	1.059	2474.617	0.691	2285	2351	637	642	0.279	0.273
From B	8.401	1.000	1.250	0.923	2545.514	0.704	1827	1870	626	744	0.343	0.398
From C	9.624	1.000	1.250	1.000	2916.109	0.768	2522	2391	1263	861	0.501	0.360
From D	8.748	1.000	1.250	1.010	2650.795	0.722	2561	2594	300	255	0.117	0.098
									maximum		0.501	0.398

Roundabout Analysis

Location: Kwai Tsing Road / Tsing Yi Road (outside CT9) / Tsing Yi Road (outside Cheung Ching Estate) / double roundabouts central link road
Scenario: future traffic flows, with the planned 2 housing sites and VEC, without the Proposed Development
Assessment Year: 2025 Project Number: 323840 Date: 24/11/2015

Geometric Parameters

Arm	Road (in clockwise order)	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
A	Kwai Tsing Road (Tsing Yi South Bridge Tsing Yi bound)	8.5	7.3	40.0	10.0	60	20	0.2
B	Tsing Yi Rd (near CT9)	9.0	7.3	25.0	10.0	60	55	0.3
C	Tsing Yi Road (outside Cheung Ching Estate)	11.0	7.3	20.0	20.0	60	30	0.3
D	double roundabouts central link road	10.0	7.3	25.0	10.0	60	30	0.4

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

AM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A	0	0	686	72	758	519
From B	0	0	197	495	692	956
From C	0	140	35	1302	1477	567
From D	0	181	163	0	344	175
Total	0	321	1081	1869	3271	

PM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A	0	0	663	104	767	419
From B	0	0	170	652	822	885
From C	0	110	15	888	1013	756
From D	0	191	103	0	294	125
Total	0	301	951	1644	2896	

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	8.167	1.000	1.250	1.059	2474.617	0.691	2241	2314	758	767	0.338	0.331
From B	8.401	1.000	1.250	0.923	2545.514	0.704	1729	1775	692	822	0.400	0.463
From C	9.624	1.000	1.250	1.000	2916.109	0.768	2481	2336	1477	1013	0.595	0.434
From D	8.748	1.000	1.250	1.010	2650.795	0.722	2549	2586	344	294	0.135	0.114
									maximum		0.595	0.463

Roundabout Analysis

Location: Kwai Tsing Road / Tsing Yi Road (outside CT9) / Tsing Yi Road (outside Cheung Ching Estate) / double roundabouts central link road
Scenario: future traffic flows, with the planned 2 housing sites and VEC, with the Proposed Development
Assessment Year: 2025 Project Number: 323840 Date: 24/11/2015

Geometric Parameters

Arm	Road (in clockwise order)	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
A	Kwai Tsing Road (Tsing Yi South Bridge Tsing Yi bound)	8.5	7.3	40.0	10.0	60	20	0.2
B	Tsing Yi Rd (near CT9)	9.0	7.3	25.0	10.0	60	55	0.3
C	Tsing Yi Road (outside Cheung Ching Estate)	11.0	7.3	20.0	20.0	60	30	0.3
D	double roundabouts central link road	10.0	7.3	25.0	10.0	60	30	0.4

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

AM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A	0	0	781	72	853	566
From B	0	0	197	495	692	1098
From C	0	140	35	1478	1653	567
From D	0	181	210	0	391	175
Total	0	321	1223	2045	3589	

PM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A	0	0	754	104	858	464
From B	0	0	170	652	822	1021
From C	0	110	15	1001	1126	756
From D	0	191	148	0	339	125
Total	0	301	1087	1757	3145	

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	8.167	1.000	1.250	1.059	2474.617	0.691	2207	2281	853	858	0.387	0.376
From B	8.401	1.000	1.250	0.923	2545.514	0.704	1637	1687	692	822	0.423	0.487
From C	9.624	1.000	1.250	1.000	2916.109	0.768	2481	2336	1653	1126	0.666	0.482
From D	8.748	1.000	1.250	1.010	2650.795	0.722	2549	2586	391	339	0.153	0.131
									maximum		0.666	0.487

Roundabout Analysis

Location: Tsing Yi Road (outside Cheung Ching Estate) / Tsing Yi Road (outside Mayfair Garden) / Ching Hong Road
Scenario: existing condition
Assessment Year: 2015 Project Number: 323840 Date: 24/11/2015

Geometric Parameters

Arm	Road (in clockwise order)	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
G	Tsing Yi Road (outside Cheung Ching Estate)	9.0	7.3	20.0	5.0	30	40	0.5
H	Tsing Yi Road (outside Mayfair Garden)	7.3	7.3	25.0	1.0	30	40	0.0
I	Ching Hong Road	10.0	4.5	20.0	10.0	30	40	0.9

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

AM Peak

Arm	To G	To H	To I	Total	q_c
From G	269	294	399	962	146
From H	265	0	80	345	720
From I	726	94	52	872	534
Total	1260	388	531	2179	

PM Peak

Arm	To G	To H	To I	Total	q_c
From G	158	270	433	861	119
From H	256	6	61	323	643
From I	450	61	52	563	420
Total	864	337	546	1747	

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From G	8.114	0.050	1.476	0.965	2458.595	0.813	2259	2280	962	861	0.426	0.378
From H	7.300	0.050	1.476	0.975	2211.900	0.763	1621	1679	345	323	0.213	0.192
From I	6.493	0.050	1.476	0.965	1967.304	0.713	1532	1610	872	563	0.569	0.350
										maximum	0.569	0.378

Roundabout Analysis

Location: Tsing Yi Road (outside Cheung Ching Estate) / Tsing Yi Road (outside Mayfair Garden) / Ching Hong Road
Scenario: future traffic flows, with the planned 2 housing sites and VEC, without the Proposed Development
Assessment Year: 2025 Project Number: 323840 Date: 24/11/2015

Geometric Parameters

Arm	Road (in clockwise order)	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
G	Tsing Yi Road (outside Cheung Ching Estate)	9.0	7.3	20.0	5.0	30	40	0.5
H	Tsing Yi Road (outside Mayfair Garden)	7.3	7.3	25.0	1.0	30	40	0.0
I	Ching Hong Road	10.0	4.5	20.0	10.0	30	40	0.9

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

AM Peak

Arm	To G	To H	To I	Total	q_c
From G	297	348	485	1130	169
From H	333	0	101	434	839
From I	844	112	57	1013	630
Total	1474	460	643	2577	

PM Peak

Arm	To G	To H	To I	Total	q_c
From G	175	318	528	1021	138
From H	299	7	72	378	760
From I	544	74	57	675	481
Total	1018	399	657	2074	

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From G	8.114	0.050	1.476	0.965	2458.595	0.813	2241	2265	1130	1021	0.504	0.451
From H	7.300	0.050	1.476	0.975	2211.900	0.763	1533	1592	434	378	0.283	0.237
From I	6.493	0.050	1.476	0.965	1967.304	0.713	1466	1568	1013	675	0.691	0.430
									maximum		0.691	0.451

Roundabout Analysis

Location: Tsing Yi Road (outside Cheung Ching Estate) / Tsing Yi Road (outside Mayfair Garden) / Ching Hong Road
Scenario: future traffic flows, with the planned 2 housing sites and VEC, with the Proposed Development
Assessment Year: 2025 Project Number: 323840 Date: 24/11/2015

Geometric Parameters

Arm	Road (in clockwise order)	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
G	Tsing Yi Road (outside Cheung Ching Estate)	9.0	7.3	20.0	5.0	30	40	0.5
H	Tsing Yi Road (outside Mayfair Garden)	7.3	7.3	25.0	1.0	30	40	0.0
I	Ching Hong Road	10.0	4.5	20.0	10.0	30	40	0.9

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

AM Peak

Arm	To G	To H	To I	Total	q_c
From G	297	490	485	1272	216
From H	509	0	160	669	839
From I	844	159	57	1060	806
Total	1650	649	702	3001	

PM Peak

Arm	To G	To H	To I	Total	q_c
From G	175	454	528	1157	183
From H	412	7	110	529	760
From I	544	119	57	720	594
Total	1131	580	695	2406	

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From G	8.114	0.050	1.476	0.965	2458.595	0.813	2204	2230	1272	1157	0.577	0.519
From H	7.300	0.050	1.476	0.975	2211.900	0.763	1533	1592	669	529	0.436	0.332
From I	6.493	0.050	1.476	0.965	1967.304	0.713	1345	1490	1060	720	0.788	0.483
									maximum		0.788	0.519

Roundabout Analysis

Location: Tsing Yi Rd (outside Cheung Ching Estate) / Tsing Yi Rd (outside Mayfair Garden) / Ching Hong Rd (enlarged circulatory carriageway)
Scenario: future traffic flows, with the planned 2 housing sites and VEC, without the Proposed Development
Assessment Year: 2025 Project Number: 323840 Date: 24/11/2015

Geometric Parameters

Arm	Road (in clockwise order)	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
G	Tsing Yi Road (outside Cheung Ching Estate)	7.3	7.3	100.0	1.0	34	10	0.0
H	Tsing Yi Road (outside Mayfair Garden)	7.3	7.3	25.0	1.0	34	40	0.0
I	Ching Hong Road	10.0	4.5	20.0	10.0	34	40	0.9

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

AM Peak

Arm	To G	To H	To I	Total	q_c
From G	297	348	485	1130	169
From H	333	0	101	434	839
From I	844	112	57	1013	630
Total	1474	460	643	2577	

PM Peak

Arm	To G	To H	To I	Total	q_c
From G	175	318	528	1021	138
From H	299	7	72	378	760
From I	544	74	57	675	481
Total	1018	399	657	2074	

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From G	7.300	0.074	1.465	1.109	2211.900	0.757	2310	2336	1130	1021	0.489	0.437
From H	7.300	0.074	1.465	0.975	2211.900	0.757	1537	1596	434	378	0.282	0.237
From I	6.493	0.074	1.465	0.965	1967.304	0.707	1469	1571	1013	675	0.690	0.430
									maximum		0.690	0.437

Roundabout Analysis

Location: Tsing Yi Rd (outside Cheung Ching Estate) / Tsing Yi Rd (outside Mayfair Garden) / Ching Hong Rd (enlarged circulatory carriageway)
Scenario: future traffic flows, with the planned 2 housing sites and VEC, with the Proposed Development
Assessment Year: 2025 Project Number: 323840 Date: 24/11/2015

Geometric Parameters

Arm	Road (in clockwise order)	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
G	Tsing Yi Road (outside Cheung Ching Estate)	7.3	7.3	100.0	1.0	34	10	0.0
H	Tsing Yi Road (outside Mayfair Garden)	7.3	7.3	25.0	1.0	34	40	0.0
I	Ching Hong Road	10.0	4.5	20.0	10.0	34	40	0.9

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

AM Peak

Arm	To G	To H	To I	Total	q_c
From G	297	490	485	1272	216
From H	509	0	160	669	839
From I	844	159	57	1060	806
Total	1650	649	702	3001	

PM Peak

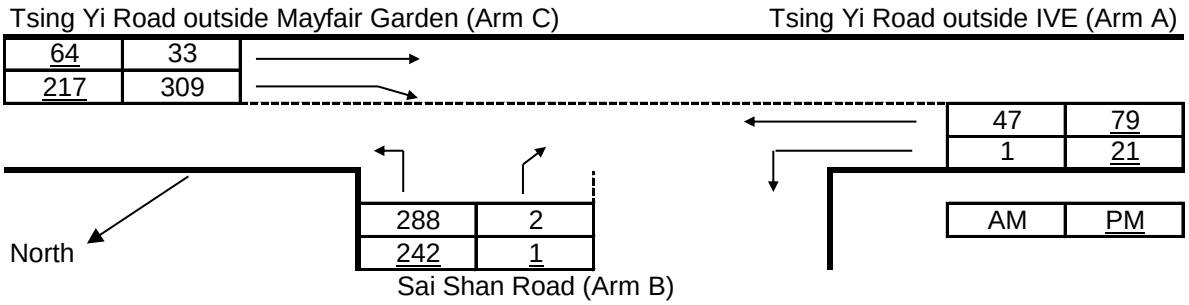
Arm	To G	To H	To I	Total	q_c
From G	175	454	528	1157	183
From H	412	7	110	529	760
From I	544	119	57	720	594
Total	1131	580	695	2406	

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From G	7.300	0.074	1.465	1.109	2211.900	0.757	2271	2298	1272	1157	0.560	0.503
From H	7.300	0.074	1.465	0.975	2211.900	0.757	1537	1596	669	529	0.435	0.332
From I	6.493	0.074	1.465	0.965	1967.304	0.707	1349	1493	1060	720	0.786	0.482
									maximum		0.786	0.503

Priority Junction Analysis

Junction:	Tsing Yi Rd (outside Mayfair Garden) / Tsing Yi Rd (outside IVE) / Sai Shan Road				
Assessment Year	2015	Project Number:	323840	Date:	24/11/2015
Scenario:	Existing Condition				



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

The geometric parameters represented by D, E, F are:

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	16.50	V-rBA	50	w-BA	3.30	D	0.8518
	W-CR	2.00	V-lBA	50	w-BC	3.30	E	0.9323
			V-rBC	80	w-CB	3.65	F	0.9640
			V-rCB	80			Y	0.4308

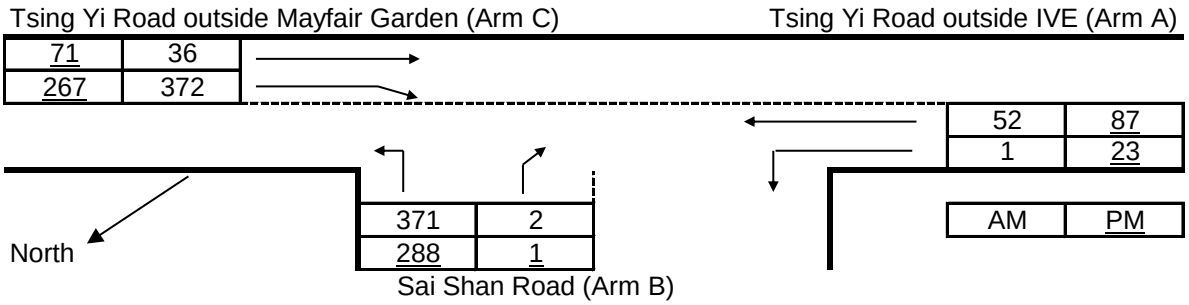
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	33	64	Q-BA	490	499
q-CB	309	217	Q-BC	688	682
q-AB	1	21	Q-CB	711	703
q-AC	47	79	Q-BAC	686	681
q-BA	2	1			
q-BC	288	242			
f	0.993	0.996			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.004	0.002	
B-C	0.419	0.355	
C-B	0.435	0.309	
B-AC	0.423	0.357	(for shared lane CA, CB)
maximum	0.435	0.357	

Priority Junction Analysis

Junction:	Tsing Yi Rd (outside Mayfair Garden) / Tsing Yi Rd (outside IVE) / Sai Shan Road				
Assessment Year	2025	Project Number:	323840	Date:	24/11/2015
Scenario:	future traffic flows, with the planned 2 housing sites and VEC, without the Proposed Development				



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

The geometric parameters represented by D, E, F are:

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	16.50	V-rBA	50	w-BA	3.30	D	0.8518
	W-CR	2.00	V-lBA	50	w-BC	3.30	E	0.9323
			V-rBC	80	w-CB	3.65	F	0.9640
			V-rCB	80			Y	0.4308

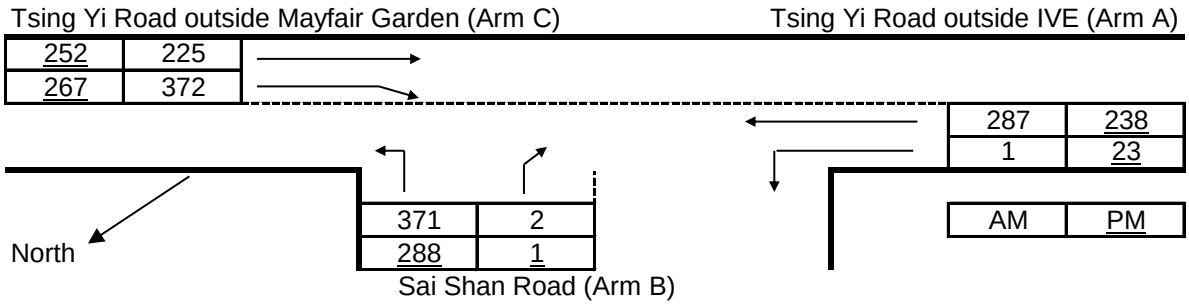
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	36	71	Q-BA	477	488
q-CB	372	267	Q-BC	687	681
q-AB	1	23	Q-CB	710	702
q-AC	52	87	Q-BAC	685	680
q-BA	2	1			
q-BC	371	288			
f	0.995	0.997			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.004	0.002	
B-C	0.540	0.423	
C-B	0.524	0.381	
B-AC	0.544	0.425	(for shared lane CA, CB)
maximum	0.544	0.425	

Priority Junction Analysis

Junction:	Tsing Yi Rd (outside Mayfair Garden) / Tsing Yi Rd (outside IVE) / Sai Shan Road				
Assessment Year	2025	Project Number:	323840	Date:	24/11/2015
Scenario:	future traffic flows, with the planned 2 housing sites and VEC, with the Proposed Development				



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

The geometric parameters represented by D, E, F are:

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	16.50	V-rBA	50	w-BA	3.30	D	0.8518
	W-CR	2.00	V-lBA	50	w-BC	3.30	E	0.9323
			V-rBC	80	w-CB	3.65	F	0.9640
			V-rCB	80			Y	0.4308

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	225	252	Q-BA	430	453
q-CB	372	267	Q-BC	653	658
q-AB	1	23	Q-CB	675	679
q-AC	287	238	Q-BAC	651	657
q-BA	2	1			
q-BC	371	288			
f	0.995	0.997			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.005	0.002	
B-C	0.569	0.437	
C-B	0.551	0.393	
B-AC	0.573	0.440	(for shared lane CA, CB)
maximum	0.573	0.440	

Signal Junction Analysis

Junction: Tsing Yi Rd (outside Mayfair Garden) / Tsing Yi Rd (outside IVE) / Sai Shan Road (signalized junction) Project Number: 323840

Scenario: future traffic flows, with the planned 2 housing sites and VEC, without the Proposed Development

Design Year: 2025 Designed By: Checked By: Date: 24/11/2015

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak					PM Peak				
							Turning %	Sat. Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat. Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y
Tsing Yi Road SB	RT	A2	1	3.65	10.0		100	1843	372	0.202		100	1843	267	0.145	
	SA	A1	1	3.65				1980	38	0.019			1980	72	0.036	
Sai Shan Road	LT	B1	1	3.65	10.0		100	1722	373	0.217	0.217	100	1722	289	0.168	0.168
Tsing Yi Road NB	LT+SA	C1	2	3.65	10.0		2	1974	53	0.027	0.027	21	1920	110	0.057	0.057
pedestrian phase		$D_{(P)}$	3		min crossing time =		8	sec GM +		7		sec FGM =		15	sec	
		$E_{(P)}$	3		min crossing time =		7	sec GM +		6		sec FGM =		13	sec	

Traffic Flow pcu/hr

AM (PM)

373 (289)

372 (267)

38 (72)

N

52 (87)

1 (23)

	AM Peak			PM Peak		
	Check 1	Check 2	Check 3	Check 1	Check 2	Check 3
Sum y	0.244	0.217		0.225		
L (s)	31	37		31		
C (s)	60	60		60		
practical y	0.435	0.345		0.435		
R.C. (%)	78%	59%		93%		

Note:

1		2		3		4		5	
G	I/G	G	I/G	G	I/G	G	I/G	G	I/G
AM	7		8	15	3				
	7	5	8	15	3				
PM	7		8	15	3				

Signal Junction Analysis

Junction: Tsing Yi Rd (outside Mayfair Garden) / Tsing Yi Rd (outside IVE) / Sai Shan Road (signalized junction) Project Number: 323840

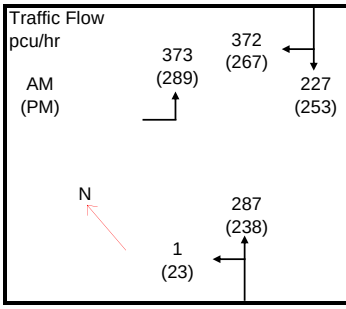
Scenario: future traffic flows, with the planned 2 housing sites and VEC, with the Proposed Development

Design Year: 2025 Designed By: Checked By: Date: 24/11/2015

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak					PM Peak				
							Turning %	Sat. Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat. Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y
Tsing Yi Road SB	RT	A2	1	3.65	10.0		100	1843	372	0.202		100	1843	267	0.145	
	SA	A1	1	3.65				1980	227	0.115			1980	253	0.128	
Sai Shan Road	LT	B1	1	3.65	10.0		100	1722	373	0.217	0.217	100	1722	289	0.168	0.168
Tsing Yi Road NB	LT+SA	C1	2	3.65	10.0		0	1979	288	0.146	0.146	9	1954	261	0.134	0.134
pedestrian phase		$D_{(P)}$	3		min crossing time =		8	sec GM +		7		sec FGM =		15	sec	
		$E_{(P)}$	3		min crossing time =		7	sec GM +		6		sec FGM =		13	sec	

Traffic Flow pcu/hr

AM (PM)



	AM Peak			PM Peak		
	Check 1	Check 2	Check 3	Check 1	Check 2	Check 3
Sum y	0.362			0.302		
L (s)	31			31		
C (s)	60			60		
practical y	0.435			0.435		
R.C. (%)	20%			44%		

Note:

1		2		3		4		5	
G	I/G	G	I/G	G	I/G	G	I/G	G	I/G
AM	7		8	15	3				
PM	7		8	15	3				

Appendix B

Working Paper on Sensitivity Test for Possible Additional Vehicular Access at Tsing Hung Road

B1 Introduction

B1.1 Background

B1.1.1 It is planned to construct a public rental housing estate with 5 building blocks tentatively (the "Proposed Development") at Tsing Yi Road, Tsing Yi Area 22B. The proposed vehicular access for the Proposed Development is located at the cul-de-sac of the Tsing Yi Road, to the south of the Hong Kong Institute of Vocational Education. The travelling distance between the proposed vehicular access and Tsing Yi Interchange (which connects Kwai Chung via Tsing Yi Bridge) is about 800m or 2 minutes' travelling time.

B1.1.2 During the exercise of conducting the traffic impact assessment, it was required to evaluate the worthiness of having a possible additional vehicular access at Tsing Hung Road. The possible additional vehicular access would lead traffic to Tsing Yi Interchange or Tsing Sha Highway via the signalized junction of Tsing Yi Road / Tsing Hung Road and the roundabout of Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Sha Highway.

B1.1.3 This working paper will review the possible additional vehicular access and assess the associated traffic impact.

B1.2 Scope of the Study

B1.2.1 The main objectives of this study are as follows:

- To review the existing traffic condition in the vicinity of Tsing Hung Road;
- To examine the traffic impact of the Proposed Development to the local road network due to the possible additional vehicular access; and
- To identify any deficiencies in the road network in accommodating the expected additional traffic associated with the Proposed Development.

B2 The Existing Situation

B2.1 The Road Network

B2.1.1 Tsing Hung Road is a single carriageway with 2 to 4 traffic lanes. To the north end of the road, there is a small roundabout, with a development access to Rambler Crest. Since the north end of the road serves only Rambler Crest, limited traffic is observed. Other than Rambler Crest, no development access is currently found at the north end of Tsing Hung Road. To the south end, Tsing Hung Road connects with Tsing Yi Road in the form of a signal junction. The existing traffic flows along Tsing Hung Road is found to be low.

B2.1.2 The section of Tsing Yi Road between Tsing Yi Interchange and Tsing Yi Road West mainly serve the traffic for the Kwai Chung Container Terminal 9 and the industrial areas at the south and the west portions of Tsing Yi Island, including Nam Wan Kok, Nam Wan, and Sai Tso Wan. Tsing Yi Road (near Kwai Chung Container Terminal 9 and Nam Wan Kok) is a dual two carriageway; while the section near Nam Wan and Sai Tso Wan is a single two carriageway. Most vehicles using Tsing Yi Road are heavy goods vehicles.

B2.1.3 A large roundabout is located at the junction of Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Sha Highway.

B2.1.4 In view of the presence of the existing Kwai Chung Container Terminal 9 and other industrial developments in the south and the west areas of Tsing Yi Island, a large amount of container trucks and other goods vehicles is observed at Tsing Yi Road, Tsing Yi Hong Wan Road and Tsing Sha Highway.

B2.2 Public Transport Facilities

B2.2.1 No public transport routes operate along Tsing Hung Road.

B2.2.2 Only 1 minibus route (NTGMB 88M) operates along Tsing Yi Road. This minibus route serves between Kwai Fong Railway Station and Sai Tso Wan Road (Hong Kong United Dockyard).

B3 The Possible Additional Vehicular Access

B3.1 The Location of the Vehicular Access

B3.1.1 In view of the site boundary of the Proposed Development (refer to Figure MMH/323840/TIA_FR_RD/1.1 of the TIA report), the possible additional vehicular access would be located near the north end of Tsing Hung Road

B3.2 Comparison of The Routings

B3.2.1 A comparison of the routings from the Proposed Development to several locations via different vehicular accesses is shown in Table B3.1.

Table B3.1 Comparison of the Routings from Different Vehicular Access

Items	From the Tsing Yi Road Access (the originally proposed access)	From the Tsing Hung Road Access (the possible additional access)
	To Tsing Yi Interchange	
Approximate Travelling Distance and Time	800 m 2 minutes	1,500 m 3 minutes
	To Tsing Ma Bridge	
Approximate Travelling Distance and Time	4,300 m 7 minutes (via Ching Hong Road)	6,800 m 7 minutes (via Nam Wan Tunnel)
	To West Kowloon Highway near Tsing Sha Highway	
Approximate Travelling Distance and Time	5,700 m 7 minutes (via Tsing Yi Bridge (South))	6,700 m 6 minutes (via Tsing Sha Highway and Stonecutters Bridge)

B3.2.2 It can be seen that the possible additional access at Tsing Hung Road does not significantly prevail the Tsing Yi Road access in terms of travelling distance and time.

B4 The Traffic Impact

B4.1 Assessment Junctions

B4.1.1 In order to assess the traffic impact due to the provision of possible additional vehicular access, junction capacity analysis is conducted for the 2 junctions:

- roundabout of Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Sha Highway; and
- junction of Tsing Yi Road / Tsing Hung Road.

B4.2 Assessment Year

B4.2.1 In view that (i) the Proposed Development is expected to be completed in around 2019/2020 – 2020/2021, and (ii) the traffic study "Traffic Impact Assessment for Long-term Logistics Development in Kwai Tsing Area" has produced the 2026 traffic flows at the above 2 assessment junctions, year 2026 is adopted as the assessment year.

B4.3 2026 Junction Operational Performance

B4.3.1 With reference to the 2026 traffic flows in the aforesaid traffic study, year 2026 junction capacity analysis for the scenarios without and with the Proposed Development was conducted.

B4.3.2 The results of the junction capacity analysis are summarised in Table B4.1.

Table B4.1 2026 Junction Operational Performance

Junction	Type and Indicator	Without the Proposed Development		With the Proposed Development	
		AM Peak	PM Peak	AM Peak	PM Peak
Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Sha Highway	RA / RFC	0.970	0.847	1.015	0.866
Tsing Yi Road / Tsing Hung Road	Signal / RC	24%	11%	21%	4%

Note: RA - roundabout
RFC - Ratio-of-Flow to Capacity
RC - Reserve Capacity

B4.3.3 The above results indicate that (i) even without the Proposed Development, the roundabout of Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Sha Highway would operate at near capacity level in 2026; (ii) the traffic associated with the Proposed Development generated via the possible additional vehicular access would further worsen the junction performance; and (iii) with the traffic associated with the Proposed Development generated via the possible additional vehicular access, the roundabout of Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Sha Highway would operate over capacity.

B5 Conclusion

B5.1 Overall Conclusion

B5.1.1 The possible additional access at Tsing Hung Road does not significantly prevail the Tsing Yi Road access in terms of travelling distance and time

B5.1.2 The roundabout of Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Sha Highway in 2026 will operate almost at capacity. Additional traffic flows due to the provision of the possible additional vehicular access at Tsing Hung Road would further worsen the operational capacity to an unacceptable level. The roundabout will not have sufficient capacity to accommodate the additional traffic generated by the Proposed Development via the possible additional vehicular access at Tsing Hung Road.

B5.1.3 The possible additional vehicular access at Tsing Hung Road is undesirable from traffic engineering point of view.

Roundabout Analysis

Location: Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Yi Road / Tsing Sha Highway
Scenario: future traffic flows, without the Proposed Development
Assessment Year: 2026 Project Number: 323840 Date: 24/11/2015

Geometric Parameters

Arm	Road (in clockwise order)	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
N	Tsing Yi Road (North of RA)	10.0	6.4	35.0	15.0	103	42	0.4
O	Tsing Yi Hong Wan Road	13.0	7.3	40.0	20.0	103	42	0.5
P	Tsing Yi Road (South of RA)	12.0	7.3	55.0	10.0	103	30	0.8
Q	Tsing Sha Highway	9.0	7.3	65.0	5.0	103	6	0.5

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

AM Peak

Arm	To N	To O	To P	To Q	Total	q_c
From N	0	0	830	180	1010	1635
From O	945	250	105	740	2040	1510
From P	830	95	40	400	1365	2125
From Q	100	790	450	10	1350	2160
Total	1875	1135	1425	1330	5765	

PM Peak

Arm	To N	To O	To P	To Q	Total	q_c
From N	5	0	690	140	835	1390
From O	850	275	80	680	1885	1315
From P	840	75	50	340	1305	1960
From Q	125	560	420	10	1115	2095
Total	1820	910	1240	1170	5140	

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From N	8.436	73.700	1.007	0.979	2556.168	0.568	1594	1730	1010	835	0.634	0.483
From O	10.281	73.700	1.007	0.983	3115.195	0.646	2103	2227	2040	1885	0.970	0.847
From P	9.177	73.700	1.007	1.031	2780.630	0.599	1554	1656	1365	1305	0.879	0.788
From Q	8.114	73.700	1.007	1.117	2458.595	0.554	1409	1449	1350	1115	0.958	0.770
									maximum		0.970	0.847

Roundabout Analysis

Location: Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Yi Road / Tsing Sha Highway
Scenario: future traffic flows, with the Proposed Development and Additional access at Tsing Hung Road
Assessment Year: 2026 Project Number: 323840 Date: 24/11/2015

Geometric Parameters

Arm	Road (in clockwise order)	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
N	Tsing Yi Road (North of RA)	10.0	6.4	35.0	15.0	103	42	0.4
O	Tsing Yi Hong Wan Road	13.0	7.3	40.0	20.0	103	42	0.5
P	Tsing Yi Road (South of RA)	12.0	7.3	55.0	10.0	103	30	0.8
Q	Tsing Sha Highway	9.0	7.3	65.0	5.0	103	6	0.5

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

AM Peak

Arm	To N	To O	To P	To Q	Total	q_c
From N	0	0	875	180	1055	1680
From O	945	250	105	740	2040	1600
From P	885	95	40	456	1476	2125
From Q	100	790	495	10	1395	2215
Total	1930	1135	1515	1386	5966	

PM Peak

Arm	To N	To O	To P	To Q	Total	q_c
From N	5	0	729	140	874	1428
From O	850	275	80	680	1885	1392
From P	874	75	50	375	1374	1960
From Q	125	560	458	10	1153	2129
Total	1854	910	1317	1205	5286	

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From N	8.436	73.700	1.007	0.979	2556.168	0.568	1569	1709	1055	874	0.672	0.511
From O	10.281	73.700	1.007	0.983	3115.195	0.646	2046	2178	2040	1885	0.997	0.866
From P	9.177	73.700	1.007	1.031	2780.630	0.599	1554	1656	1476	1374	0.950	0.830
From Q	8.114	73.700	1.007	1.117	2458.595	0.554	1375	1428	1395	1153	1.015	0.808
									maximum		1.015	0.866

Signal Junction Analysis

Junction: Tsing Yi Road / Tsing Hung Road Project Number: 323840

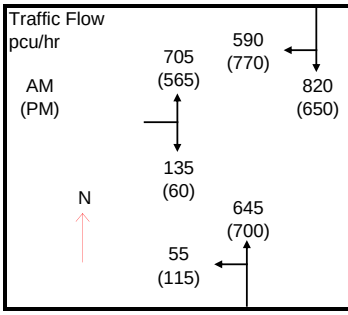
Scenario: future traffic flows, without the Proposed Development

Design Year: 2026 Designed By: Checked By: Date: 07 July 2015

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Tsing Yi Road SB	SA	A1	1	3.50				1965	396	0.202			1965	314	0.160	
	SA	A2	1	3.50				2105	424	0.201			2105	336	0.160	
	RT	B1	4,1	3.50	15.0		100%	1914	590	0.308	0.308	100%	1914	770	0.402	0.402
Tsing Hung Road	LT	C1	4,1,2	3.65	30.0		100%	1886	705	0.374		100%	1886	565	0.300	
	RT	D1	2	3.65	15.0		100%	1927	135	0.070	0.070	100%	1927	60	0.031	
Tsing Yi Road NB	ST+SA	E1	3	3.65	30.0		16%	1964	337	0.172	0.172	29%	1951	391	0.200	0.200
	SA	E2	3	3.65			0%	2120	363	0.171		0%	2120	424	0.200	
pedestrian phase		$F_{(P)}$	3		min crossing time =		5	sec GM +		5	sec FGM =		10	sec		
		$G_{(P)}$	3		min crossing time =		7	sec GM +		5	sec FGM =		12	sec		
		$H_{(P)}$	4,1,2		min crossing time =		5	sec GM +		5	sec FGM =		10	sec		
		$I_{(P)}$	4		min crossing time =		10	sec GM +		7	sec FGM =		17	sec		

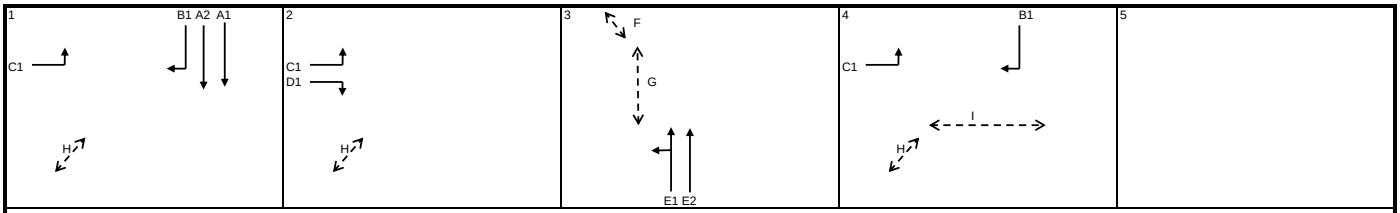
Traffic Flow pcu/hr

AM (PM)



	AM Peak Check 1	AM Peak Check 2	AM Peak Check 3	PM Peak Check 1	PM Peak Check 2	PM Peak Check 3
Sum y	0.550	0.443		0.603	0.391	
L (s)	18	35		23	35	
C (s)	90	90		90	90	
practical y	0.720	0.550		0.670	0.550	
R.C. (%)	31%	24%		11%	41%	

Note:



	G	I/G	G	I/G	G	I/G	G	I/G	G	I/G
AM		6		6		6				
		6		6		4	17	2		
PM		6	5	6		6				
		6		6		4	17	2		

Signal Junction Analysis

Junction: Tsing Yi Road / Tsing Hung Road Project Number: 323840

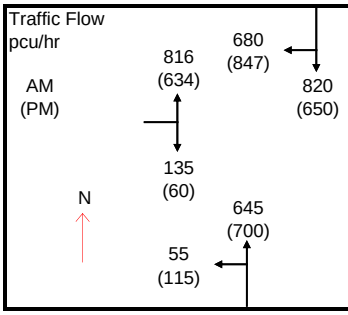
Scenario: future traffic flows, with the Proposed Development and Additional access at Tsing Hung Road

Design Year: 2026 Designed By: Checked By: Date: 07 July 2015

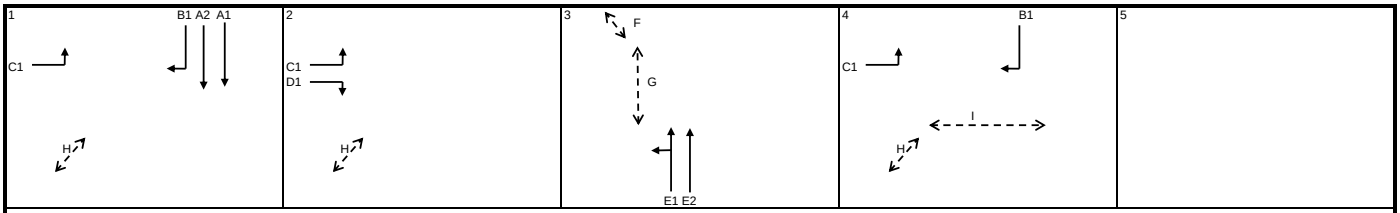
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Tsing Yi Road SB	SA	A1	1	3.50				1965	396	0.202			1965	314	0.160	
	SA	A2	1	3.50				2105	424	0.201			2105	336	0.160	
	RT	B1	4,1	3.50	15.0		100%	1914	680	0.355	0.355	100%	1914	847	0.443	0.443
Tsing Hung Road	LT	C1	4,1,2	3.65	30.0		100%	1886	816	0.433		100%	1886	634	0.336	
	RT	D1	2	3.65	15.0		100%	1927	135	0.070	0.070	100%	1927	60	0.031	
Tsing Yi Road NB	ST+SA	E1	3	3.65	30.0		16%	1964	337	0.172	0.172	29%	1951	391	0.200	0.200
	SA	E2	3	3.65			0%	2120	363	0.171		0%	2120	424	0.200	
pedestrian phase		$F_{(P)}$	3		min crossing time =		5	sec GM +		5	sec FGM =		10	sec		
		$G_{(P)}$	3		min crossing time =		7	sec GM +		5	sec FGM =		12	sec		
		$H_{(P)}$	4,1,2		min crossing time =		5	sec GM +		5	sec FGM =		10	sec		
		$I_{(P)}$	4		min crossing time =		10	sec GM +		7	sec FGM =		17	sec		

Traffic Flow pcu/hr

AM (PM)



	AM Peak Check 1	AM Peak Check 2	AM Peak Check 3	PM Peak Check 1	PM Peak Check 2	PM Peak Check 3
Sum y	0.597	0.443		0.643	0.391	
L (s)	18	35		23	35	
C (s)	90	90		90	90	
practical y	0.720	0.550		0.670	0.550	
R.C. (%)	21%	24%		4%	41%	



	G	I/G	G	I/G	G	I/G	G	I/G	G	I/G
AM		6		6		6				
		6		6		4	17	2		
PM		6	5	6		6				
		6		6		4	17	2		

Appendix C

Working Paper on Franchised Bus and Scheduled Minibus Occupancy Survey at Tsing Yi Road outside Cheung Ching Estate

C1 Introduction

C1.1 Background

C1.1.1 It is planned to construct a public rental housing estate with 5 building blocks tentatively (the "Proposed Development") at Tsing Yi Road, Tsing Yi Area 22B. It is planned to provide two pedestrian accesses for the Proposed Development, one at Tsing Yi Road cul-de-sac in connection with a proposed vehicular access, and the other one at Tsing Yi Road to the east of Sai Shan Road via a proposed retail complex.

C1.1.2 Some 20 franchised bus and scheduled minibus routes currently operate along Tsing Yi Road, Sai Shan Road and Ching Hong Road. The stops of these road based public transport services are within 300m from the Proposed Development. Since these public transport routes reach various districts throughout the territory, such as Tsing Yi Island, Kwai Fong, Tsuen Wan, Sha Tin, Kowloon East, Kowloon South, Hong Kong Island, the airport, the connectivity and the accessibility provided by these routes are sufficient. It is expected that the existing public transport services would be able to absorb the additional demand on the road based public transport services by the Proposed Development by adjusting the frequency of the existing routes.

C1.1.3 During the exercise of conducting the traffic impact assessment, it was required to conduct an occupancy survey to record the existing occupancy of the franchised bus and scheduled minibus routes (outbound direction towards Kwai Chung) currently operating along Tsing Yi Road outside Cheung Ching Estate.

C1.1.4 This working paper will present the survey information and the findings from the survey.

C1.2 Scope of the Survey

C1.2.1 The main objectives of this survey are as follows:

- To collect the vehicle occupancy of each observed franchised bus and scheduled minibus trip and the number of queuing passenger left behind at the AM peak for 1 typical weekday;
- To tabulate the data in an appropriate table format; and
- To summarise the results.

C2 The Survey

C2.1 Location and Time Period of the Survey

C2.1.1 The survey was conducted at the bus stop located at Tsing Yi Road outside Cheung Ching Estate towards Kwai Chung from 0645 to 0929 hours on Tuesday 28 April 2015.

C2.1.2 The bus stop was selected as the survey location because (i) the location is the peak loading point of the outbound trips (towards Kwai Chung) for the franchised bus and the scheduled minibus routes in the vicinity of the Proposed Development.

C2.1.3 It is believed that the survey period (0645 - 0929 hours) would cover the AM peak of the public transport demand on the outbound services.

C2.2 Surveyed Public Transport Routes

C2.2.1 The route numbers and the routings of the surveyed franchised bus and the scheduled minibus routes are shown in Table C2.1.

Table C2.1 Surveyed Public Transport Routes

Route	Origin	Destination
KMB 42	Cheung Hong	Shun Lee
KMB 42A	Cheung Hang	Jordan (To Wah Road)
KMB 43	Cheung Hong	Tsuen Wan West Railway Station
KMB 43A	Cheung Wang	Shek Lei (Tai Loong Street)
KMB 43C	Cheung Hong	Island Harbourview
KMB 43M	Cheung Ching	Kwai Fong Railway Station
KMB 242X	Cheung Hang	Tsim Sha Tsui
KMB 243P	Mayfair Garden	Discovery Park
KMB 249X	Tsing Yi Railway Station	Sha Tin Central
KMB / NWFB 948	Cheung On	Causeway Bay (Tin Hau)
KMB / NWFB 948P	Cheung On	Causeway Bay (Tin Hau)
KMB X42C	Cheung Hang	Lam Tin Railway Station
NTGMB 88C	Mayfair Garden	Kwai Fong Station
NTGMB 88D	Tivoli Garden	Kwai Fong Station
NTGMB 88G	Rambler Crest	Kwai Fong Station
NTGMB 88M	Sai Tso Wan Road	Kwai Fong Station
NTGMB 405	Cheung Hang	Lai King South

Note: KMB: Kowloon Motor Bus
NWFB: New World First Bus
NTGMB: New Territories Green Minibus

C2.3 Data Collection

C2.3.1 The following data of each observed franchised bus and the scheduled minibus trip were collected during the survey:

- arrival time;
- route number;

- number of boarding passengers;
- number of alighting passengers;
- vehicle occupancy when the vehicles left the stop;
- number of passengers left behind the vehicle trip; and
- carrying capacity of the vehicle trip.

C3 The Data Analysis

C3.1 Observed Data

C3.1.1 The number of boarding passengers of all surveyed routes is presented in Table C3.1.

Table C3.1 Number of Boarding Passengers of All Surveyed Routes

15-Minute Interval	Number of Boarding Passengers	30-Minute Interval	Number of Boarding Passengers	1-Hour Interval	Number of Boarding Passengers
06:45 - 06:59	81	-	-	-	-
07:00 - 07:14	99	06:45 - 07:14	180	-	-
07:15 - 07:29	138	07:00 - 07:29	237	-	-
07:30 - 07:44	129	07:15 - 07:44	267	06:45 - 07:44	447
07:45 - 07:59	128	07:30 - 07:59	257	07:00 - 07:59	494
08:00 - 08:14	**212**	07:45 - 08:14	340	07:15 - 08:14	607
08:15 - 08:29	188	**08:00 - 08:29**	**400**	07:30 - 08:29	657
08:30 - 08:44	148	08:15 - 08:44	336	**07:45 - 08:44**	**676**
08:45 - 08:59	103	08:30 - 08:59	251	08:00 - 08:59	651
09:00 - 09:14	90	08:45 - 09:14	193	08:15 - 09:14	529
09:15 - 09:29	65	09:00 - 09:29	155	08:30 - 09:29	406

Note: Figures in bold type represent the peak number of boarding passengers in the associated time interval.

C3.1.2 It could be found that the overall hourly peak passenger demand occurred at 07:45-08:44 hours, with the peak 15-minute at 08:00-08:14 hours.

C3.1.3 The number of boarding passengers of the individual routes is presented in Table C3.2.

Table C3.2 Number of Boarding Passengers of Individual Route

Time Interval	KMB 42	KMB 42A	KMB 43	KMB 43A	KMB 43C	KMB 43M	KMB 242X	KMB 243P	KMB 249X	KMB / NWFB 948	KMB / NWFB 948P	KMB X42C	NT GMB 88C	NT GMB 88D	NT GMB 88G	NT GMB 88M	NT GMB 405	Total
15-Minute Interval																		
06:45 - 06:59	3	22	5	10	3	11	0	0	0	0	0	0	0	19	0	8	0	81
07:00 - 07:14	0	31	8	3	10	32	0	0	9	0	0	0	0	2	0	0	4	99
07:15 - 07:29	6	18	**42**	23	8	3	0	**25**	0	0	0	0	0	0	0	11	2	138
07:30 - 07:44	6	34	16	37	10	5	0	0	11	7	0	0	0	0	0	3	0	129
07:45 - 07:59	6	20	13	20	19	10	0	0	0	28	0	0	0	4	0	8	0	128
08:00 - 08:14	**16**	**35**	12	8	26	5	**9**	23	**14**	15	6	**21**	0	4	0	18	0	**212**
08:15 - 08:29	0	24	9	**41**	6	**33**	3	0	0	**53**	**16**	0	0	0	0	0	3	188
08:30 - 08:44	13	31	26	13	**34**	12	0	0	7	0	0	0	0	6	0	6	0	148
08:45 - 08:59	5	28	20	19	12	9	0	0	5	0	0	0	0	5	0	0	0	103
09:00 - 09:14	5	32	14	5	3	12	0	0	0	0	0	0	5	2	2	10	0	90
09:15 - 09:29	0	20	3	15	0	1	0	0	6	0	0	0	0	6	0	14	0	65
30-Minute Interval																		
06:45 - 07:14	3	53	13	13	13	43	0	0	9	0	0	0	0	21	0	8	4	180
07:00 - 07:29	6	49	50	26	18	35	0	**25**	9	0	0	0	0	2	0	11	6	237
07:15 - 07:44	12	52	**58**	**60**	18	8	0	**25**	11	7	0	0	0	0	0	14	2	267
07:30 - 07:59	12	54	29	57	29	15	0	0	11	35	0	0	0	4	0	11	0	257
07:45 - 08:14	**22**	55	25	28	45	15	9	23	**14**	43	6	**21**	0	8	0	26	0	340
08:00 - 08:29	16	59	21	49	32	38	**12**	23	**14**	**68**	**22**	**21**	0	4	0	18	3	**400**
08:15 - 08:44	13	55	35	54	40	**45**	3	0	7	53	16	0	0	6	0	6	3	336
08:30 - 08:59	18	59	46	32	**46**	21	0	0	12	0	0	0	0	11	0	6	0	251
08:45 - 09:14	10	**60**	34	24	15	21	0	0	5	0	0	0	5	7	2	10	0	193
09:00 - 09:29	5	52	17	20	3	13	0	0	6	0	0	0	5	8	2	24	0	155

Time Interval	KMB 42	KMB 42A	KMB 43	KMB 43A	KMB 43C	KMB 43M	KMB 242X	KMB 243P	KMB 249X	KMB / NWFB 948	KMB / NWFB 948P	KMB X42C	NT GMB 88C	NT GMB 88D	NT GMB 88G	NT GMB 88M	NT GMB 405	Total
1-Hour Interval																		
06:45 - 07:44	15	105	71	73	31	51	0	25	20	7	0	0	0	21	0	22	6	447
07:00 - 07:59	18	103	79	83	47	50	0	25	20	35	0	0	0	6	0	22	6	494
07:15 - 08:14	34	107	**83**	88	63	23	9	**48**	25	50	6	**21**	0	8	0	40	2	607
07:30 - 08:29	28	113	50	**106**	61	53	**12**	23	25	**103**	**22**	**21**	0	8	0	29	3	657
07:45 - 08:44	**35**	110	60	82	**85**	60	**12**	23	21	96	**22**	**21**	0	14	0	32	3	**676**
08:00 - 08:59	34	**118**	67	81	78	59	**12**	23	**26**	68	**22**	**21**	0	15	0	24	3	651
08:15 - 09:14	23	115	69	78	55	**66**	3	0	12	53	16	0	5	13	2	16	3	529
08:30 - 09:29	23	111	63	52	49	34	0	0	18	0	0	0	5	19	2	30	0	406
Entire Survey Period																		
06:45 - 09:29	60	295	168	194	131	133	12	48	52	103	22	21	5	48	2	78	9	1381
Total	1239												142					1381
Split (%)	4.8%	23.8%	13.6%	15.7%	10.6%	10.7%	1.0%	3.9%	4.2%	8.3%	1.8%	1.7%	3.5%	33.8%	1.4%	54.9%	6.3%	-
Total	100%												100%					-

Note: KMB: Kowloon Motor Bus
NWFB: New World First Bus
NTGMB: New Territories Green Minibus
Figures in bold type represent the peak numbers of boarding passengers. The peak numbers of boarding passengers for the scheduled minibus routes had no significant reference values and were not highlighted because most minibus trips were full in capacity when they arrived at the surveyed bus stop.

C3.1.4 The observed vehicle trips of each bus and minibus route are presented in Table C3.2. Those vehicle trips falling into the hourly peak passenger demand peak (07:45-08:44 hours) are shown in bold type for easy reference.

Table C3.2 Observed Vehicle trips

Vehicle Arrival Time	Number of Alighting Passengers	Number of Boarding Passengers	Carrying Capacity of the Vehicle	Vehicle Occupancy after Alighting and Boarding	Number of Passengers Left in the Queue
KMB 42					
06:55	0	3	135	20%	0
07:16	0	6	135	10%	0
07:31	0	6	131	70%	0
07:51	0	6	135	70%	0
08:14	0	16	135	50%	0
08:34	0	13	131	50%	0
08:50	0	5	135	20%	0
09:10	0	5	131	20%	0
KMB 42A					
06:47	0	9	126	80%	0
06:53	0	12	126	80%	0
06:57	0	1	138	60%	0
07:02	0	9	138	80%	0
07:08	0	18	138	90%	2
07:10	0	4	126	80%	0
07:15	0	11	129	80%	0
07:21	0	3	138	80%	0
07:23	0	4	138	70%	0
07:30	0	13	124	100%	2
07:33	0	9	123	70%	0
07:39	0	6	138	70%	0
07:43	0	6	104	95%	0
07:51	0	8	126	100%	1
07:53	1	3	138	60%	0
07:58	0	9	134	80%	1
08:02	0	8	136	90%	0
08:08	0	3	111	100%	17
08:09	0	24	124	70%	0
08:20	0	9	138	100%	6
08:20	0	14	126	90%	0
08:21	0	1	126	60%	0
08:22	1	0	124	50%	0
08:30	1	2	128	100%	8
08:34	0	11	134	90%	0
08:39	0	12	138	100%	0

Vehicle Arrival Time	Number of Alighting Passengers	Number of Boarding Passengers	Carrying Capacity of the Vehicle	Vehicle Occupancy after Alighting and Boarding	Number of Passengers Left in the Queue
08:40	0	6	138	60%	0
08:46	0	7	137	70%	0
08:53	0	21	124	60%	0
08:53	0	0	138	50%	0
09:01	2	8	138	50%	0
09:05	1	11	138	60%	0
09:09	0	5	138	20%	0
09:14	0	8	126	80%	0
09:20	1	13	126	90%	0
09:26	0	7	126	50%	0
KMB 43					
06:52	0	5	124	20%	0
07:05	0	8	124	50%	0
07:19	3	31	124	80%	0
07:29	0	11	124	50%	0
07:39	1	16	124	70%	0
07:49	1	13	124	80%	0
08:00	0	1	124	30%	0
08:11	0	11	124	70%	0
08:26	1	9	124	50%	0
08:30	0	5	124	60%	0
08:38	1	21	124	90%	0
08:47	1	13	132	40%	0
08:58	0	7	124	20%	0
09:06	1	14	124	40%	0
09:19	1	3	124	10%	0
KMB 43A					
06:50	1	7	133	50%	0
06:58	1	3	124	30%	0
07:08	2	3	133	40%	0
07:17	2	12	124	95%	0
07:20	2	2	133	70%	0
07:25	2	9	133	80%	0
07:30	3	8	113	60%	0
07:34	2	13	137	95%	0
07:37	1	4	124	90%	0
07:41	1	12	137	90%	0
07:48	1	14	124	80%	0
07:58	1	6	124	90%	0
08:06	0	8	124	80%	0
08:19	2	19	124	95%	5

Vehicle Arrival Time	Number of Alighting Passengers	Number of Boarding Passengers	Carrying Capacity of the Vehicle	Vehicle Occupancy after Alighting and Boarding	Number of Passengers Left in the Queue
08:25	0	8	124	70%	0
08:27	0	14	133	80%	0
08:35	0	9	124	95%	4
08:39	5	4	124	70%	0
08:45	4	12	133	60%	0
08:50	8	2	133	30%	0
08:55	1	5	133	30%	0
09:08	0	5	124	30%	0
09:18	0	7	124	20%	0
09:20	0	0	124	10%	0
09:29	2	8	124	20%	0
KMB 43C					
06:56	0	3	124	60%	0
07:03	0	4	124	80%	0
07:11	0	6	124	60%	0
07:20	0	8	124	70%	0
07:30	0	6	124	80%	0
07:38	0	4	124	80%	0
07:46	0	12	124	90%	0
07:55	0	7	124	70%	0
08:03	0	7	124	70%	0
08:14	0	19	124	80%	0
08:21	0	6	124	60%	0
08:31	0	26	124	90%	0
08:40	1	8	124	70%	0
08:46	0	4	124	50%	0
08:57	0	8	124	50%	0
09:08	0	3	124	20%	0
KMB 43M					
06:46	0	6	124	10%	0
06:59	1	5	75	10%	0
07:14	0	32	75	90%	0
07:28	0	3	124	20%	0
07:38	0	5	75	50%	0
07:52	0	10	75	60%	0
08:07	0	5	124	50%	0
08:20	0	12	75	70%	0
08:26	0	21	75	100%	0
08:44	0	12	124	10%	0
08:52	0	9	75	90%	0
09:06	0	12	75	70%	0

Vehicle Arrival Time	Number of Alighting Passengers	Number of Boarding Passengers	Carrying Capacity of the Vehicle	Vehicle Occupancy after Alighting and Boarding	Number of Passengers Left in the Queue
09:20	0	1	124	10%	0
KMB 242X					
08:01	1	9	126	60%	0
08:20	1	3	124	40%	0
KMB 243P					
07:27	0	25	109	60%	0
08:10	0	23	122	80%	0
KMB 249X					
07:00	0	9	133	80%	0
07:32	0	11	133	70%	0
08:05	0	14	124	100%	2
08:30	0	7	124	70%	0
08:59	0	5	133	60%	0
09:29	0	6	133	40%	0
KMB / NWFB 948					
07:39	0	7	133	100%	2
07:49	0	0	133	100%	1
07:52	0	17	124	90%	0
07:58	0	11	137	90%	0
08:05	0	15	137	90%	0
08:12	0	0	133	100%	2
08:15	0	14	133	80%	16
08:18	0	7	133	40%	0
08:23	0	10	137	90%	2
08:26	0	13	129	80%	0
08:28	0	6	133	70%	0
08:29	0	3	137	40%	0
KMB / NWFB 948P					
08:00	0	6	118	70%	0
08:16	0	16	134	90%	3
KMB X42C					
08:07	0	11	134	70%	4
08:12	0	10	134	80%	0
NTGMB 88C					
07:01	0	0	16	100%	0
07:10	0	0	16	100%	9

Vehicle Arrival Time	Number of Alighting Passengers	Number of Boarding Passengers	Carrying Capacity of the Vehicle	Vehicle Occupancy after Alighting and Boarding	Number of Passengers Left in the Queue
07:20	0	0	16	100%	0
07:27	0	0	16	100%	0
07:32	0	0	16	100%	0
07:38	0	0	16	100%	0
07:45	0	0	16	100%	0
07:53	0	0	16	100%	0
08:02	0	0	16	100%	0
08:08	0	0	16	100%	0
08:12	0	0	16	100%	0
08:14	0	0	16	0%	0
08:15	0	0	16	100%	0
08:21	0	0	16	100%	0
08:21	0	0	16	100%	0
08:24	0	0	16	100%	0
08:26	0	0	16	100%	0
08:29	0	0	16	100%	0
08:31	0	0	16	100%	0
08:35	0	0	16	100%	0
08:42	0	0	16	100%	0
08:42	0	0	16	0%	0
08:43	0	0	16	100%	0
08:46	0	0	16	100%	0
08:48	0	0	16	100%	0
08:51	0	0	16	100%	0
08:55	0	0	16	94%	0
09:01	0	2	16	31%	0
09:01	0	0	16	50%	0
09:05	0	0	16	0%	0
09:05	0	0	16	100%	0
09:07	0	3	16	94%	0
09:12	0	0	16	100%	0
09:16	0	0	16	100%	0
09:17	0	0	16	100%	0
09:20	0	0	16	100%	1
09:21	0	0	16	100%	0
09:26	0	0	16	100%	0
09:27	0	0	16	100%	0
NTGMB 88D					
06:47	0	0	16	100%	0
06:49	0	0	16	81%	0
06:50	1	1	16	100%	1
06:50	0	9	16	75%	0

Vehicle Arrival Time	Number of Alighting Passengers	Number of Boarding Passengers	Carrying Capacity of the Vehicle	Vehicle Occupancy after Alighting and Boarding	Number of Passengers Left in the Queue
06:53	0	1	16	100%	1
06:54	0	6	16	88%	0
06:55	0	1	16	100%	0
06:55	0	1	16	56%	0
06:56	0	0	16	50%	0
06:56	0	0	16	50%	0
06:58	0	0	16	100%	0
07:00	0	0	16	100%	0
07:03	0	0	16	100%	0
07:08	0	0	16	100%	9
07:08	0	0	16	100%	9
07:11	0	2	16	100%	4
07:11	0	0	16	100%	4
07:15	0	0	16	100%	0
07:15	0	0	16	100%	0
07:21	0	0	16	100%	0
07:22	0	0	16	100%	0
07:22	0	0	16	100%	0
07:23	0	0	16	100%	0
07:25	0	0	16	100%	0
07:32	0	0	16	100%	0
07:35	0	0	16	100%	0
07:36	0	0	16	75%	0
07:37	0	0	16	100%	0
07:38	0	0	16	100%	0
07:40	0	0	16	100%	0
07:42	0	0	16	100%	0
07:45	0	0	16	100%	0
07:46	0	1	16	63%	0
07:54	0	0	16	100%	0
07:56	0	2	16	100%	0
07:57	0	0	16	100%	0
07:58	0	0	16	100%	0
07:59	0	1	16	100%	1
08:01	0	0	16	100%	1
08:02	0	0	16	100%	0
08:03	0	1	16	100%	0
08:03	0	0	16	100%	0
08:07	0	3	16	75%	0
08:09	0	0	16	100%	0
08:09	0	0	16	100%	0
08:10	0	0	16	100%	0
08:13	0	0	16	100%	0

Vehicle Arrival Time	Number of Alighting Passengers	Number of Boarding Passengers	Carrying Capacity of the Vehicle	Vehicle Occupancy after Alighting and Boarding	Number of Passengers Left in the Queue
08:13	0	0	16	75%	0
08:19	0	0	16	100%	0
08:21	0	0	16	100%	0
08:26	0	0	16	100%	0
08:29	0	0	16	100%	0
08:31	0	0	16	100%	0
08:31	0	0	16	100%	0
08:33	0	3	16	100%	2
08:37	0	0	16	100%	0
08:38	0	0	16	100%	0
08:38	0	0	16	100%	0
08:40	0	0	16	100%	0
08:41	0	0	16	100%	0
08:41	0	2	16	100%	0
08:42	0	1	16	100%	2
08:45	0	0	16	100%	0
08:47	0	0	16	100%	0
08:52	1	1	16	100%	0
08:53	0	0	16	100%	0
08:54	0	0	16	100%	0
08:56	1	1	16	100%	2
08:56	0	2	16	100%	0
08:58	1	1	16	100%	0
09:02	1	2	16	100%	0
09:07	0	0	16	100%	0
09:08	0	0	16	88%	0
09:09	0	0	16	94%	0
09:10	0	0	16	88%	0
09:12	0	0	16	100%	0
09:14	1	0	16	94%	0
09:15	1	1	16	100%	0
09:18	0	0	16	81%	0
09:19	2	2	16	81%	0
09:24	0	1	16	94%	0
09:26	0	0	16	100%	0
09:28	0	0	16	44%	0
09:29	0	2	16	100%	0
NTGMB 88G					
06:48	0	0	16	100%	1
06:57	0	0	16	100%	0
07:03	0	0	16	100%	3
07:05	0	0	16	100%	4

Vehicle Arrival Time	Number of Alighting Passengers	Number of Boarding Passengers	Carrying Capacity of the Vehicle	Vehicle Occupancy after Alighting and Boarding	Number of Passengers Left in the Queue
07:12	0	0	16	100%	4
07:17	0	0	16	100%	0
07:22	0	0	16	100%	0
07:26	0	0	16	100%	0
07:27	0	0	16	100%	0
07:36	0	0	16	100%	0
07:39	0	0	16	100%	0
07:43	0	0	16	100%	0
07:47	0	0	16	100%	0
07:55	0	0	16	100%	0
07:57	0	0	16	100%	0
08:03	0	0	16	100%	0
08:05	0	0	16	100%	0
08:19	0	0	16	100%	0
08:22	0	0	16	100%	0
08:29	0	0	16	100%	0
08:32	0	0	16	100%	0
08:39	0	0	16	100%	0
08:43	0	0	16	100%	0
08:52	0	0	16	100%	0
09:06	0	0	16	100%	0
09:08	0	0	16	100%	0
09:13	0	2	16	13%	0
09:16	0	0	16	100%	0
09:29	0	0	16	100%	0
NTGMB 88M					
06:48	0	3	16	94%	0
06:54	0	1	16	56%	0
06:54	0	0	16	100%	0
06:56	0	4	16	44%	0
06:59	0	0	16	100%	1
07:01	0	0	16	100%	2
07:07	0	0	16	100%	9
07:11	0	0	16	100%	4
07:17	0	0	16	100%	0
07:19	0	0	16	100%	0
07:20	0	3	16	100%	0
07:28	0	8	16	69%	0
07:30	0	0	16	100%	0
07:30	0	0	16	100%	0
07:36	0	3	16	88%	0
07:40	0	0	16	100%	0

Vehicle Arrival Time	Number of Alighting Passengers	Number of Boarding Passengers	Carrying Capacity of the Vehicle	Vehicle Occupancy after Alighting and Boarding	Number of Passengers Left in the Queue
07:46	0	4	16	100%	0
07:49	0	0	16	100%	0
07:49	0	0	16	100%	0
07:51	0	4	16	100%	0
07:52	0	0	16	100%	0
07:53	0	0	16	100%	0
07:57	0	0	16	100%	0
08:01	0	0	16	100%	1
08:02	0	5	16	100%	0
08:03	0	4	16	75%	0
08:04	0	0	16	100%	0
08:05	0	2	16	44%	0
08:07	0	1	16	94%	0
08:12	0	3	16	100%	0
08:13	0	3	16	50%	0
08:16	0	0	16	0%	0
08:17	0	0	16	100%	0
08:25	0	0	16	100%	0
08:26	0	0	16	100%	0
08:28	0	0	16	100%	0
08:31	0	0	16	100%	0
08:34	0	0	16	100%	2
08:37	0	0	16	100%	0
08:39	0	6	16	100%	0
08:40	0	0	16	100%	0
08:41	0	0	16	100%	0
08:46	0	0	16	100%	0
08:49	0	0	16	100%	0
08:53	0	0	16	100%	0
08:55	0	0	16	100%	0
08:59	0	0	16	100%	0
08:59	0	0	16	100%	0
09:00	0	3	16	94%	0
09:04	0	1	16	100%	0
09:10	0	6	16	38%	0
09:12	0	0	16	100%	0
09:15	0	0	16	100%	0
09:16	0	11	16	69%	0
09:18	0	0	16	0%	0
09:18	0	0	16	50%	0
09:24	0	0	16	100%	0
09:26	0	3	16	100%	0

Vehicle Arrival Time	Number of Alighting Passengers	Number of Boarding Passengers	Carrying Capacity of the Vehicle	Vehicle Occupancy after Alighting and Boarding	Number of Passengers Left in the Queue
NTGMB 405					
07:10	0	4	16	100%	5
07:18	1	0	16	56%	0
07:26	2	2	16	100%	0
07:36	0	0	16	88%	0
07:46	0	0	16	100%	0
08:01	0	0	16	100%	1
08:21	0	3	16	100%	0
09:03	0	0	16	38%	0

Note: KMB: Kowloon Motor Bus
NWFB: New World First Bus
NTGMB: New Territories Green Minibus

C3.2 Findings of the Data

C3.2.1 The findings and the observation of the individual routes are presented in Table C3.3.

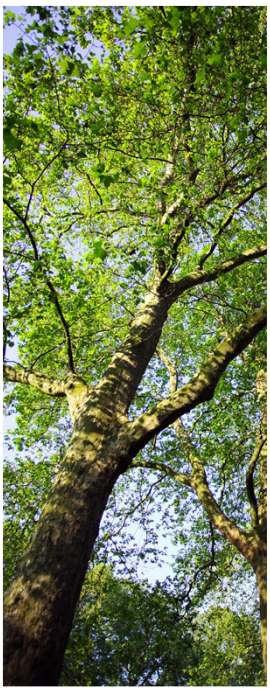
Table C3.3 Findings and Observation of the Individual Routes

Route	Findings and Observation
KMB 42	• All observed trips had occupancy of less than 100%. • No passengers were left behind the vehicle trips.
KMB 42A	• Occasionally, the vehicle occupancy of some trips reached 100% with a few passengers left behind the trips. The passengers left behind could board the next vehicle in a few minutes due to the high frequency of this route.
KMB 43	• All observed trips had occupancy of less than 100%. • No passengers were left behind the vehicle trips.
KMB 43A	• All observed trips had occupancy of less than 100%. • No passengers were left behind the vehicle trips.
KMB 43C	• All observed trips had occupancy of less than 100%. • No passengers were left behind the vehicle trips.
KMB 43M	• All observed trips had occupancy of less than 100%. • No passengers were left behind the vehicle trips.
KMB 242X	• This is a special route with limited trips. All trips were observed. • All observed trips had occupancy of less than 100%. • No passengers were left behind the vehicle trips.
KMB 243P	• This is a special route with limited trips. All trips were observed. • All observed trips had occupancy of less than 100%. • No passengers were left behind the vehicle trips.

Route	Findings and Observation
KMB 249X	• This is a special route with limited trips. All trips were observed. • Most observed trips had occupancy of less than 80%, while one trip had occupancy of 100% with 2 passengers left behind. • No passengers were left behind the vehicle trips.
KMB / NWFB 948 and 948P	• This is a special route with limited trips. All trips were observed. • Some observed trips had occupancy of 100%. • Some observed trips had occupancy of less than 100% with standee capacity available only. Some passengers preferred not boarding and waiting for next trip.
KMB X42C	• This is a special route with limited trips. All trips were observed. • All observed trips had occupancy of less than 100%. • No passengers were left behind the vehicle trips.
NTGMB 88C	• Almost all observed trips were full in capacity before arriving the surveyed bus stop. • Due to this situation, very few passengers were found to wait for this route at the surveyed bus stop.
NTGMB 88D	• The headway of this route was short, about 1 to 3 minutes. • Occasionally, a few trips had spare capacity at the surveyed bus stop.
NTGMB 88G	• Almost all observed trips were full in capacity before arriving the surveyed bus stop. • Due to this situation, very few passengers were found to wait for this route at the surveyed bus stop.
NTGMB 88M	• Most observed trips were full in capacity before arriving the surveyed bus stop.
NTGMB 405	• Some observed trips were full in capacity before arriving the surveyed bus stop.
General Item	• NTGMB Route 88C, 88D, 88G, 88M and 405 at the surveyed bus stop were heading for or passing through Kwai Fong. Some queuing passengers of these routes would switch to take KMB Route 43M (Cheung Ching - Kwai Fong Railway Station) when the buses arrived at the surveyed bus stop.

Note: KMB: Kowloon Motor Bus
NWFB: New World First Bus
NTGMB: New Territories Green Minibus

C3.2.2 In general, the overall carrying capacity of the franchised bus routes is capable to accommodate the passenger demand in the AM peak period; whilst, the occupancy of the most scheduled minibus routes almost achieve 100% at the surveyed location.


Agreement No. CB20130106 Term Engineering Consultancy Services 2013-2015 for New Territories West Region - Public Housing Development at Junction of Tsing Yi Road and Tsing Hung Road, Tsing Yi Area 22B

Broad Environmental Assessment Report (Final)

April 2015

Mott MacDonald

Agreement No. CB20130106 Term Engineering Consultancy Services 2013-2015 for New Territories West Region - Public Housing Development at Junction of Tsing Yi Road and Tsing Hung Road, Tsing Yi Area 22B

Broad Environmental Assessment Report (Final)

April 2015

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1 Introduction

1.1 Project Background

Mott MacDonald Hong Kong Limited (MMHK) was commissioned by the Hong Kong Housing Authority (HKHA) of the HKSAR Government to conduct a Broad Environmental Assessment for the public housing development at junction of Tsing Yi Road and Tsing Hung Road, Tsing Yi Area 22B under Agreement No. CB20130106 Term Engineering Consultancy Services 2013-2015 for New Territories West Region.

1.2 Objectives

The objective of this Broad Environmental Assessment is to:

- Assess the road traffic noise impacts upon the proposed development with reference to the Hong Kong Planning Standards and Guidelines (HKPSG);
- Assess the potential impacts of other noise sources upon the proposed development with reference to HKPSG;
- Assess the potential vehicular emissions from the surroundings road network with reference to HKPSG;
- Assess the potential air pollutant emissions from the nearby industrial premises with reference to HKPSG / international standards; and
- Recommend appropriate environmental mitigation measures as required.

1.3 Site Location

The proposed development is approximately 4.1 hectare in size and located at the junction of Tsing Yi Road and Tsing Hung Road, Tsing Yi Area 22B. The location of the proposed development is shown in **Figure 1.1**.

1.4 Proposed Development Layout Designs

The proposed development tentatively consists of 5 nos. of residential block which mainly serve for domestic purpose (with about 3,800 nos. of residential flat) and welfare facilities purpose. Layout of the proposed development is shown in **Figure 1.2.** The tentative building completion year is 2019/20 - 2020/21.

2 Noise Impact

2.1 Introduction

This section presents the assessment of potential noise impacts associated with the road traffic noise and fixed plant noise, which has been conducted against the relevant noise standards in the HKPSG.

2.2 Assessment Criteria

2.2.1 Road Traffic Noise Criteria

The noise criteria for evaluating noise impact on the planned development with respect to road traffic noise are based on the HKPSG. The summary of noise criteria are given in **Table 2.1** below.

Table 2.1 Relevant Noise Standard for Planning Purposes

Uses	Road Traffic Noise Peak Hour Traffic L_{10} (1 Hour), dB(A)
All domestic premises including temporary housing accommodation	70
Educational institutions including kindergartens, nurseries and all others where unaided voice communication is required	65
Hospitals, clinics, convalescences and residential care homes for the elderly - diagnostic rooms - wards	55

Notes:
(i) The above standards apply to uses which rely on opened windows for ventilation
(ii) The above standards should be viewed as the maximum permissible noise levels assessed at 1m from the external façade

With reference to the guideline in HKPSG, the road traffic noise criterion of L_{10} is 70 dB(A) is applicable to the residential dwellings within the domestic blocks. For the kindergarten, the road traffic noise criterion of L_{10} is 65 dB(A). Based on the latest available information, no dormitory will be included and no educational and medical purpose will be in use for the welfare facilities. Thus, they will not be considered as noise sensitive receivers in accordance with HKPSG. However, if dormitory will be included, or educational or medical purpose (e.g. diagnostic rooms, wards) will be used in welfare facilities, the road traffic noise criterion(L_{10}) of 70 dB(A), 65 dB(A) or 55 dB(A) will be adopted, respectively.

2.2.2 Fixed Plant Noise Criteria

For the fixed plant noise assessment, the Acceptable Noise Levels (ANLs) for the Noise Sensitive Receivers (NSRs) are determined with consideration of the Area Sensitivity Rating (ASR), which is defined in the Technical Memorandum for the Assessment of Noise from Places Other Than Domestic Premises, Public Places or Construction Sites (IND-TM) issued under the Noise Control Ordinance (NCO). The ASR depends on the type of area and the degree of impact that Influencing Factors (IFs) have on the NSRs as illustrated in **Table 2.2**. Industrial area, major road or the area within the boundary of Hong Kong International Airport shall be considered to be an IF.

Table 2.2 Area Sensitivity Rating

Type of Area Containing NSR	Degree to which NSR is affected by IF		
	Not Affected[(c)]	Indirectly Affected[(d)]	Directly Affected[(e)]
(i) Rural area, including country parks[(a)] or village type developments	A	B	B
(ii) Low density residential area consisting of low-rise or isolated high-rise developments	A	B	C
(iii) Urban area[(b)]	B	C	C
(iv) Area other than those above	B	B	C

Definitions:
(a) "Country park" means an area that is designated as a country park pursuant to section 14 of the Country Parks Ordinance.
(b) "Urban area" means an area of high density, diverse development including a mixture of such elements as industrial activities, major trade or commercial activities and residential premises.
(c) "Not Affected" means that the NSR is at such a location that noise generated by the IF is not noticeable at the NSR.
(d) "Indirectly Affected" means that the NSR is at such a location that noise generated by the IF, whilst noticeable at the NSR, is not a dominant feature of the noise climate of the NSR.
(e) "Directly Affected" means that the NSR is at such a location that noise generated by the IF is readily noticeable at the NSR and is a dominant feature of the noise climate of the NSR.

Fixed plant noise is controlled under the NCO and shall comply with the ANLs laid down in the Table 2 of the IND-TM. For a given ASR, the ANL, in dB(A), is given by **Table 2.3**.

Table 2.3 Acceptable Noise Level for Fixed Plant Noise

Time Period		Area Sensitivity Rating		
		A	B	C
Day-time	(0700 to 1900 hours)	60	65	70
Evening	(1900 to 2300 hours)			
Night-time	(2300 to 0700 hours)	50	55	60

Notes: (i) The above standards apply to uses which rely on opened windows for ventilation
(ii) The above standards should be viewed as the maximum permissible noise levels assessed at 1m from the external facade

The proposed development is located in high density and diverse development area but excluding industrial activities, major trade or commercial activities. Therefore, the type of area containing the NSRs is considered as “Area other than those above” as defined in the IND-TM. In accordance with the IND-TM, Kwai Tsing Road (Kwai Tsing Bridge) with annual average daily traffic flow in excess of 30,000 should be considered as the IF, which is in the vicinity of the proposed development. According to **Table 2.2**, the ASR of the Site shall be classified as “B”.

As stipulated in Chapter 9 “Environment” of the HKPSG, the noise standard for planning purposes fixed noise source are (a) 5 dB(A) below the appropriate ANL, or (b) the prevailing background noise levels (For quiet areas with level 5 dB(A) below the ANL).

The criteria to be adopted for the NSRs are dependent on the background noise measurement results. Should the measured prevailing background noise level be lower than the ANL by more than 5dB(A), the

background noise level would be adopted as the criteria. The noise criteria of the fixed plant noise are summarised in **Table 2.4** below.

Table 2.4 Noise Criteria of Fixed Plant Noise

Time Period	ANL – 5, dB(A)[#]	Background Noise Level, dB(A)*	Fixed Noise Criteria, dB(A)
Day-time & Evening	60	61	60
Night-time	50	56	50

Note: (#) Refer to **Table 2.3** for the Area Sensitivity Rating (ASR).
(*) Refer to **Table 2.5** for the background noise measurement results.

2.3 Study Area

The Study Area is defined as within 300m of the site boundary for fixed noise impact assessment. This study area is identified and shown in **Figure 1.1**.

2.4 Background Noise Condition

Noise surveys were carried out on 3 February 2015 to investigate the background noise condition of the surrounding environment and the Project Site. The baseline noise measurement locations are shown in **Figure 2.1**.

The noise measurements were undertaken using Type 1 sound level meter (Rion NL-31 Serial No. 01262786). The sound level meter was checked using an acoustic calibrator generating a sound pressure level of 94.0 dB(A) at 1kHz immediately before and after the noise measurement. The measurements were accepted as valid only if the calibration levels before and after the noise measurement were agreed to within 1.0 dB(A). Moreover, the sound level meters and acoustic calibrators are calibrated in accredited laboratories annually to ensure reliable performance. The measurement results are shown in **Table 2.5**.

Table 2.5 Measured Background Noise Levels

Location ID	Location Description	Time Period	Start Time	*Measured Noise Level in $L_{eq\ (30min)}$, dB(A)
M1	Centre of Site	Day-time & Evening (0700 – 2300)	1405	**60.5**
		Night-time (2300 – 0700)	2305	**56.3**
M2	Southern Site Boundary	Day-time & Evening (0700 – 2300)	1445	63.9
		Night-time (2300 – 0700)	2345	56.4
M3	Northern Site Boundary	Day-time & Evening (0700 – 2300)	1530	68.6
		Night-time (2300 – 0700)	0030	63.2

Note (*): All background noise measurements were conducted under free-field condition. Thus, façade correction +3dB(A) has been included.
Bold: Lowest background noise level was adopted for conservative approach.

2.5 Identification of Noise Sources

2.5.1 Road Traffic Noise Sources

Road traffic from nearby road network is the dominant noise source within the 300m assessment area. Potential road traffic noise impact from Tsing Yi Road, Tsing Hung Road and Tsing Sha Highway is anticipated on the proposed development.

2.5.2 Fixed Plant Noise Sources

Operation of the Container Terminal 9 and Tsing Yi Preliminary Treatment Works would potentially generate fixed plant noise impacts from their equipment such as container handling plant, hydraulic pumps, generators and exhaust fans, etc.

2.6 Evaluation and Assessment of Noise Impacts

2.6.1 Road Traffic Noise Impact

Based on the given layout plan, road traffic noise would potentially affect the noise sensitive facades facing the Tsing Yi Road, Tsing Hung Road and Tsing Sha Highway. In case of any exceedance of relevant traffic noise standards, mitigation measures such as noise barriers, architectural fins, acoustic windows or even further setback of building blocks will be proposed and adopted. Examples of mitigation measures are presented in **Figure 2.2**. With the implementation of the appropriate noise mitigation measures, insurmountable road traffic noise issue is not anticipated on the proposed development.

2.6.2 Fixed Plant Noise Impact

Fixed plant noise impacts on the proposed development would be potentially generated from the operation of Container Terminal 9 and Tsing Yi Preliminary Treatment Works. In case of any exceedance of relevant fixed noise criteria, mitigation measures such as noise barriers, architectural fins, further setback of building blocks or even single-aspect building block design will be proposed and adopted. Examples of mitigation measures are presented in **Figure 2.2**. With the implementation of the appropriate noise mitigation measures, insurmountable fixed plant noise issue is not anticipated on the proposed development.

3 Air Quality Impact

3.1 Introduction

This section presents the assessment of potential vehicular and industrial emissions, which have been conducted in accordance with the guideline for environmental considerations in the planning of both public and private development in Chapter 9 of the HKPSG.

3.2 Assessment Criteria

Air Quality Objectives

The principal legislation for the management of air quality is the Air Pollution Control Ordinance (APCO). It specifies Air Quality Objective (AQOs) which stipulate the statutory limits of air pollutants and the maximum allowable numbers of exceedance over specific periods. With passage of the Air Pollution Control (Amendment) Ordinance 2013 by the Legislative Council on 10 July 2013, the prevailing AQOs as listed in **Table 3.1** are due to take effect on 1 January 2014.

Table 3.1 Prevailing AQOs Effective on 1 January 2014

Pollutant	Averaging Time	AQO concentration (µg/m³)	Allowable exceedences
Sulfur Dioxide (SO_2)	10 minute	500	3
	24 hour	125	3
Respirable Suspended Particulates (PM_{10})	24 hour	100	9
	Annual	50	0
Fine Suspended Particles ($PM_{2.5}$)	24 hour	75	9
	Annual	35	0
Nitrogen Dioxide (NO_2)	1 hour	200	18
	Annual	40	0
Carbon Monoxide (CO)	1 hour	30,000	0
	8 hour	10,000	0
Ozone (O_3)	8 hour	160	9
Lead	Annual	0.5	0
Total Suspended Particulates (TSP)	1 hour(1)	500(1)	-
Volatile Organic Compounds (VOC) (benzene)	Annual(2)	5.0(2)	-

Note (1) Criterion specified under EIAO-TM, not an AQO
(2) According to "Assessment of Toxic Air Pollutant Measurements in Hong Kong, Final Report", benzene and 1,3-butadiene are the most significant VOCs for Hong Kong. However, as 1,3-butadiene is only produced after combustion, benzene is adopted as the key pollutant of concern for petrol vapour. Since Hong Kong has no specific VOC emission standards, criterion refers to UK Air Quality Standards

3.3 Study Area

The Study Area is defined as within 500m of the site boundary for air quality impact assessment. This study area is identified and shown in **Figure 1.1**.

3.4 Identification of Emission Sources

3.4.1 Vehicular Emission

The HKPSG buffer distance to "open space" sites have been adopted as there is no specific requirement for buffer distances to domestic premises.

According to the Table 3.1 in Chapter 9 of the HKPSG, guidelines on the buffer distance for air sensitive usage on vehicular emissions in relation to different categories of roads have been recommended. The different categories of roads and the respective minimum buffer distance for open space site are given in **Table 3.2**.

Table 3.2 Guideline on Usage of Open Space Site

Pollution Source	Type of Road	Buffer Distance (m)	Permitted Uses
Road and Highways	Trunk Road and Primary Distributor (PD)	>20	Active and passive recreation uses
		3-20	Passive recreational uses
		<3	Amenity areas
	District Distributor (DD)	>10	Active and passive recreation uses
		<10	Passive recreational uses
	Local Distributor (LD)	>5	Active and passive recreation uses
		<5	Passive recreational uses
	Under Flyovers	--	Passive recreational uses

Note: The buffer distance refer to the horizontal, shortest distance from the edge of road kerb to the boundary of open space sites.

Roads located around the proposed development include Tsing Yi Road, Tsing Hung Road and Tsing Sha Highway. According to the Annual Traffic Census (2013) published by Transport Department, the corresponding section of Tsing Sha Highway is classified as Expressway (EX) (or Primary Distributor (PD)). The corresponding section of Tsing Yi Road links the Project Site to Tsing Sha Highway is classified as District Distributor (DD). No road classification information about the corresponding section of Tsing Hung Road is available in the Annual Traffic Census (2013). As it serves for linking the Project Site to the District Distributor (Tsing YI Road), Tsing Hung Road is regarded as Local Distributor (LD) in the assessment.

3.4.2 Industrial Emission

Industrial emissions are potential sources of air pollution that may affect the proposed development. The study area for industrial emission assessment includes all area within 500m from the site boundary.

3.5 Evaluation and Assessment of Air Quality Impact

3.5.1 Vehicular Emission

Horizontal Separation Distance between Nearby Roads and Domestic Blocks

The horizontal separation distances between the road kerbs and the proposed domestic blocks (see **Figure 3.1** are summarized in **Table 3.3**.

Table 3.3 Separation Distance between Nearby Road and the Domestic Blocks

Road	Type of Road	Buffer Distance (m)	Horizontal Distance to the Nearest Air Sensitive Uses	
			Location	Distance (m)
Tsing Sha Highway	PD	>20m for Active and passive recreation uses or 3-20m for Passive recreational uses or <3m for Amenity areas	Domestic Block	>20
Tsing Yi Road	DD	>10m for Active and passive recreation uses or <10m for Passive recreational uses	Domestic Block	>10
Tsing Hung Road	LD	>5m for Active and passive recreation uses or <5m for Passive recreational uses	Domestic Block	>5

Based on the result in **Table 3.3**, separation distances from the domestic Blocks to the road kerb comply with the buffer distance recommended in the HKPSG. Therefore, no adverse air quality impacts on the domestic Blocks due to vehicular emissions is anticipated. In addition, no other active or passive recreational uses are to be located within the recommended buffer distances from the kerb of the adjacent roads in order to fully comply with the HKPSG recommendation.

3.5.2 Industrial Emission

Based on the desktop study, two major industrial emission sources (i.e. Tsing Yi Preliminary Treatment Works and Petrol Filling Station at 15 Tsing Yi Road) have been identified within the 500m study area. The locations of the identified industrial emission sources are shown in **Figure 3.2**.

Tsing Yi Preliminary Treatment Works

During the operation of Tsing Yi Preliminary Treatment Works, odour emission would be the major air quality concern. The odour problem is mainly due to the presence of hydrogen sulphide (H_2S) which is a major odorous gas in sanitary sewer system. Given that appropriate odour treatment measures (e.g. deodorizers) have been fully adopted by its operator, no adverse odour impact would be anticipated. In case of any exceedance of relevant odour criterion, mitigation measures such as further setback of building blocks will be proposed and adopted so as to minimize the excessive odour impacts. Example of mitigation measure is presented in **Figure 2.2**.

Petrol Filling Station at 15 Tsing Yi Road

During the operation of the petrol filling station, the key air quality issue will arise from the emission of petrol vapour (or VOC (benzene)) which evaporate in storage tanks. Unless properly controlled, the VOC would potentially dissipate into the atmosphere and cause harmful effects. In 1999, the Government introduced the Air Pollution Control (Petrol Filling Stations) (Vapour Recovery) Regulation, which requires petrol filling station to install Phase I vapour recovery system. In 2004, the amendment of the Regulation requires petrol filling station to install Phase II vapour recovery system. With the installation of appropriate vapour recovery systems, no adverse air quality impact would be anticipated due to the operation of the petrol filling station. In case of any exceedance of relevant VOC standards, mitigation measures such as further setback of building blocks will be proposed and adopted so as to minimize the excessive VOC impacts. Example of mitigation measure is presented in **Figure 2.2**.

3.5.3 Summary

Adverse air quality impacts due to the vehicular and industrial emissions are not anticipated to occur at the proposed development.

4 Conclusion

4.1 Overall

A Broad Environmental Assessment has been conducted for the proposed development tentatively consists of 5 nos. of domestic block at Tsing Yi Area 22B. Potential impacts associated with road traffic noise, fixed plant noise, vehicular emission and industrial emission have been reviewed in this study. Insurmountable environmental problem is not anticipated and an Environmental Assessment Study comprising air and noise impact assessments will be conducted during the detailed design of the development for identifying and implementing the necessary mitigation measures.

4.2 Noise Impact

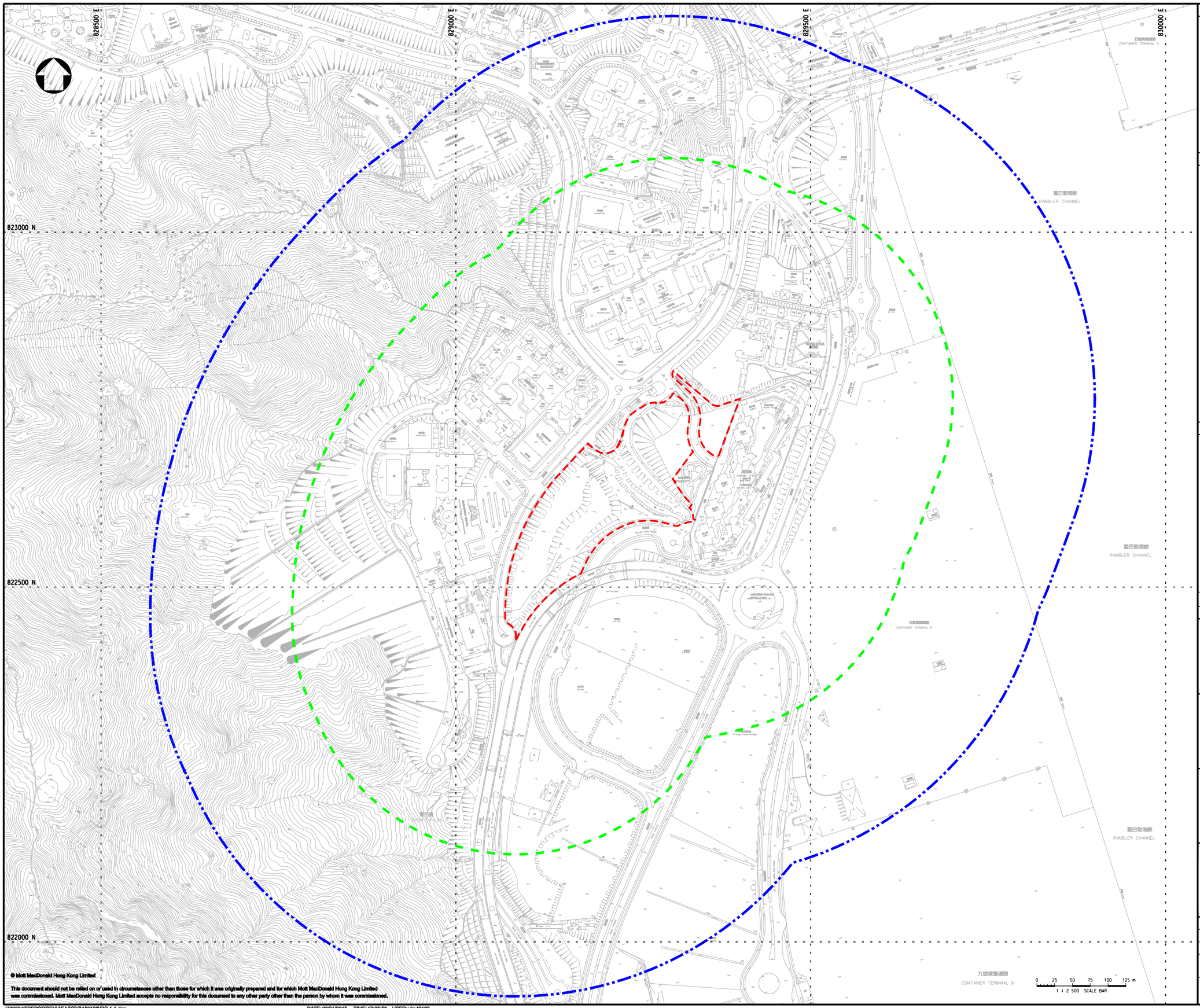
Based on the given layout plan, road traffic noise would potentially affect the noise sensitive facades facing the Tsing Yi Road, Tsing Hung Road and Tsing Sha Highway. In case of any exceedance of relevant traffic noise standards, mitigation measures such as noise barriers, architectural fins, acoustic windows or even further setback of building blocks will be proposed and adopted. With the implementation of the appropriate noise mitigation measures, insurmountable road traffic noise issue is not anticipated on the proposed development.

Fixed plant noise impacts on the proposed development would be potentially generated from the operation of Container Terminal 9 and Tsing Yi Preliminary Treatment Works. In case of any exceedance of relevant fixed noise criteria, mitigation measures such as noise barriers, architectural fins, further setback of building blocks or even single-aspect building block design will be proposed and adopted. With the implementation of the appropriate noise mitigation measures, insurmountable fixed plant noise issue is not anticipated on the proposed development.

4.3 Air Quality Impact

Potential air quality impacts due to vehicular and industrial emissions were reviewed. As the recommended buffer distances stipulated in the HKPSG are in full compliance for the proposed development, no adverse air quality impact due to the vehicular emissions is anticipated. Given that appropriate air pollution control measures have been fully adopted by Tsing Yi Preliminary Treatment Works / Petrol Filling Station at 15 Tsing Yi Road, no adverse air quality impact due to the industrial emissions would be anticipated. In case of any exceedance of relevant odour / VOC standards, mitigation measures such as further setback of building blocks will be proposed and adopted so as to minimize the excessive odour / VOC impacts.

Figures



Notes

Key to symbols

- SITE BOUNDARY
- 500m ASSESSMENT AREA (AIR QUALITY)
- 300m ASSESSMENT AREA (NOISE)

Reference drawings

Rev	Date	Drawn	Description	Ch'k'd	App'd
P1	JAN 15	MING	PRELIMINARY	ST	AFK

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HONG KONG HOUSING AUTHORITY

Project

AGREEMENT NO. CB20130106 TERM ENGINEERING CONSULTANCY SERVICES 2013 - 2015 FOR NEW TERRITORIES WEST REGION PUBLIC HOUSING DEVELOPMENT AT JUNCTION OF TSING YI ROAD AND TSING HUNG ROAD, TSING YI AREA 22B

Title

LOCATION OF THE TSING YI AREA 22B PUBLIC HOUSING DEVELOPMENT

Designed	AY		Eng check	ST	
Drawn	MING		Coordination	ST	
Dwg check	AY		Approved	AFK	
Scale at A1	1:2500	Status	PRE	Rev	P1

Drawing Number

FIGURE 1.1

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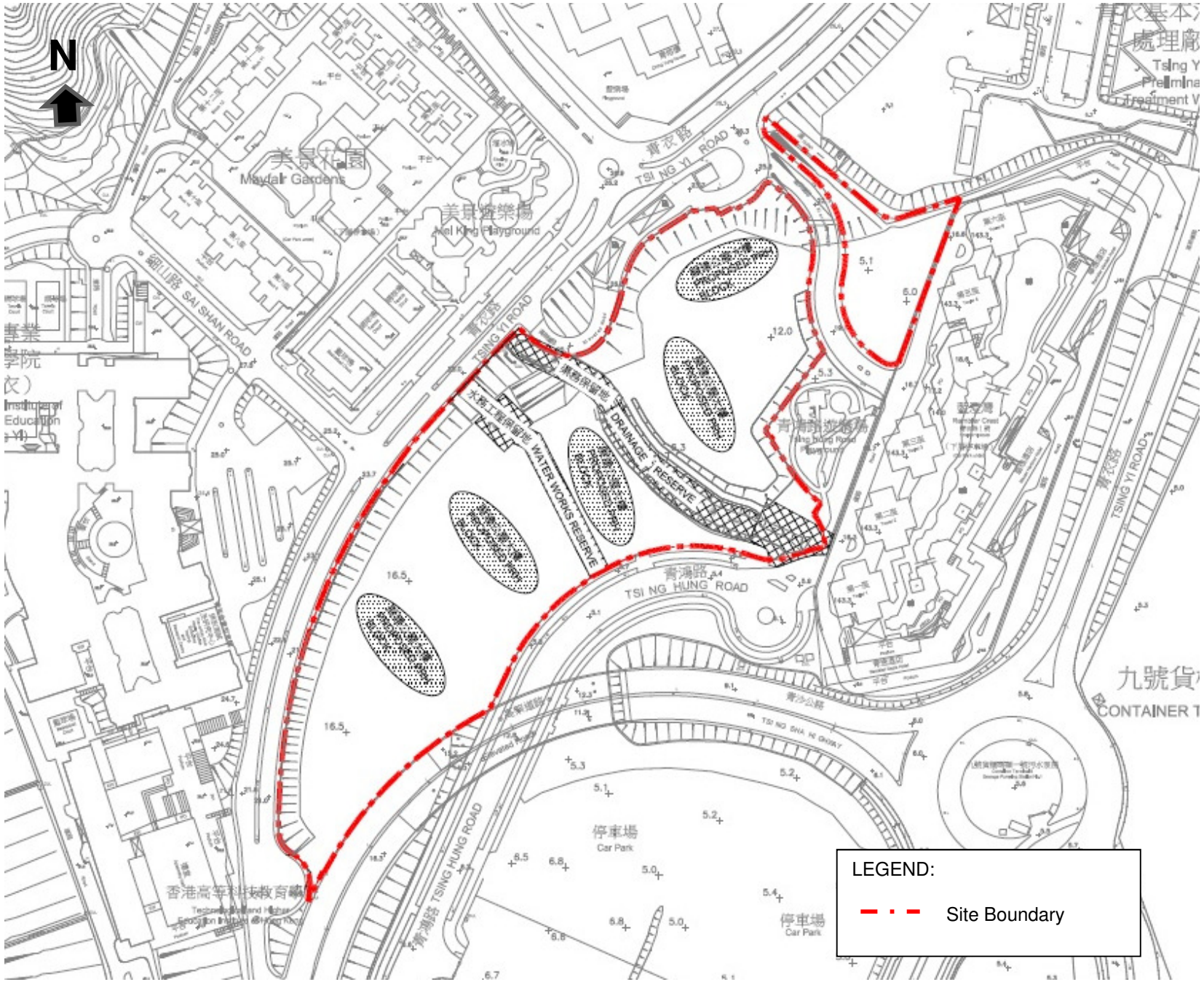


Figure 1.2 Layout of the Proposed Public Housing Development

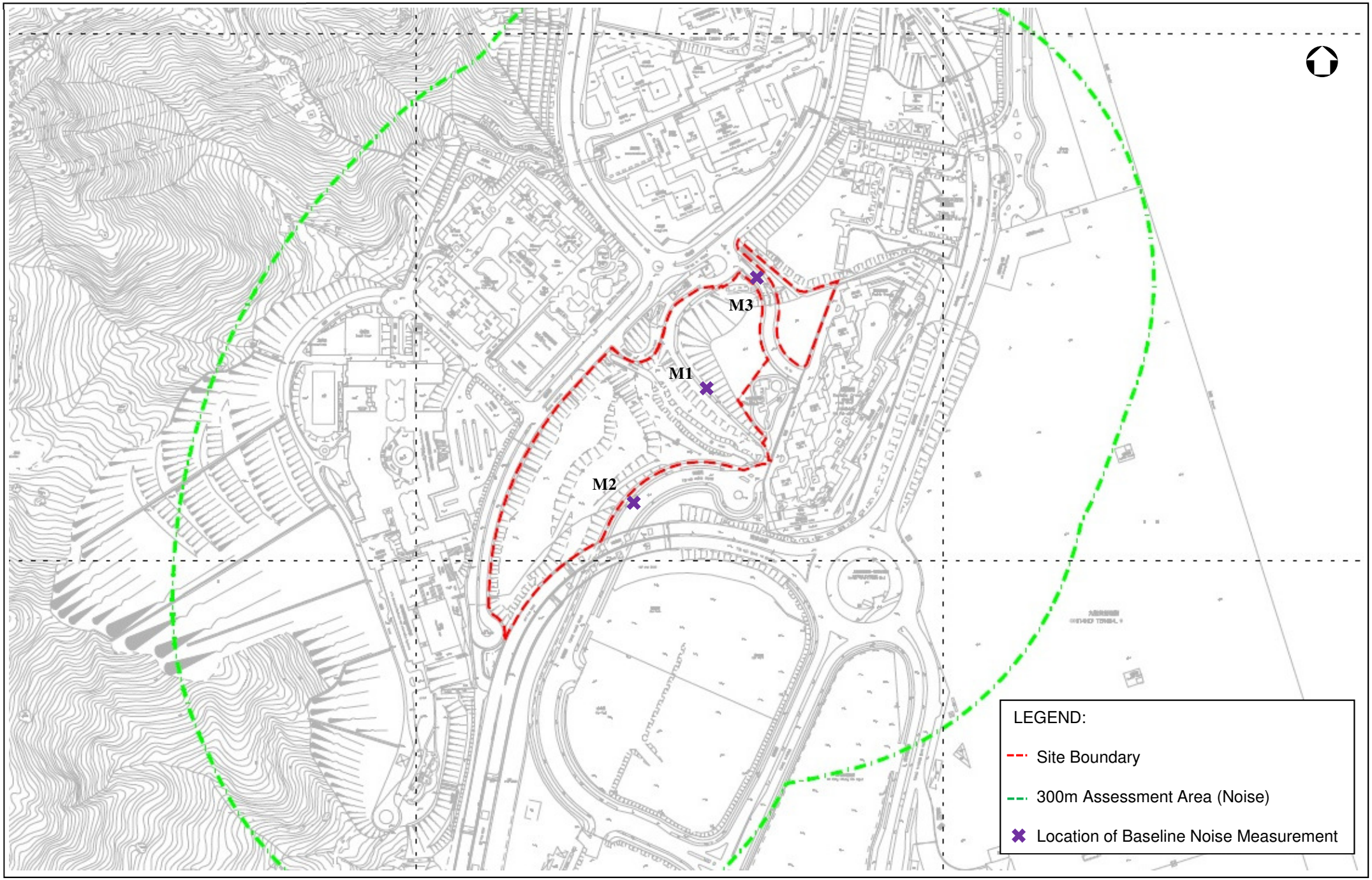


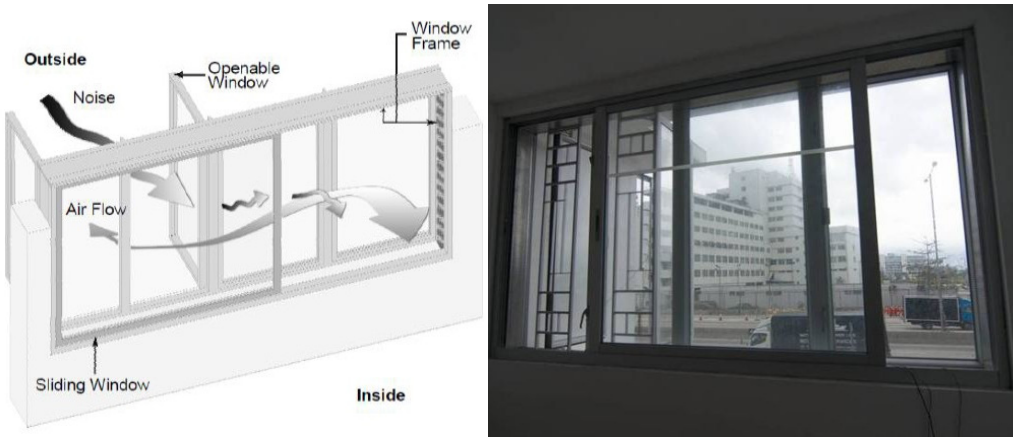
Figure 2.1 Location of Baseline Noise Measurement



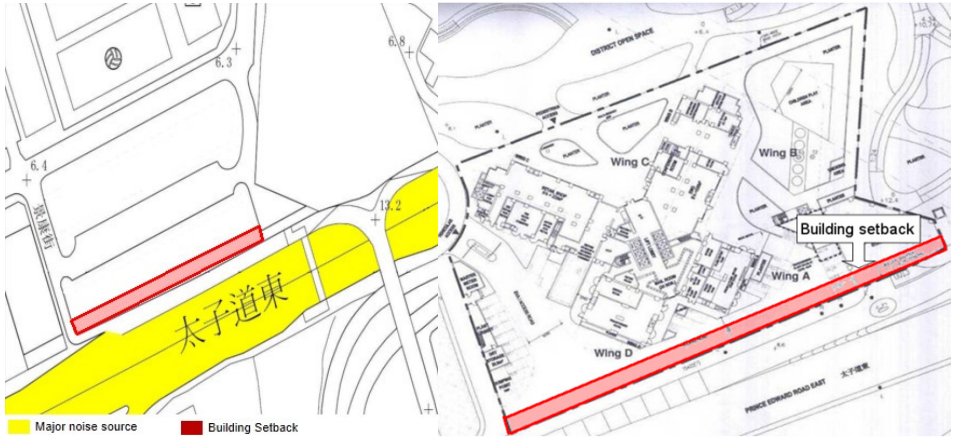
Architectural Fins (Noise)



Noise Barriers (Noise)



Acoustic Windows (Noise)



Building Setback (Noise / Air Quality)

Figure 2.2 Examples of Noise / Air Quality Mitigation Measures

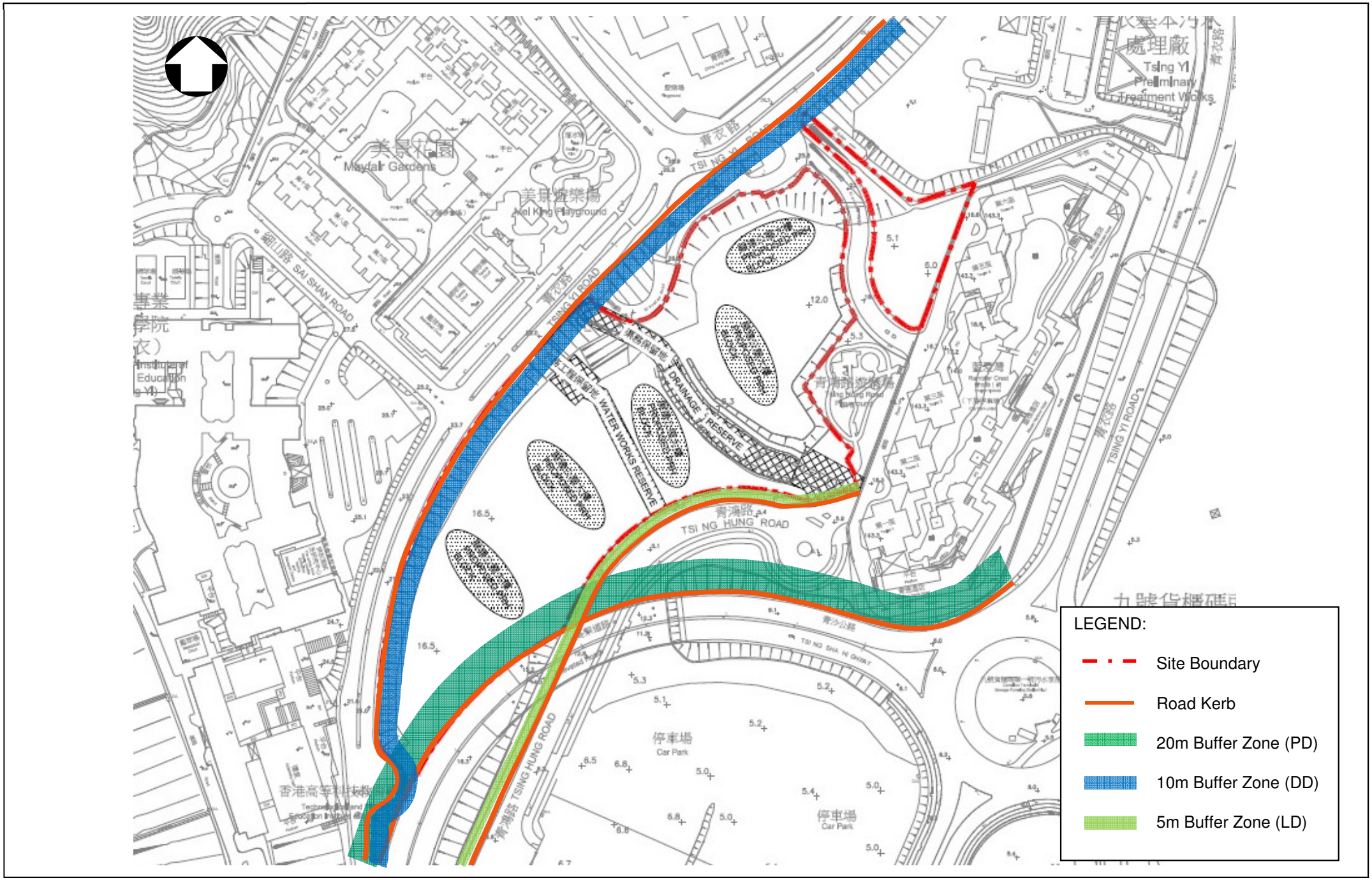


Figure 3.1 Separation Between Nearby Roads and Domestic Blocks

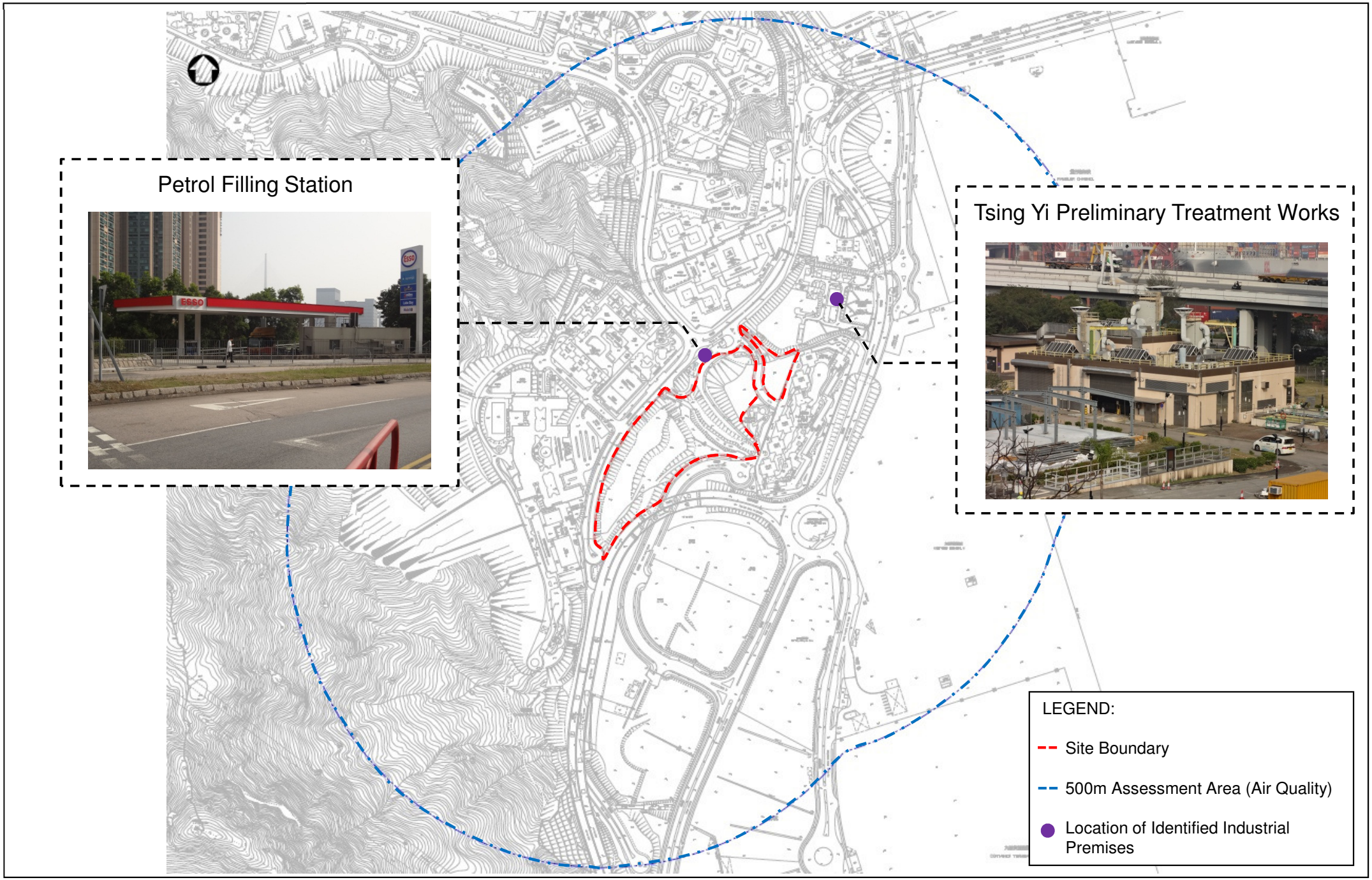


Figure 3.2 Location of Identified Industrial Premises

Appendix

Agreement No. CB20130106 Term Engineering Consultancy Services 2013-2015 for New Territories West Region - Public Housing Development at Junction of Tsing Yi Road and Tsing Hung Road, Tsing Yi Area 22B Broad Environmental Assessment Report (Final)

Comments & Responses

Comments	Responses
EPD **Ref: (8) in EP 1/TY/22/10** **Date: 20 March 2015** I refer to your above referenced memo.	
2. We agree that the potential housing site is anticipated to have no insurmountable environmental problem. Also, we note that you will carry out an Environmental Assessment Study (EAS) comprising air and noise impact assessments during detailed design of the development for identifying and implementing the necessary mitigation measures, As the captioned Broad EA Report does not involve any quantitative assessments, we have no technical comments on the report. We will provide our comments on the draft EAS that you will submit in the later stage.	Noted.
3. Having said that, to avoid ambiguity of the submission, you may wish to make it clear in the above document that it is a Broad EA but not the EAS to be submitted later.	Noted and amended accordingly.

Introduction

1. This submission is to provide information to supplement the Board Environmental Assessment (BEA) Report completed in year 2015. It presents the preliminary predictions of the noise performance based on the indicative layout scheme as at February 2016. The layout scheme is still subject to adjustment.

2. The indicative scheme of the proposed development tentatively consists of 4 nos. of residential block which mainly serve for domestic purpose (with about 4,000 nos. of residential flat) and welfare facilities purpose. The indicative layout of the proposed development is shown in **Figure B.1**.

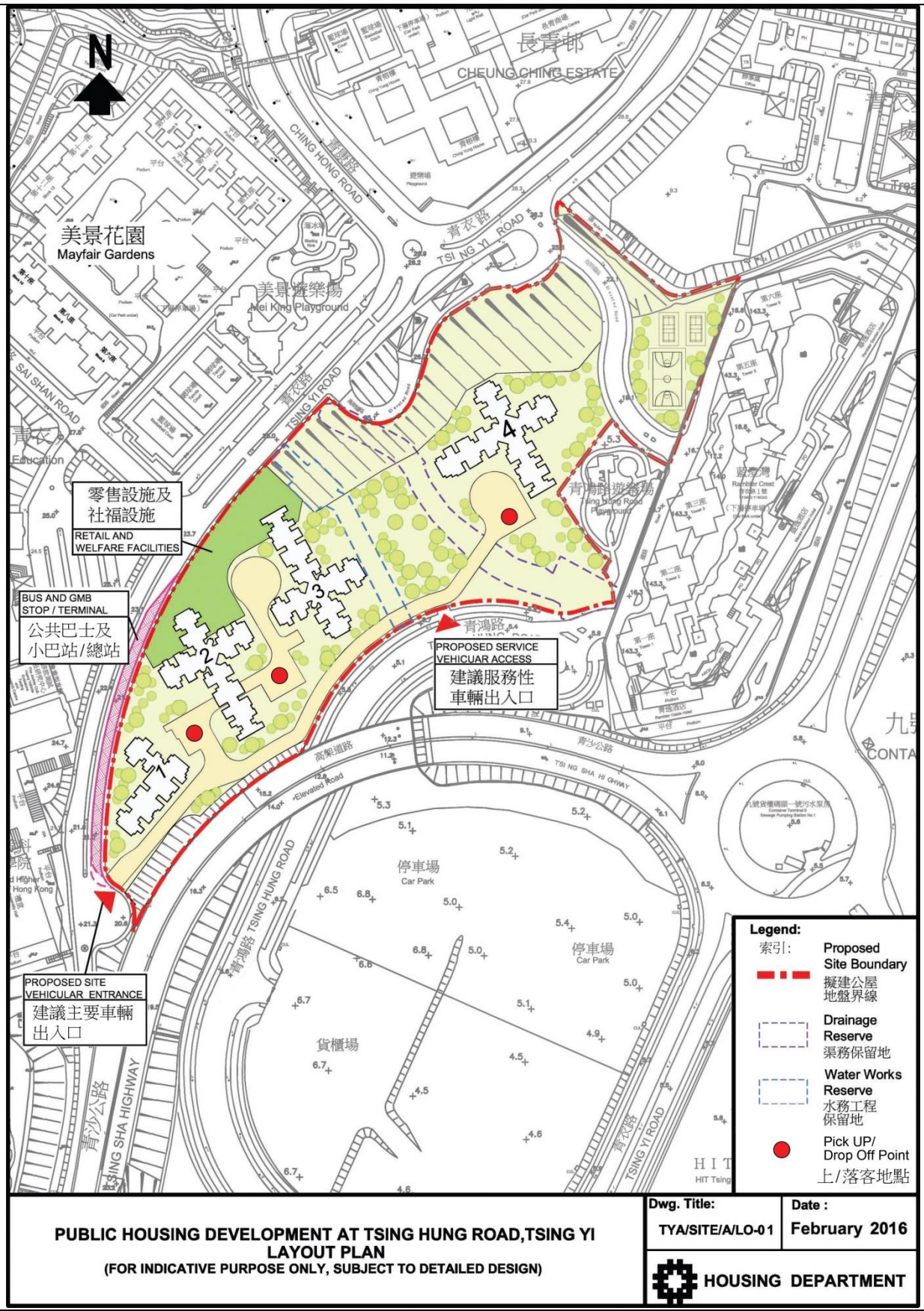


Figure B.1 Layout of the Proposed Public Housing Development

Road Traffic Noise Impact

3. Based on the indicative layout plan, the potential road traffic noise impacts affecting the identified noise sensitive facades have been evaluated.

4. In the preliminary prediction for the unmitigated scenario, a compliance rate of about 85% is achieved. Most of the affected flats that exceed the limit of $L_{10\ (1\ Hour)}$ 70 dB(A) have a predicted maximum $L_{10\ (Peak\ Hour)}$ noise levels of 71-72 dB(A), and a few have a predicted maximum $L_{10\ (Peak\ Hour)}$ noise level of 73 dB(A).

5. Noise mitigation measures are being explored in the building design. As a preliminary estimation at the interim, the traffic noise compliance rate has been enhanced to over 90%.

6. The building design is still under study. A combination of various mitigation measures (e.g. architectural fins, acoustic balconies, acoustic windows and maintenance windows) will be explored, and it is anticipated that with the adoption of adequate mitigation measures, the traffic noise compliance rate will further increase and the maximum noise levels will be further reduced.

Fixed Plant Noise Impact

7. The fixed noise sources that have the potential to affect the proposed development are the operation in Container Terminal 9 (CT9), the associated back-up areas and car parks, and the grit trap's equipment and exhaust fans in Tsing Yi Preliminary Treatment Works (TYPTW).

8. To facilitate the evaluation of the potential impact, site surveys and noise measurements were carried out. Noise measurements were conducted to comprehend the noise effect of TYPTW, CT9 and the associated back-up areas and car parks.

9. The noise measurement indicated that the noise from the existing fixed noise sources could comply with the relevant noise limits under the Noise Control Ordinance (NCO) (i.e. 70 dB(A) and 60 dB(A) for day-time/evening and night-time respectively). However, in view of the possible deviation of the noise impact on the proposed residential units from the measured results, it is preliminarily anticipated that the noise level at some residential units more exposed to the CT9 operation may marginally exceed the noise limit during the night time period from 11pm to 7am.

10. Nevertheless, it is noted that practicable noise mitigation measures (e.g. acoustic balcony) will be incorporated into the design of the proposed development to reduce the noise impact from fixed noise sources to meet the NCO limits. Therefore, for any residential units with calculated noise level exceeding the limit during the detailed noise assessment later, practicable noise mitigation measures will be provided to enable full compliance with the relevant NCO requirement.

Visual Appraisal on the Proposed Public Housing Development Site at Junction of Tsing Yi Road and Tsing Hung Road, Tsing Yi Area 22B

1. Purpose

1.1 To meet the pressing need for housing, the subject site, with an area of about 4.29 ha, originally zoned "Open Space" and an area shown as road on the approved Tsing Yi OZP No. S/YT/26 and currently zoned "Residential (Group A)4" on the draft Tsing Yi OZP No. S/TY/27 has been identified as having potential for public housing development. (**Plan 1**).

1.2 In view of the plot ratio (PR) increase and the building height proposed, the proposed housing site would have visual impact on the surrounding areas in terms of the development scale, form, massing, and its spatial relationship with the overall townscape or surrounding landscape. The purpose of this appraisal is to assess the potential visual impact. The appraisal could facilitate the Town Planning Board to visualize the three-dimensional relationship of the development in the proposed housing site with the surrounding context.

2. Methodology

The visual impact of the proposed housing sites will be assessed by adopting the following methodology:

(a) Identification of the overall visual context and character including positive/negative visual resources within the wider contexts of the area in the eastern part of Tsing Yi Island where the proposed housing site is located.

(b) Identification and selection of the vantage points in allowing visual impact to be assessed locally for the respective housing site. The vantage points should be easily accessible and popular to the public and/or tourists and be able to demonstrate the visual impact of the proposed housing site on the adjacent neighbourhood areas. Important views to special landmarks, valued landscape features, the harbour, ridgelines, etc. should be assessed where possible.

(c) Illustration of the visual impact of the proposed housing site in the respective areas by using computer-generated photomontages with indicative layout of the development in the proposed housing site.

(d) Identification of the scale of the development in the proposed housing site. Using computer-generated photomontages to illustrate the visual impact and their significance from the vantage points. Providing visual appraisal by evaluating the overall visual impact of the proposed housing development. Any design features or mitigation measures that help moderate the visual impact of the development shall be discussed.

3. The Proposed Development

3.1 The site is in the eastern part of Tsing Yi Island. While the immediate vicinity is surrounded by existing building blocks, there are positive visual character and resources in the wider context of the surrounding area. To the east is Rambler Channel and further afar is a landscaped backdrop in Kowloon side. To the west is Tsing Yi Sai Shan with greenery view and undulating ridgelines. Looking south from the site could see the Stonecutters Bridge, a pleasant open view of the Rambler Channel and sky views. Apart

from an existing elevated access divided the site into two parts, there are some other negative visual character and resources including Kwai Chung Container Terminal 9, container-related open-air storage uses and carparks, and a cluster of industrial related buildings and bulky machinery to the east, southeast and south of the site.

3.2 The proposed housing site is a vegetated vacant government land. The site is bounded by Tsing Yi Road and Tsing Hung Road. It is adjacent to "Residential (Group A)" ("R(A)") zones occupied by a high-rise, high-density private residential development Mayfair Gardens with building heights ranging from about 122.1mPD to 135.6mPD to the west, and an existing public housing estate, Cheung Ching Estate with building heights ranging from about 82.7mPD to 130.1mPD to the north. It is adjacent to a "Government/Institution or Community" zone of Hong Kong Institute of Vocational Education (Tsing Yi) (Tsing Yi IVE) to the west, Tsing Hung Road Playground and a hotel and residential development Rambler Crest with building heights ranging from about 109mPD to 143.3mPD to the east. Tsing Yi Preliminary Treatment Works is to the northeast, and an "Other Specified Uses" annotated "Container Related Uses" zone for parking and container storage is to the south.

3.3 The Hong Kong Housing Authority proposed to construct four domestic buildings delivering about 4 000 flats for a population of about 11 800 persons (**Plan 2**). The proposed development parameters are as follows:

Site Area:	About 4.29 ha
Maximum PR:	6/9.5 (domestic/ non-domestic)
Maximum Building Height:	140mPD
Number of Flats:	About 4 000

3.4 The proposed development has taken into account the existing local context and character including the building height of the adjacent developments at Mayfair Gardens and Rambler Crest, the mountain backdrop to the west/southwest and the sea views of the Rambler Channel to the east. The proposed building height would be within the building height range of Mayfair Gardens and Rambler Crest and in line with the existing local height profile. The proposed residential blocks directly fronting Mayfair Gardens will have building gaps of at least 15m to preserve the distant view from this adjacent residential development to Rambler Channel. Such building gaps providing view corridors not only help to soften the massing of the development, but also serve as wind corridors.

3.5 The planned private residential development nearby has been rezoned to "R(A)4" on 13 June 2014. It is envisaged that this private residential development will be in place before the completion of the subject proposed public housing development. This planned development located at the end of Sai Shan Road is based on the following development parameters. The cumulative visual impact of this planned development and the proposed PRH development will also be included in the visual appraisal.

Site Area:	About 0.62 ha
Maximum PR:	6/9.5 (domestic/ non-domestic)
Maximum Building Height:	140mPD
Number of Flats:	About 740 (assuming average flat size is 50m^2)

4. Visual Appraisal

4.1 The following ten viewpoints from different directions and distances were selected (**Plan**

1). These viewpoints represent the views of pedestrian and driver node accessible by the public and/ or from key public open space:

East of the site

Viewpoint 1:	Sitting-out area outside Yeung King House of Lai King Estate - a local sitting-out area for the public enjoyment of residents at Lai King Estate and easily accessible to the public as it is adjacent to Lai King Railway Station Exit A3.
Viewpoint 2:	North-eastern corner of Tsing Hung Road Playground - a local open space with active recreational facilities and accessible to the public.
Viewpoint 3:	Centre of Tsing Hung Road Playground – a local open space with active recreational facilities and accessible to the public.

South of the site

Viewpoint 4:	Northbound sliproad of the Tsing Sha Highway near the portal of the Nam Wan Tunnel - it serves as a major vehicular road approaching into Tsing Yi, in particular container related vehicles heading to the container storage and car park areas to the south of the subject site. This viewpoint overlooks part of the ridgeline of Tai Mo Shan but in a very long distance.

West of the site

Viewpoint 5:	Tsing Yi San Shan at about 159mPD - the country trail is popular to the public and/or tourists for leisure, walking and grave sweeping and be able to demonstrate the panoramic visual impacts of the proposed PRH development on the adjacent neighbourhood area.
Viewpoint 6:	Tsing Hong Road near the bus stop of Mayfair Gardens – a local viewpoint with frequent pedestrian flow and locals waiting for public transports.
Viewpoint 7	Mei King Playground – a local open space directly facing the site with active recreational facilities including ball courts and children's play areas, and accessible to the public.

North of the site

Viewpoint 8:	Kwai Tsing Bridge - both pedestrians passing by Kwai Tsing Bridge and drivers driving west bound of Kwai Tsing Road towards Tsing Yi will experience transient views from this point.
Viewpoint 9:	Bus stop at Ching Tao House, near Cheung Ching Estate Commercial Complex, Tsing Yi Heung Sze Wui Road – a local viewpoint with frequent pedestrian flow and locals waiting for public transports.
Viewpoint 10:	Tsing Yi Promenade – a popular open space for public enjoyment.

4.2 Ten photomontages (**Figures A to J**) are prepared to illustrate the visual effect of the proposed development from the above viewpoints.

Viewpoint 1 (**Figure A**) - Sitting-out area outside Yeung King House of Lai King Estate

4.3 This viewpoint is taken from the east of the site in a distance of about 1 900m facing the Kwai Chung Container Terminals 1 and 2 and some low-rise container terminal related structures.

4.4 The subject site is set back from Rambler Channel that the existing mass and bulk of Rambler Crest provides a solid and continuous screening running across the east elevation of the proposed PRH buildings. This view is also significantly obstructed by the cargo machinery operating at Kwai Chung Terminals 1 and 2 in the front. Only a very small portion of the subject development would be barely visible from this view, which causes a slight obstruction of the green mountain backdrop. The visual impact from this long range view is considered negligible. The subject development is generally compatible with the high-rise visual composition from this viewpoint.

Viewpoint 2 (**Figure B**) - North-eastern Corner of Tsing Hung Road Playground

4.5 This local short distance viewpoint is taken from the east of the site in a distance of about 130m. Due to its close proximity to the subject site, the building mass of Blocks 3 and 4 of the proposed PRH development can be experienced by users of the park that would inevitably block some of the sky views and be visually intrusive. The proposed PRH development would affect the visual amenity resulting in overbearing effects when viewed from this viewpoint. It would add visual bulk to the locality and reduce visual openness and to a certain extent, cause visual incompatibility with the surroundings.

4.6 The visual openness and part of the open sky view from this view point will be blocked to some extent. However, the existing trees and plants in the playground and future planting and landscaping within the subject site would provide visual enhancement and help minimise the visual impact and soften the building mass. Vertical greening and façade treatment to soften the visual impact would be explored at the detailed design stage. With mitigation measures, the visual impact from this viewpoint would be moderate.

Viewpoint 3 (**Figure C**) – Centre of Tsing Hung Road Playground

4.7 Active users of Tsing Hung Road Playground would experience the building mass and bulk of the development from certain locations. However, viewing from the centre of this playground towards the north direction provides a totally different perspective. From Viewpoint 3, an existing elevation access and a building block at Rambler Crest are already prominent and block some of the open sky view. However, since no PRH block, which is of high-rise nature, is proposed at the north end and eastern portion of the site, visual openness can be maintained when viewed from Viewpoint 3. No visual impact is demonstrated from this viewpoint and the proposal would not cause visual incompatibility with the surroundings.

Viewpoint 4 (**Figure D**) - Northbound sliproad of the Tsing Sha Highway near the portal of the Nam Wan Tunnel

4.8 This viewpoint is taken from the south of the site in a distance of 900m.

4.9 The photomontage shows that the proposed PRH development will be visible from this viewpoint. Since this is a distant view to the subject site, the building mass and bulk of the proposed blocks is considered to be not excessive. The building height is in keeping

with the building height profile of the nearby existing and planned buildings blending in well with the character of the existing built-up area. The ridgeline at the backdrop in a long distance would be partially blocked by the proposed PRH development. The potential visual impacts from this viewpoint would not cause significant visual incompatibility with the surroundings. Although the direct line of sight and the prominence of the proposed development would catch drivers/passengers' attention, it is considered that drivers/passengers passing by this sliproad would mainly experience transient views of the proposed development limited to snapshots. In addition, there are currently construction works for a logistics centre on Tsing Yi Town Lot No. 185 in front of this viewpoint. Upon completion of the logistics centre in 2016 tentatively, drivers/passengers' attention would be detracted from the subject site as the building will be in the foreground of this viewpoint. The visual impact from this viewpoint is considered moderate and acceptable.

Viewpoint 5 (**Figure E**) - Tsing Yi Sai Shan at about 159mPD

4.10 This is a relatively long range view taken from the west of the site in a distance of 620m.

4.11 When viewed from this point of a country trail, the proposed PRH development would be set between the existing neighbouring developments at Rambler Crest, Mayfair Gardens and the planned private residential development at the end of Sai Shan Road. The development would be in keeping with the local character typified by high-rise residential development and similar building bulk.

4.12 The photomontage illustrates that the proposed PRH development would largely be screened by the planned private development at Sai Shan Road. This planned development is more prominent than the proposed PRH development when viewed from this viewpoint. A portion of the development would be visible from this viewpoint but it is fairly long distant given that it tucks in the southern tip of the site. The proposed PRH development would relate harmoniously with the local context of existing and planned residential buildings, with only partial obstruction of the views towards the Rambler Channel. The visual amenity from this viewpoint would not be significantly affected and it would not cause significant visual incompatibility with the surroundings.

Viewpoint 6 (**Figure F**) – Tsing Hong Road near the bus stop of Mayfair Gardens

4.13 This is a rather short distance view taken from the west of the site in a distance of about 220m. From this viewpoint, existing high-rise buildings of Rambler Crest have blocked part of the open sky view. Although the proposed development will further obstruct the open sky view, the proposed residential blocks in a maximum height of 140mPD are considered visually compatible with the existing building height profile of Rambler Crest and the local character. On balance, the overall visual composition would only be changed moderately as part of the open sky view would still be visible. Due to the proximity to the subject site, pedestrians passing by the walkway and passengers waiting at the bus stop would experience the building mass of a residential block to the immediate west of Rambler Crest, however, the view is unobtrusive as it is broken down by the building gaps between the proposed PRH blocks.

4.14 The existing trees and plantings and future soft landscaping treatment along the western site boundary would provide some visual relief at this viewpoint. Further design measures would be applied to create visual interest on the building façade and soften the building mass of the proposed development. Vertical greening and façade treatment to soften the visual impact would be explored at the detailed design stage. The visual impact of the proposed PRH development from this viewpoint is considered moderate and acceptable.

4.15 The photomontage also demonstrates that the proposed PRH development will preserve the view corridor between Blocks 3 and 4 allowing visual penetration by providing visual openness and open sky view that would not only help to soften the massing of the development but also serve as wind corridors. The proposed development would not induce insurmountable visual impact on the surrounding development.

Viewpoint 7 (**Figure G**) – Mei King Playground

4.16 This viewpoint is taken from the west of the site in a distance of 130m. Although the proposed PRH development is in a close proximity to this viewpoint, the existing landscaping elements provide positive visual amenity in the area. The existing building blocks in Rambler Crest are already visible from this viewpoint.

4.17 While playground users will experience the views of Blocks 3 and 4 of the proposed PRH development, the presence of soft landscaping in the playground would soften the building mass of the new building blocks. The building gap between Blocks 3 and 4 would provide a view corridor that a pleasant view of the open sky and visual openness would be maintained at this viewpoint. The gap between buildings would break up the overall bulk of the proposed development and avoid a wall effect when viewed the proposed development together with Rambler Crest. The visual impact of the proposed PRH development from this viewpoint is considered moderate. The resultant visual amenity would be compatible with the local character and would not cause visual harm to the surroundings.

Viewpoint 8 (**Figure H**) – Tsing Yi Bridge

4.18 This viewpoint is taken from the north/northeast of the site with a ridgeline as backdrop in a distance of 720m.

4.19 The photomontage shows that the proposed development will be visible from the street level at this viewpoint. The building mass of the proposed development is acceptable viewing from this point given the truncated building height comparing with the height of Rambler Crest. The building height profile is in keeping with the high-rise residential blocks of the adjacent existing residential developments, which some of them have intruded into the ridgeline from this viewpoint. Only a certain part of the green hillside will be blocked by the proposed buildings when viewed from this point, nonetheless, most of the ridgeline could be maintained.

4.20 The proposed PRH development is considered compatible with the existing residential development in terms of both building height and building mass. The visual impact viewing from this point is considered moderate and would not cause visual incompatibility with the surroundings.

Viewpoint 9 (**Figure I**) - Bus stop at Ching Tao House, near Cheung Ching Estate Commercial Complex, Tsing Yi Heung Sze Wui Road

4.21 This local viewpoint is taken from the north of the site in a distance of about 300m. Similar to Viewpoint 6, the existing high-rise buildings of Rambler Crest have blocked part of the open sky view.

4.22 The photomontage shows that the proposed development will obstruct the open sky view. The proposed residential blocks in a maximum height of 140mPD are considered visually compatible with the existing building height profile of Rambler Crest. The proposed buildings would be set back from the north building line of Rambler Crest forming a defined building gap with new buildings spreading southward, it is considered that the

overall visual composition would only be changed moderately as part of the open sky view would still be visible.

4.23 Pedestrians passing by the pavement and passengers waiting at the bus stop would experience the building mass of the proposed residential blocks in a modest extent. The existing greenery along this part of Tsing Yi Road and future soft landscaping treatment along the western site boundary would provide visual relief at this viewpoint. Further design measures would be applied to create visual interest on the building façade and soften the building mass of the proposed development. Vertical greening and façade treatment to soften the visual impact would be explored at the detailed design stage. The proposed development from this viewpoint is considered moderate and acceptable and would not cause serious harm to the visual amenity of the surroundings.

Viewpoint 10 (**Figure J**) – Tsing Yi Promenade

4.24 This viewpoint is taken from the north/northeast of the site. It sets about 1 100m from the subject site.

4.25 When viewed from this point, the proposed public housing development would be completely blocked by the existing buildings of Grand Horizon, Tai Sang Container and Godown Centre and Tsing Yi Industrial Centre fronting Rambler Channel. Hence, there is no visual impact from this viewpoint. It would not cause any visual incompatibility with the surroundings.

5. Conclusion

5.1 Based on the above appraisal, the maximum building height of the proposed PRH development is about 140mPD which is in keeping of the neighbouring properties at Rambler Crest and Mayfair Gardens. When viewed from some of the long range viewpoints, i.e. Viewpoint 1 (Lai King Estate), Viewpoint 5 (Tsing Yi Sai Shan) and Viewpoint 10 (Tsing Yi Promenade), part or all of the proposed development at the subject site would be screened off. From some medium range viewpoints, i.e. Viewpoint 4 (Northbound sliproad of Tsing Sha Highway), Viewpoint 8 (Tsing Yi Bridge) and Viewpoint 9 (Bus Stop at Ching Tao House, Cheung Ching Estate), the proposed development would be seen as a part of the existing building cluster with similar development intensity and scale. The proposal would generally not be incompatible with the existing built environment, local character and the surroundings in visual terms. The visual impact of these viewpoints would be slight.

5.2 It is inevitable that some of short or medium ranged viewpoints would, to a certain extent, partially affect the visual openness and quality, such as Viewpoint 2 (North-eastern Corner of Tsing Hung Road Playground), Viewpoint 6 (Tsing Hong Road near the bus stop of Mayfair Gardens) and Viewpoint 7 (Mei King Playground). The proposed PRH development would be visible due to the close proximity of the viewpoints to the subject site. Part of the open sky view enjoyed by the public would also be blocked, but such impact would not warrant serious harm to the visual amenity in the surroundings as there is a merit that view corridor would be provided to maintain visual openness so that the proposed development would not be overly unsightly and the visual impact would only be moderate.

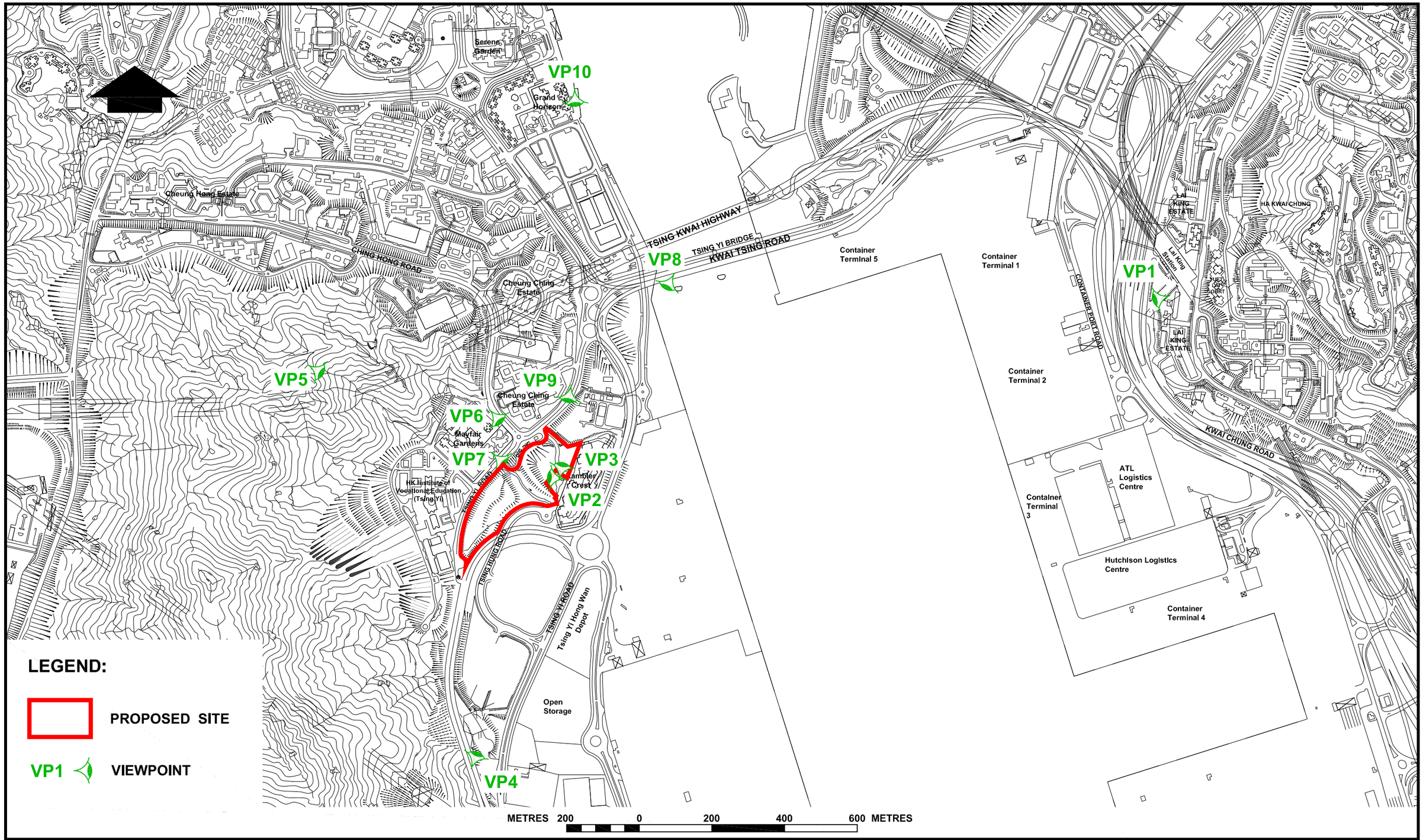
5.3 Having considered the site constraints such as slopes, existing nullah and water works reserve across the site, the proposed PRH development would be high-rise in order to optimize the development intensity. The scope for rearranging the disposition of the residential blocks is relatively limited but we would explore possible visual enhancement

measures to minimize the residual visual impact at the detailed design stage including building gaps, variation of building heights, open space, green coverage, and greening measures. It is concluded that the proposed PRH development will not induce insurmountable visual impact on the surrounding environment.

Attachments

Plan 1	Location Plan and Viewpoints
Plan 2	Conceptual Layout Plan
Figures A to J	Photomontages

(Revised as at 28 January 2016)



LOCATION PLAN AND VIEWPOINTS

HOUSING DEPARTMENT
PLANNING SECTION

Plan 1

DATE :
10. 12. 2015

BASE EXTRACTED FROM SHT Nos. 6-SE-D, 7-SW-C, 10-NE-B & 11-NW-A

15_1303KT_Plan1

N

長青邨
CHEUNG CHING ESTATE

美景花園
Mayfair Gardens

美景遊樂場
Mei King Playground

青衣基本污水處理廠
Tsing Yi Preliminary Treatment Works

香港專業教育學院（青衣）
Hong Kong Institute of Vocational Education (Tsing Yi)

香港高等科技教育學院
Technological and Higher Education Institute of Hong Kong

藍澄灣
Rambler Crest

青鴻路遊樂場
Tsing Hung Road Playground

九號貨櫃碼頭
CONTAINER TERMINAL 9

九號貨櫃碼頭一號污水泵房
Container Terminal 9 Sewage Pumping Station No.1

停車場
Car Park

停車場
Car Park

CHING HONG ROAD 青康路

TSI NG YI ROAD 青衣路

SAI SHAN ROAD 細山路

TSING YI ROAD 青衣路

TSING YI ROAD 青衣路

TSI NG HUNG ROAD 青鴻路

TSING HUNG ROAD 青鴻路

TSI NG SHA HI GHWAY 青沙公路

Elevated Road 高架道路

擬建公屋大樓 PROPOSED PRH BLOCK

擬建商場大樓 PROPOSED RETAIL COMPLEX

擬建公屋大樓 PROPOSED PRH BLOCK

擬建公屋大樓 PROPOSED PRH BLOCK

擬建公屋大樓 PROPOSED PRH BLOCK

DRAINAGE RESERVE 排水保留地

WATER WORKS RESERVE 水務工程保留地

NOTES

LEGEND:

PROPOSED SITE BOUNDARY

PROPOSED DOMESTIC BLOCKS

REVISIONS

NO	DESCRIPTION AND DATE	INITIAL AND DESIGNATION DWN	CKD	AUTH

	NAME AND DESIGNATION	INITIAL	DATE
AUTHORISED			
CHECKED			
DRAWN			

PROJECT

PUBLIC HOUSING DEVELOPMENT AT TSING HUNG ROAD, TSING YI

DRAWING TITLE

CONCEPTUAL LAYOUT PLAN

SCALE 1:500 (A1); 1:1000 (A3)

DRAWING NO.

TYA/SITE/S30A/A/LO-01

SOURCE

ICU NO.

AutoCAD 2000 A1 594 x 841

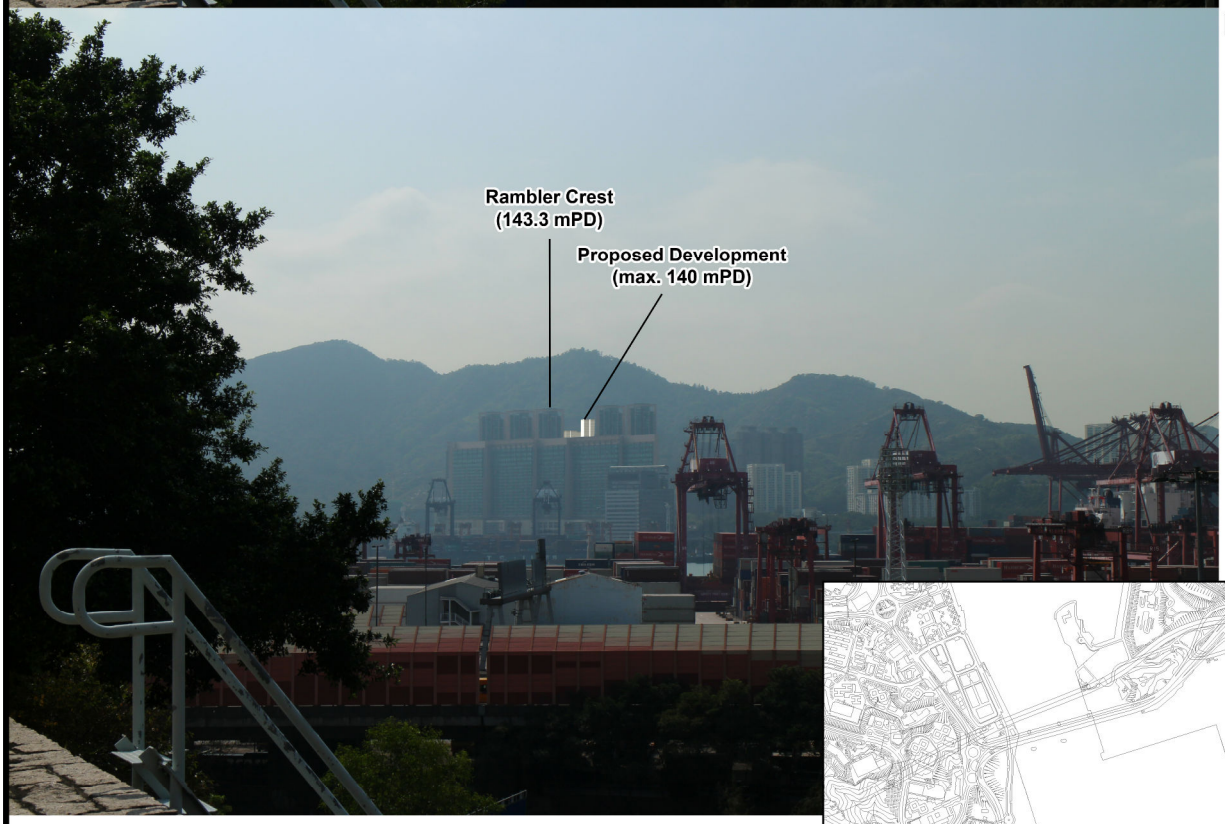
HOUSING DEPARTMENT

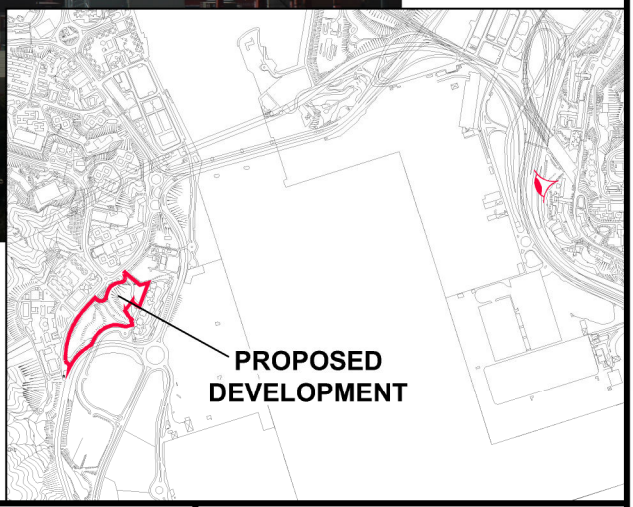
15_1303KT_Plan2

Existing View



Photomontage





PHOTOMONTAGE AT VIEWPOINT 1
(SITTING-OUT AREA OUTSIDE YEUNG KING HOUSE OF LAI KING ESTATE)

HOUSING DEPARTMENT
PLANNING SECTION

Figure A

DATE :
15. 12. 2015

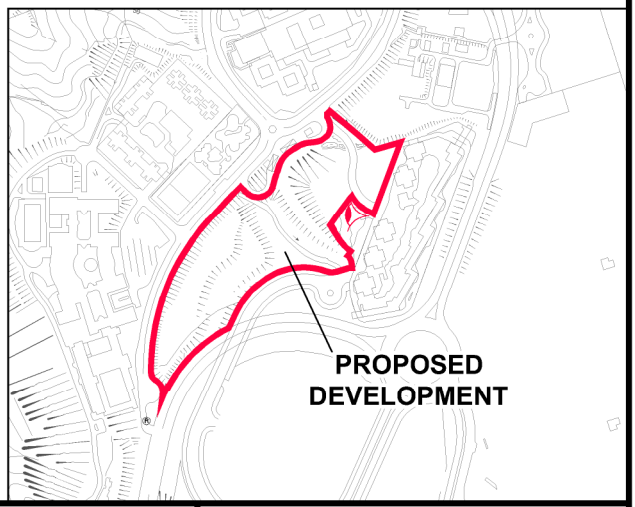
15_1302KT_VP1

Existing View



Photomontage





PHOTOMONTAGE AT VIEWPOINT 2
(NORTH-EASTERN CORNER OF TSING HUNG ROAD PLAYGROUND)

HOUSING DEPARTMENT
PLANNING SECTION

Figure B

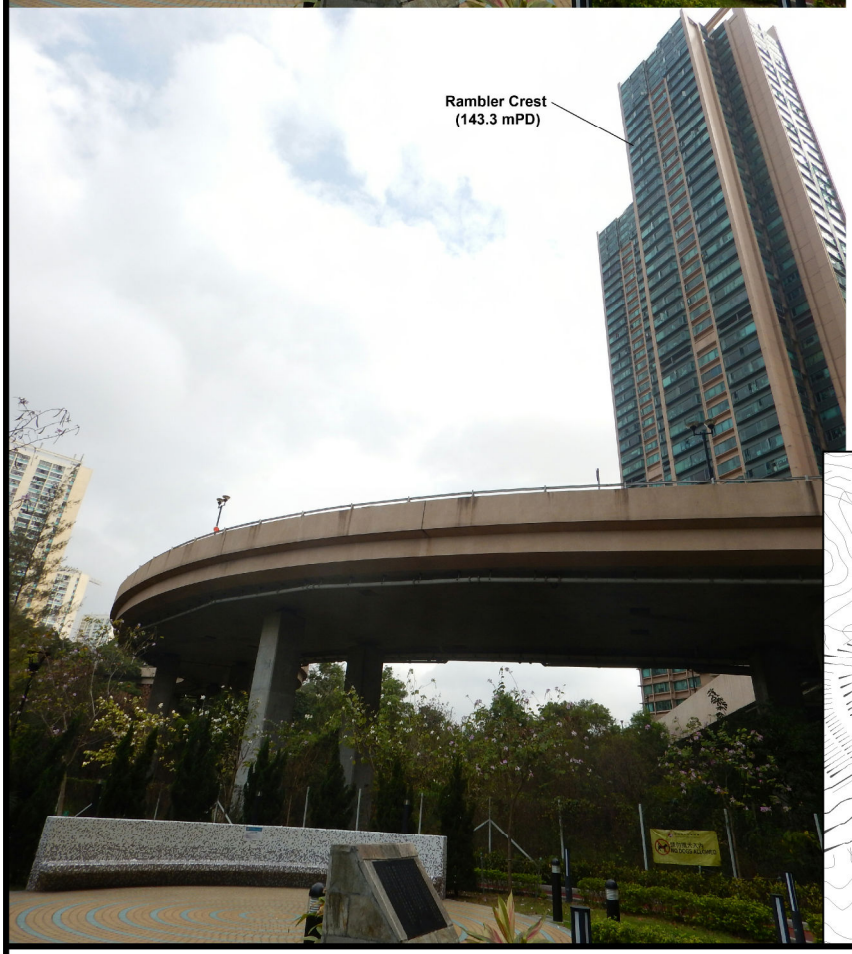
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4. 1. 2016

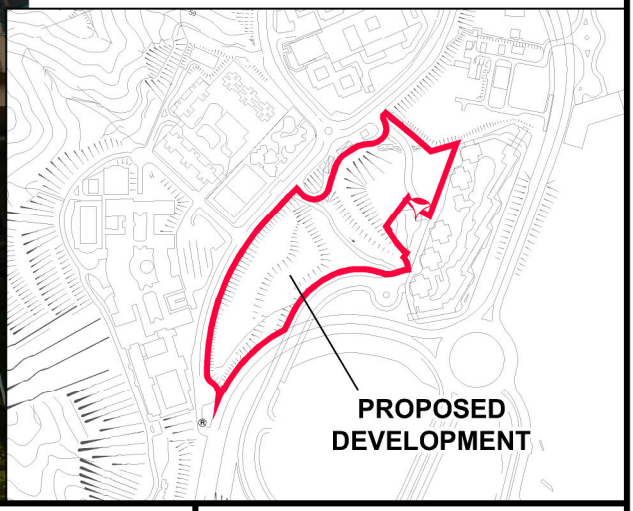
15_1302KT_VP2

Existing View



Photomontage





PHOTOMONTAGE AT VIEWPOINT 3
(CENTRE OF TSING HUNG ROAD PLAYGROUND)

HOUSING DEPARTMENT
PLANNING SECTION

Figure C

DATE :
15. 12. 2015

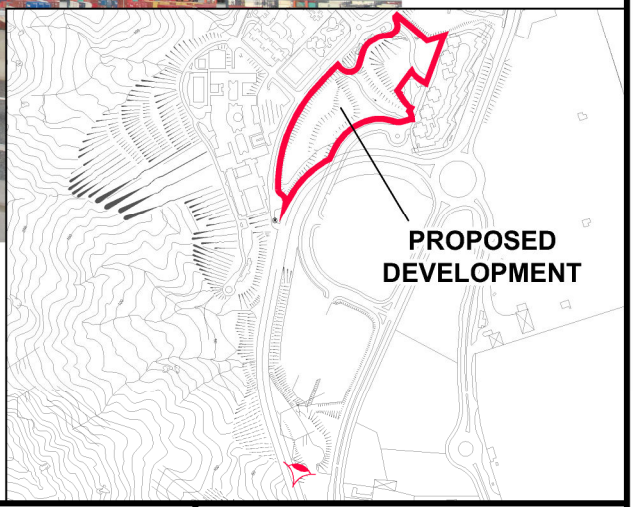
15_1302KT_VP3a

Existing View



Photomontage





PHOTOMONTAGE AT VIEWPOINT 4
(NORTHBOUND SLIPROAD OF THE TSING SHA HIGHWAY NEAR THE PORTAL OF THE NAM WAN TUNNEL)

HOUSING DEPARTMENT
PLANNING SECTION

Figure D

DATE :
4. 1. 2016

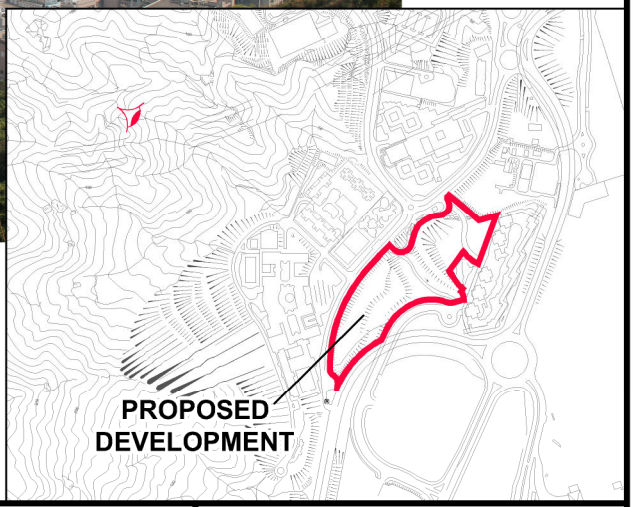
15_1302KT_VP4



Existing View



Photomontage



PHOTOMONTAGE AT VIEWPOINT 5
(TSING YI SAN SHAN AT ABOUT 159mPD)

HOUSING DEPARTMENT
PLANNING SECTION

Figure E

DATE :
13. 1. 2016

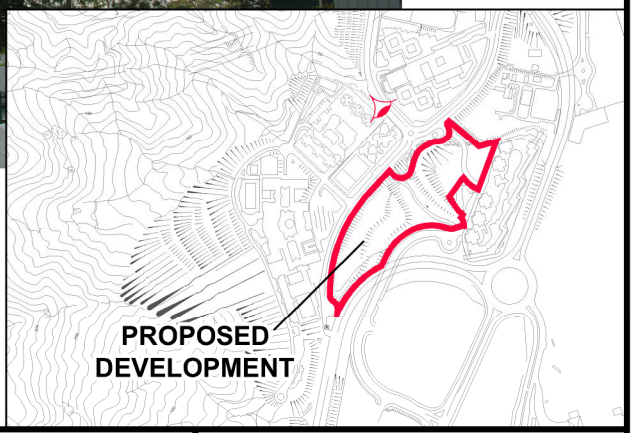
15_1302KT_VP5

Existing View



Photomontage





PHOTOMONTAGE AT VIEWPOINT 6
(TSING HONG ROAD NEAR THE BUS STOP OF MAYFAIR GARDENS)

HOUSING DEPARTMENT
PLANNING SECTION

Figure F

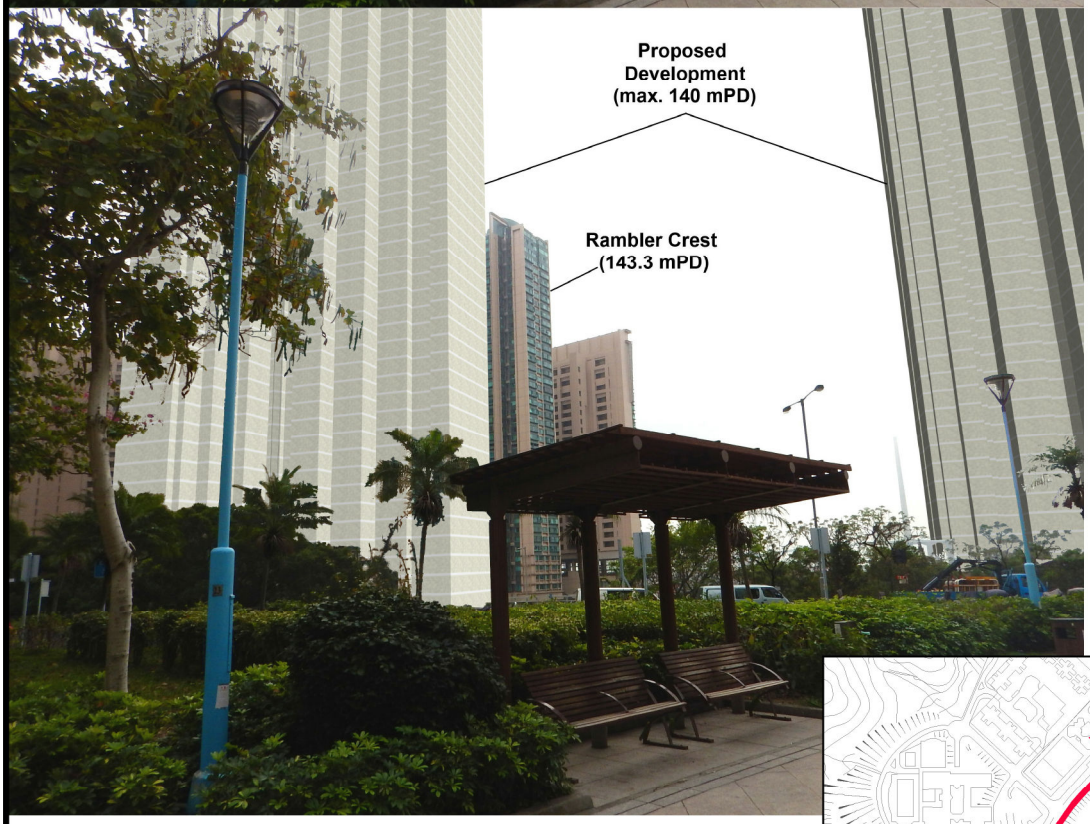
DATE :
15. 12. 2015

15_1302KT_VP6

Existing View



Photomontage





PHOTOMONTAGE AT VIEWPOINT 7
(MEI KING PLAYGROUND)

HOUSING DEPARTMENT
PLANNING SECTION

Figure G

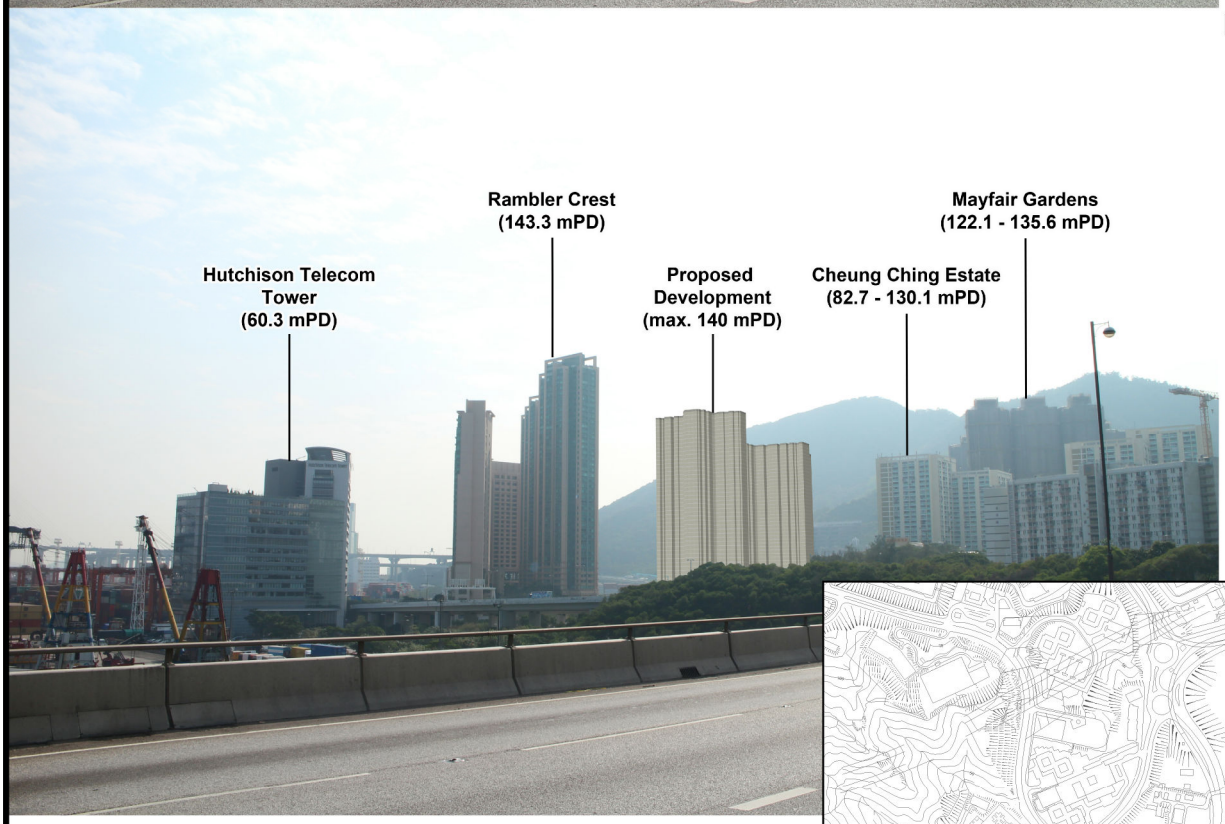
DATE :
15. 12. 2015

15_1302KT_VP7

Existing View



Photomontage





PHOTOMONTAGE AT VIEWPOINT 8
(KWAI TSING BRIDGE)

HOUSING DEPARTMENT
PLANNING SECTION

Figure H

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15. 12. 2015

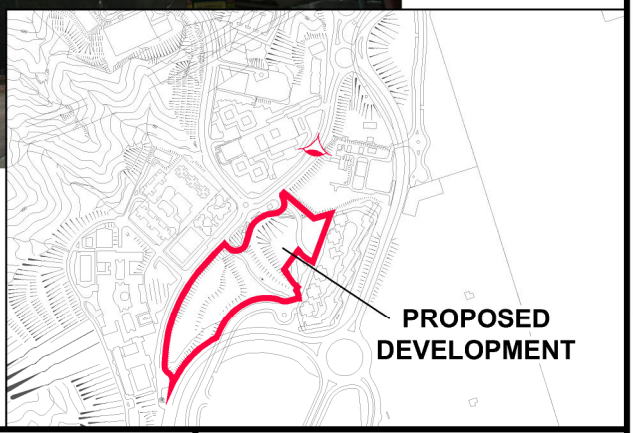
15_1302KT_VP8

Existing View



Photomontage





PHOTOMONTAGE AT VIEWPOINT 9

(BUS STOP AT CHING TAO HOUSE, NEAR CHEUNG CHING ESTATE COMMERCIAL COMPLEX, TSING YI HEUNG SZE WUI ROAD)

HOUSING DEPARTMENT
PLANNING SECTION

Figure 1

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15. 12. 2015

15_1302KT_VP9

Existing View



Photomontage





PHOTOMONTAGE AT VIEWPOINT 10
(TSING YI PROMENADE)

HOUSING DEPARTMENT
PLANNING SECTION

Figure J

DATE :
13. 1. 2016

15_1302KT_VP10

AECOM

Hong Kong Housing Authority

Environmental Study for the Public Housing Development at Tsing Yi Area 22B

Air Ventilation Assessment Expert Evaluation

February 2016

	Name	Signature
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Reviewed & Approved:	YT Tang	

Version: 12 Date: 15/2/2016

Disclaimer

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1 INTRODUCTION

1.1.1 AECOM Asia Co. Ltd was commissioned by the Hong Kong Housing Authority to undertake Air Ventilation Assessment – Expert Evaluation on the proposed Public Housing (PH) development at Tsing Yi Area 22B. The purposes of the study include examining the air ventilation performance of the proposed architectural design scheme qualitatively and formulate possible measures to enhance ventilation performance.

1.1.2 The study is carried out in accordance with the "Housing, Planning and Lands Bureau – Technical Circular No.1/06, Environment, Transport and Work Bureau – Technical Circular No.1/06, Air Ventilation Assessment" and Annex A of the above mentioned Technical Circular "Technical Guide for Air Ventilation Assessment for Development in Hong Kong".

1.1.3 The report presents an expert evaluation on the air ventilation performance of the proposed design scheme of PH development at Tsing Yi Area 22B. It evaluates the wind characteristics of the subject site and its vicinity areas, including the following tasks.

- Identify the site wind conditions;
- Identify good design features;
- Identify obvious problem areas and propose some mitigation measures; and
- Recommend the scope, methodology and details of initial study for further air ventilation assessment stage

2 EXPERT EVALUATION

2.1 Site Vicinity

2.1.1 The proposed PH development is located at the south-eastern part of Tsing Yi Island, bounded by Tsing Yi Road at the west and the north, Tsing Hung Road at the east and Tsing Sha Highway at the south. The total site area is approximately 4.2 hectares, which is currently categorized as “Residential” in the Outline Zoning Plan (OZP).

2.1.2 Rambler Crest at Tsing Yi Road (Lower), categorized as commercial area, are located at the due east to the subject site. Residential blocks of Cheung Ching Estate at the junction of Tsing Yi Road (Upper) and Tsing Hong Road are situated at the north of the subject site. They are separated by Tsing Yi Preliminary Treatment Works at the northeast, adjoining the site boundary. Residential blocks of Mayfair Gardens at Tsing Yi Road (Upper) are at situated at the north-east, separated by approximately 180m from Rambler Crest across the subject site. In addition, The Hong Kong Institute of Vocational Education (Tsing Yi) is built at the west. Presently, Container Terminal No.9 is located at the south-east of site and the land at the south is occupied by temporary uses, which is categorized as Other Specified Uses in the OZP. Idling containers are stacked in Container Terminal No. 9 and the lands nearby. The containers could be stacked up to 8 containers as high as approximately 20m above ground. **Figure 2.1** shows the container stacks around Container Terminal No. 9.

Figure 2.1 Container Stacks around Container Terminal No. 9



2.1.3 There are some open space recreation facilities in close proximity to the proposed development. The first one is Mei King Playground right between the subject site and Mayfair

Gardens. The second one is Tsing Hung Road Playground right between the subject site and Rambler Crest.

2.1.4 Residential buildings will be built on the site at Sai Shan Road next to Mayfair Gardens and the site at Ching Hong Road next to Cheung Ching Estate. An animal welfare centre will be built on the site at Cheung Fai Road next to Tsing Yi Preliminary Treatment Works. There are existing and proposed port back-up uses to the south of the subject site. **Figure 2.2** shows the location and vicinity of the subject site. And, **Table 2.1** summarizes the building height of surrounding buildings. The tallest building in the site vicinity is approximately 143mPD.

Figure 2.2 Location and Vicinity of the Public Rental Housing Development at Tsing Yi Area 22B

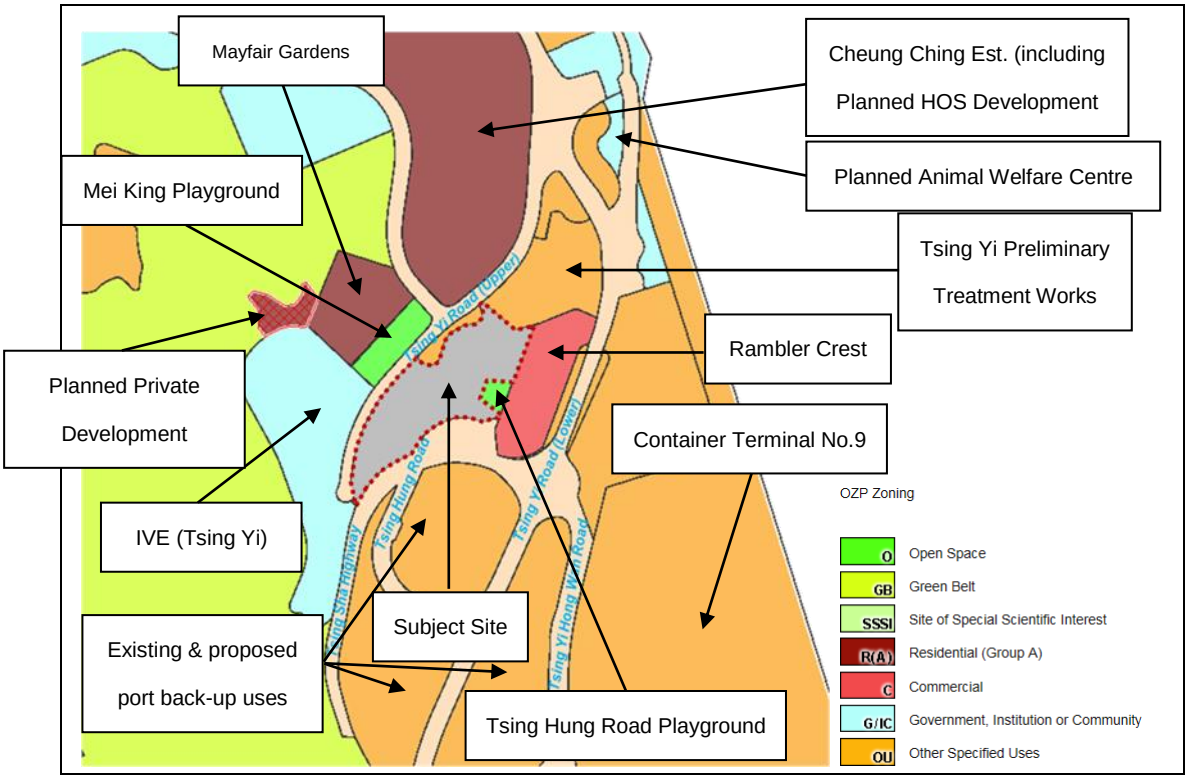


Table 2.1 Height of Surrounding Buildings

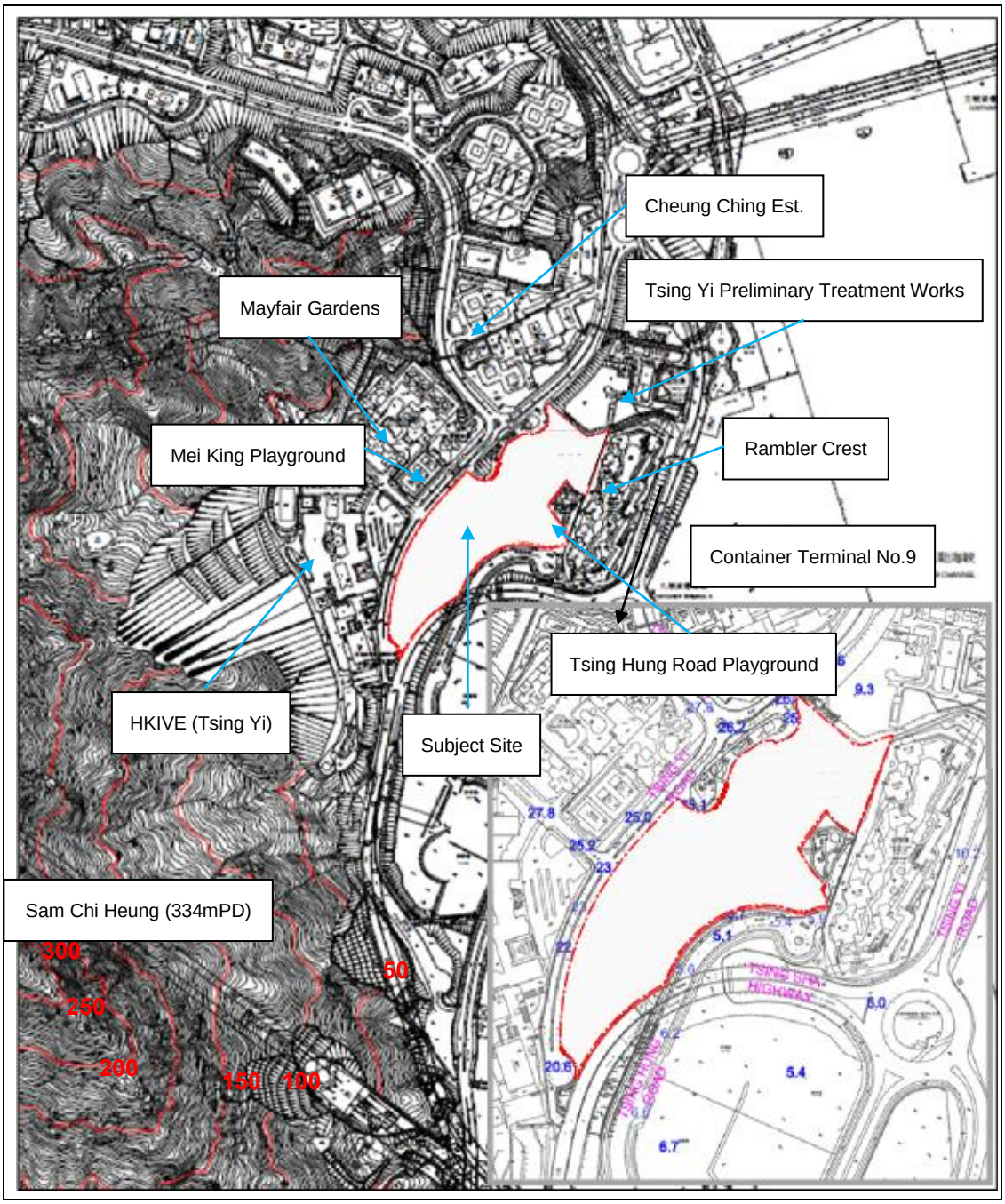
No.	Surrounding Building	Building Height (mPD)
1	Cheung Ching Estate	130
2	Mayfair Gardens	136
3	Rambler Crest	143
4	Hong Kong Institute of Vocational Education (Tsing Yi)	80
5	Tsing Yi Preliminary Treatment Works	16

2.2 Site Topography

2.2.1 **Figure 2.3** shows the ground elevation around the subject site. The ground level elevates from Tsing Hung Road at the east at approximately +6mPD to Tsing Yi Road (Upper) at the west at

approximately +20.6mPD. A slope with nearly 5m in height is situated along the west boundary of the subject site next to Tsing Yi Road (Upper). At the southeast of the subject site, the land remains flat and extends eastward to Ramble Channel and southward to the shore of Tsing Yi Island. On the other hand, ground level at the west rises abruptly to the peak of Sam Chi Heung at +334mPD. Urban area of Tsing Yi Island is located at the northwest and the north of the subject site. Ground level rise gradually to the peak of Liu To Shan at +218mPD at the north-west of Tsing Yi Island.

Figure 2.3 Contour Map of Surrounding Environment



2.3 Wind Availability

2.3.1 Natural wind availability is crucial to investigate the wind performance of the subject site. A set of wind availability data of different locations in Hong Kong grounded on the Fifth Generation Penn State Meso-scale Meteorological Model (MM5) and Regional Atmospheric Meteorological System (RAMS), released by the Hong Kong Planning Department, is suitable for air ventilation study. Three sets of wind data, including the annual wind rose of MM5, annual wind rose and summer wind rose of RAMS, are evaluated in this report. The site wind availability data can be accessed from the official website of the Planning Department.
(http://www.pland.gov.hk/pland_en/misc/MM5/main.htm)
(http://www.pland.gov.hk/pland_en/info_serv/site_wind/site_wind/index.html)

2.3.2 *Annual Wind Rose of MM5*– Annual wind rose of MM5 at grid (22, 28) shown in **Figure 2.4** is utilized in this study. **Table 2.2** summarizes the annual occurrence of each wind direction.

Figure 2.4 Annual Wind Rose of MM5 at Grid (22, 28)

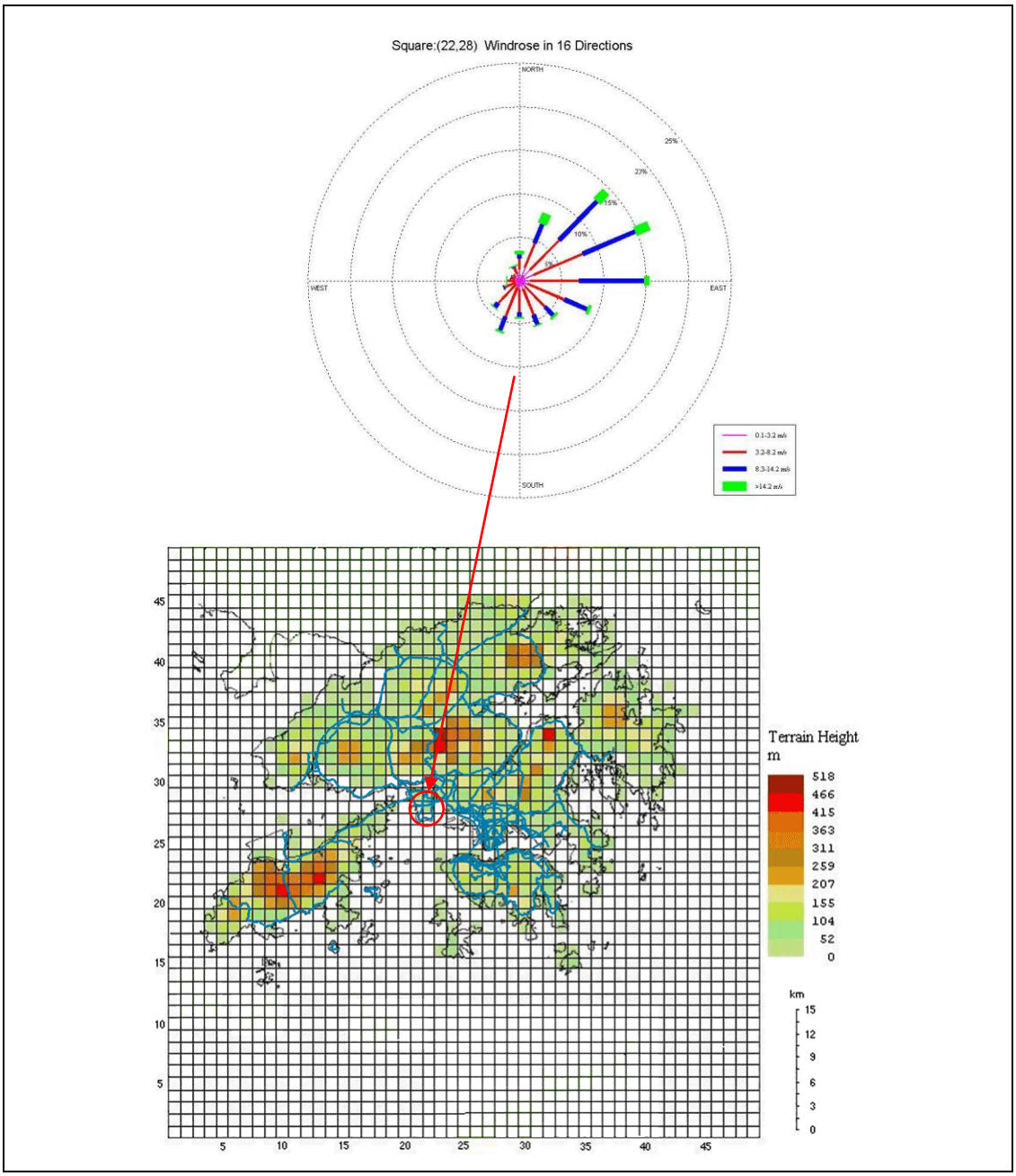


Table 2.2 Annual Wind Direction and Occurrence of MM5 at Grid (22, 28)

No.	Wind Direction (^{o})	Occurrence (%)
1	N (0^o)	3.4
2	NNE (22.5^o)	8.2
3	NE (45^o)	14.3
4	ENE (67.5^o)	16.4
5	E (90^o)	15.2
6	ESE (112.5^o)	8.9
7	SE (135^o)	5.8
8	SSE (157.5^o)	5.5
9	S (180^o)	4.3
10	SSW (202.5^o)	6.3
11	SW (225^o)	4.3
12	WSW (247.5^o)	2.1
13	W (270^o)	1.5
14	WNW (292.5^o)	1.1
15	NW (315^o)	1.0
16	NNW (337.5^o)	1.8

2.3.3 *Annual Wind Rose of RAMS* – Released by Planning Department in late 2015, annual wind rose of RAMS at 500m of grid (67, 48) shown in **Figure 2.5** is utilized in this study. **Table 2.3** summarizes the annual occurrence of each wind direction.

Figure 2.5 Annual Wind Rose of RAMS at 500m of Grid (67, 48)

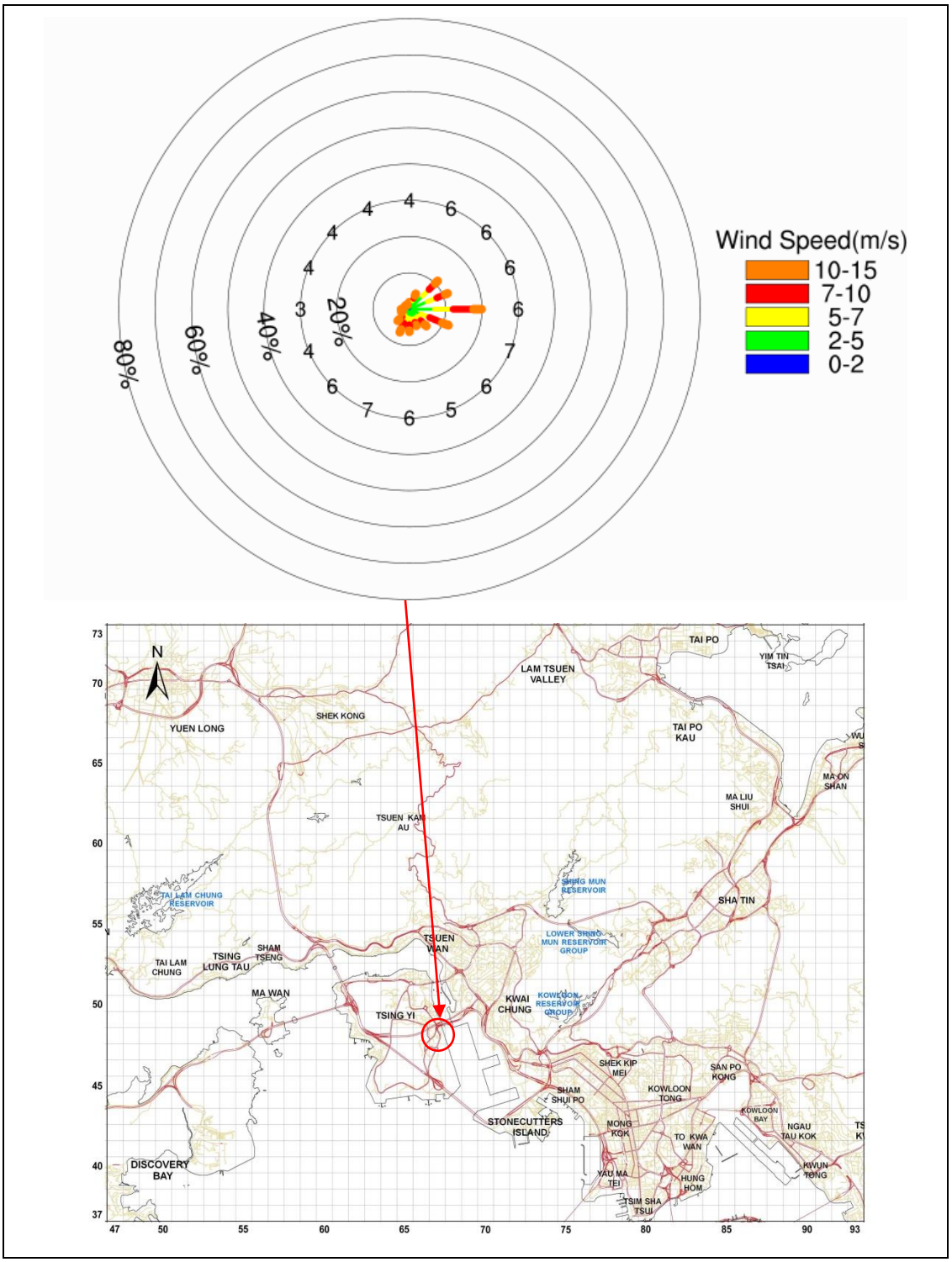


Table 2.3 Annual Wind Direction and Occurrence of RAMS at 500m of Grid (67, 48)

No.	Wind Direction (^{o})	Occurrence (%)
1	N (0^o)	2.0
2	NNE (22.5^o)	4.6
3	NE (45^o)	11.1
4	ENE (67.5^o)	11.6
5	E (90^o)	20.1
6	ESE (112.5^o)	11.9
7	SE (135^o)	6.7
8	SSE (157.5^o)	5.0
9	S (180^o)	6.3
10	SSW (202.5^o)	6.9
11	SW (225^o)	4.6
12	WSW (247.5^o)	2.4
13	W (270^o)	2.3
14	WNW (292.5^o)	1.5
15	NW (315^o)	1.5
16	NNW (337.5^o)	1.4

2.3.4 It can be noted from both wind roses that the annual occurrence of wind from NE, ENE and E directions occupy over 40% of the annual wind direction. Therefore, winds from NE, ENE and E are considered to be the annual prevailing wind from MM5 and RAMS wind availability data.

2.3.5 *Summer Wind Rose of RAMS*– Released together with the annual wind rose of RAMS by Planning Department in late 2015, summer wind rose of RAMS at 500m of grid (67, 48) shown in **Figure 2.6** is utilized in this study. **Table 2.4** summarizes the summer occurrence of each wind direction. It can be noted from the summer wind rose that occurrence of wind from S, SW and SSW directions occupy over 40% of the summer wind direction. Therefore, winds from S, SW and SSW are considered to be the summer prevailing wind from RAMS wind availability data.

Figure 2.6 Summer Wind Rose of RAMS at 500m of Grid (67, 48)

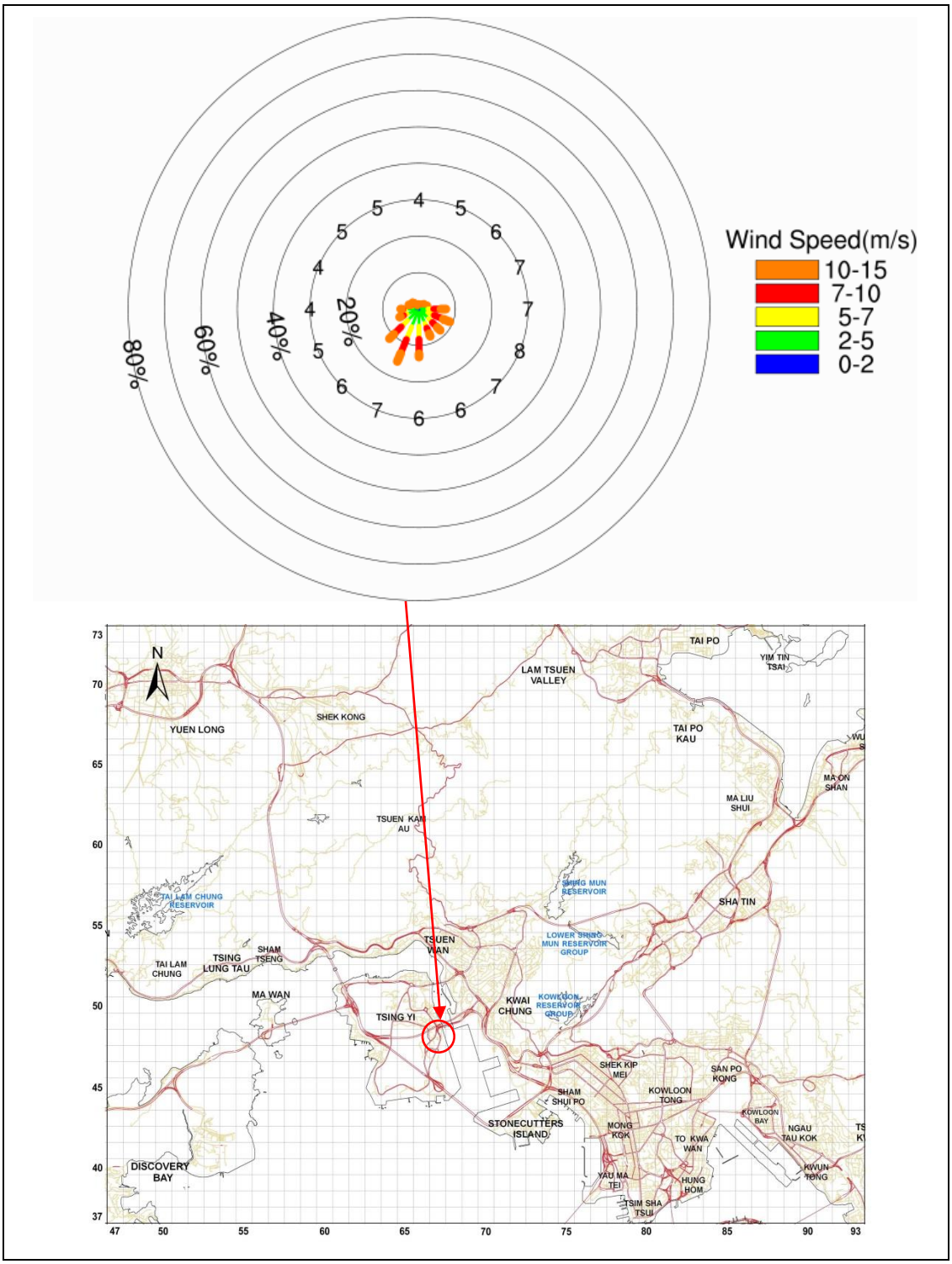
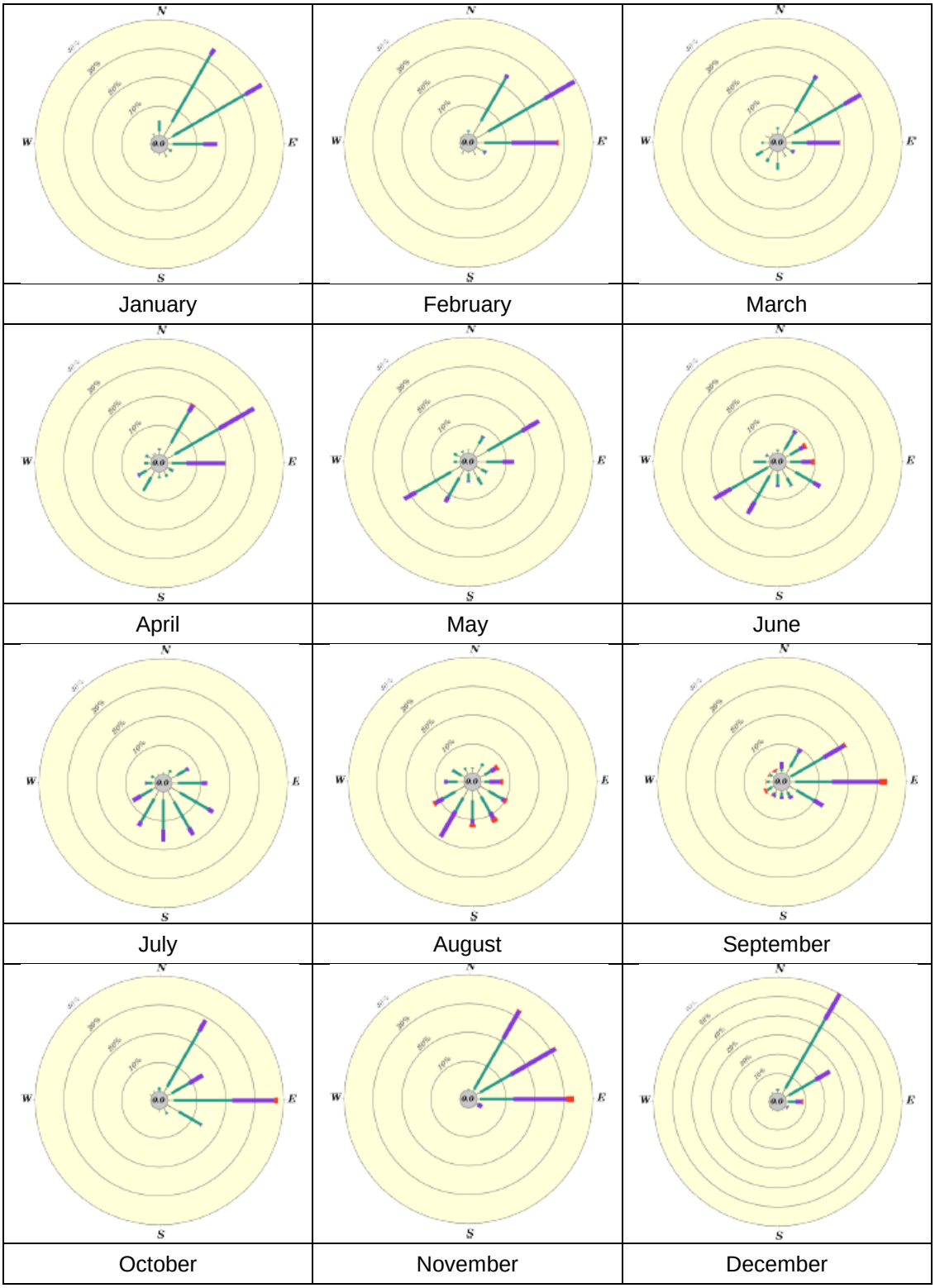


Table 2.4 Summer Wind Direction and Occurrence of RAMS at 500m of Grid (67, 48)

No.	Wind Direction (^{o})	Occurrence (%)
1	N (0^o)	1.2
2	NNE (22.5^o)	1.3
3	NE (45^o)	2.0
4	ENE (67.5^o)	2.5
5	E (90^o)	7.8
6	ESE (112.5^o)	9.6
7	SE (135^o)	8.5
8	SSE (157.5^o)	8.2
9	S (180^o)	13.4
10	SSW (202.5^o)	15.8
11	SW (225^o)	11.7
12	WSW (247.5^o)	5.8
13	W (270^o)	5.1
14	WNW (292.5^o)	3.0
15	NW (315^o)	2.5
16	NNW (337.5^o)	1.4

2.3.6 Further comparing MM5 and RAMS wind availability data with the monthly wind rose at Waglan Island shown **Figure 2.7**, which is adopted from *Summary of Meteorological and Tidal Observation in Hong Kong 2013* issued by Hong Kong Observatory (HKO), annual prevailing wind comes from NE quadrant, while summer prevailing wind comes from SW quadrant. Both MM5, RAMS wind rose and wind rose recorded by Waglan Island reach the same conclusion.

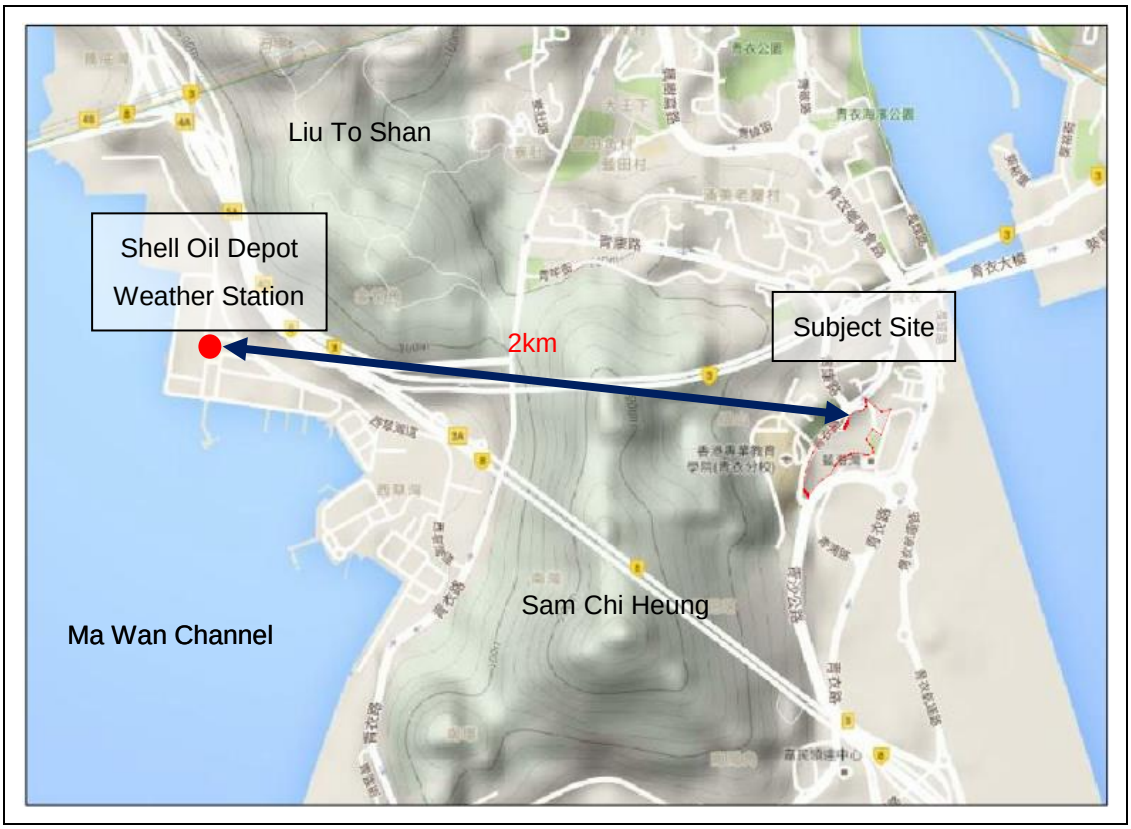
Figure 2.7 Monthly Wind Rose at Waglan Island Weather Station (Adopted from *Summary of Meteorological and Tidal Observation in Hong Kong 2013*)



2.3.7 *Wind Rose at Shell Oil Depot Weather Station* – Furthermore, local wind condition is identified by HKO Shell Oil Depot weather station at Sai Tso Wan Road, elevated at +43mPD. **Figure 2.8** shows the location of the weather station. Hilly Liu To Shan at +218mPD and Sam Chi

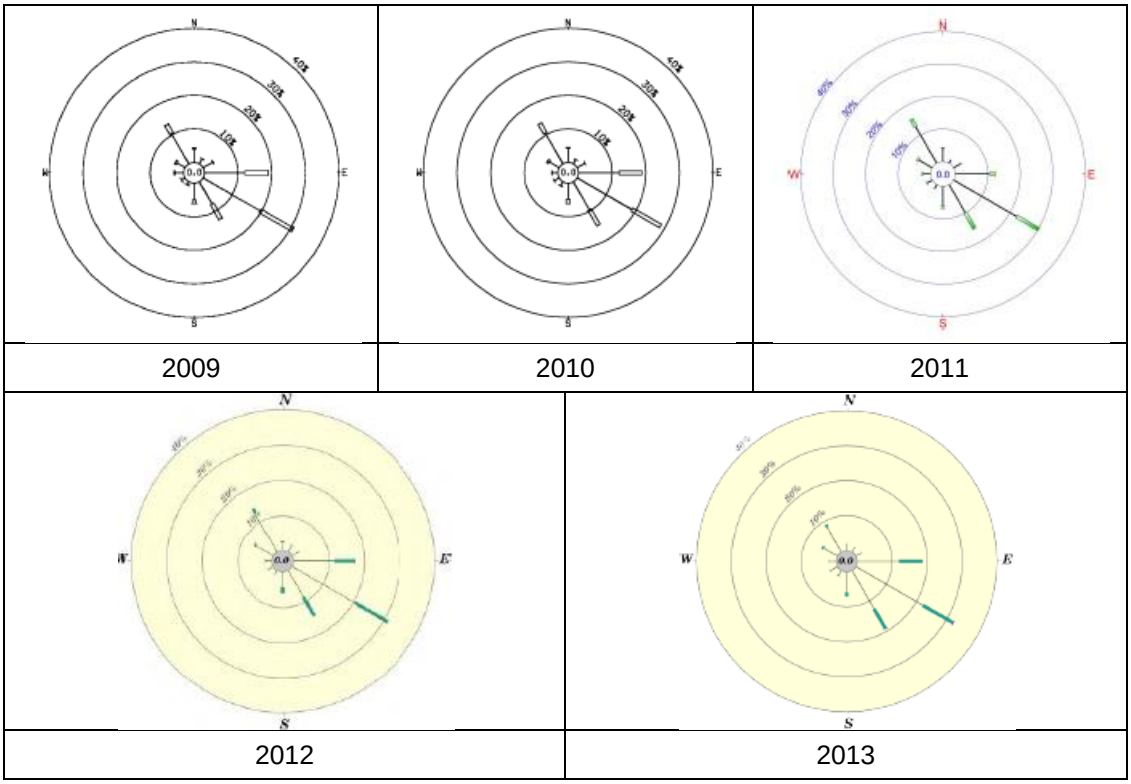
Heung at +334mPD are at the north-east and the south-east respectively, while smooth Ma Wan Channel is at the west. Separated by Sam Chi Heung, the subject site is located at approximately 2km east of the weather station.

Figure 2.8 Shell Oil Depot Weather Station Location



2.3.8 **Figure 2.9** shows the annual wind rose recorded by the weather station from 2009 to 2013. It can be noted from these five year data that wind from SE quadrant is the most abundant, occupying over 60% annual occurrence. Meanwhile, winds from ESE, SE and SSE are the most frequent in summer (from May to August) referred to the raw data of that weather station. Therefore, winds from E, ESE, SE and SSE are regarded as annual prevailing wind and winds from ESE, SE and SSE are regarded as summer prevailing wind according to wind data at Shell Oil Depot Weather Station.

Figure 2.9 Annual Wind Rose at Shell Oil Depot Weather Station (Adopted from *Summary of Meteorological and Tidal Observation in Hong Kong 2009 - 2013*)



2.3.9 Comparing MM5 wind rose with the wind rose recorded by Shell Oil Depot weather station, undisturbed winds from NE, ENE and E are the most abundant while winds from ESE, SE and SSE at the weather station is more probable locally. The nuance can be attributed to the wind disturbance by the hilly topography at the east of the weather station. Under north-easterly prevailing winds, near-ground wind bypasses Liu To Shan via the trough between Liu To Shan and Sam Chi Heung, where is situated at the ESE of the weather station. Diverted wind approaches the weather station south-easterly, leading to highly probable south-easterly wind recorded by the weather station. Frequent south-easterly wind is a localized phenomenon at the weather station, which is not anticipated elsewhere. Generally, wind data from the weather station reflects the wind condition at the subject site.

2.3.10 To sum up, annual prevailing wind directions include NE, ENE, E, ESE, SE and SSE while summer prevailing wind directions include ESE, SE, SSE, S, SSW and SW.

2.4 Existing Wind Environment

2.4.1 Since the subject site is vacant now, no implied deterioration on ventilation performance is expected regardless prevailing wind direction.

2.4.2 *Prevailing Winds from NE and ENE* – **Figure 2.10** shows the wind environment at pedestrian level around the subject site under north-easterly prevailing winds schematically. Cheung Ching Estate and Rambler Crest are located at the windward side under north-easterly winds.

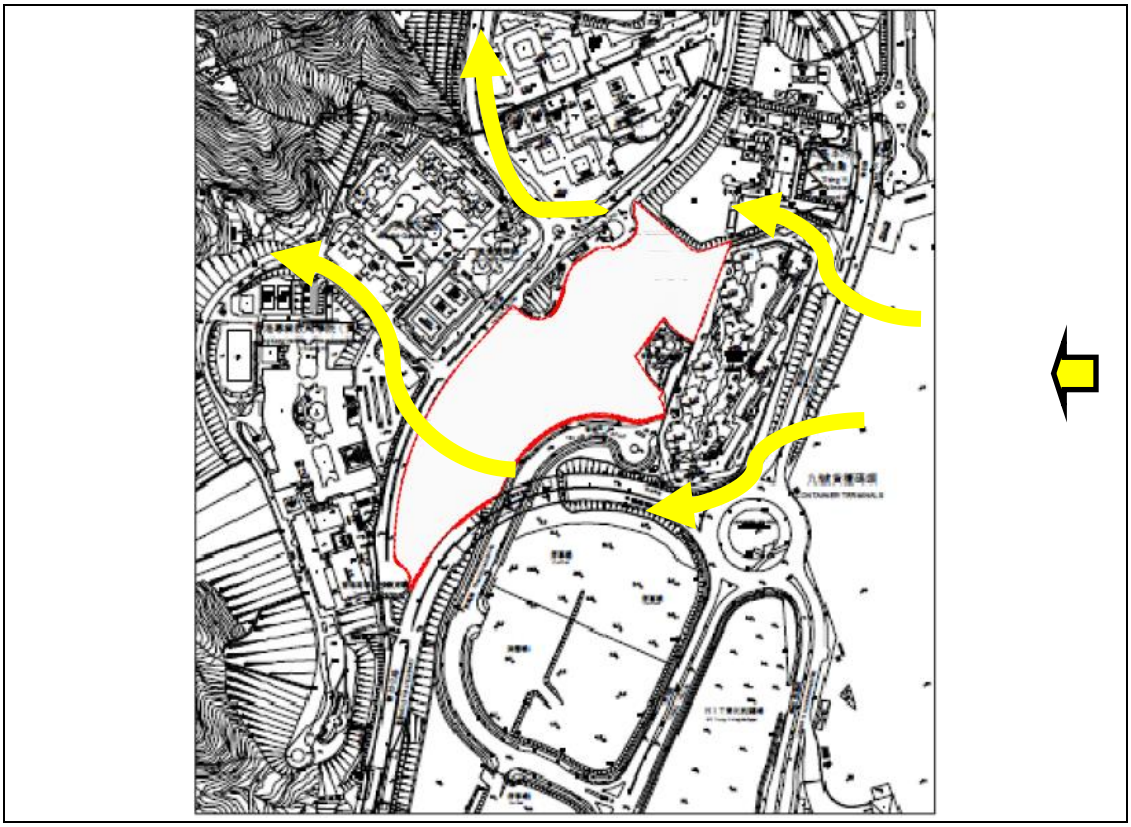
Prevailing winds from NE and ENE are diverted by Rambler Crest, establishing wind stagnant zone at Tsing Hung Road Playground located at the leeward side of Rambler Crest. Relative to north-easterly wind, the extent of wind stagnant zone will be larger under ENE wind. Outside the wind stagnant zone, development of corner streams implies localized wind amplification at the breezeways at Tsing Yi Road (Upper) cum subject site and Tsing Yi Road (Lower). As wind permeates along the wind pathways, redevelopment of airflow pattern occurs at downstream locations, imposing some influences on ventilation performance at Mayfair Gardens, Mei King Playground and The Hong Kong Institute of Vocational Education (Tsing Yi).

Figure 2.10 Existing Wind Environment under North-Easterly Winds



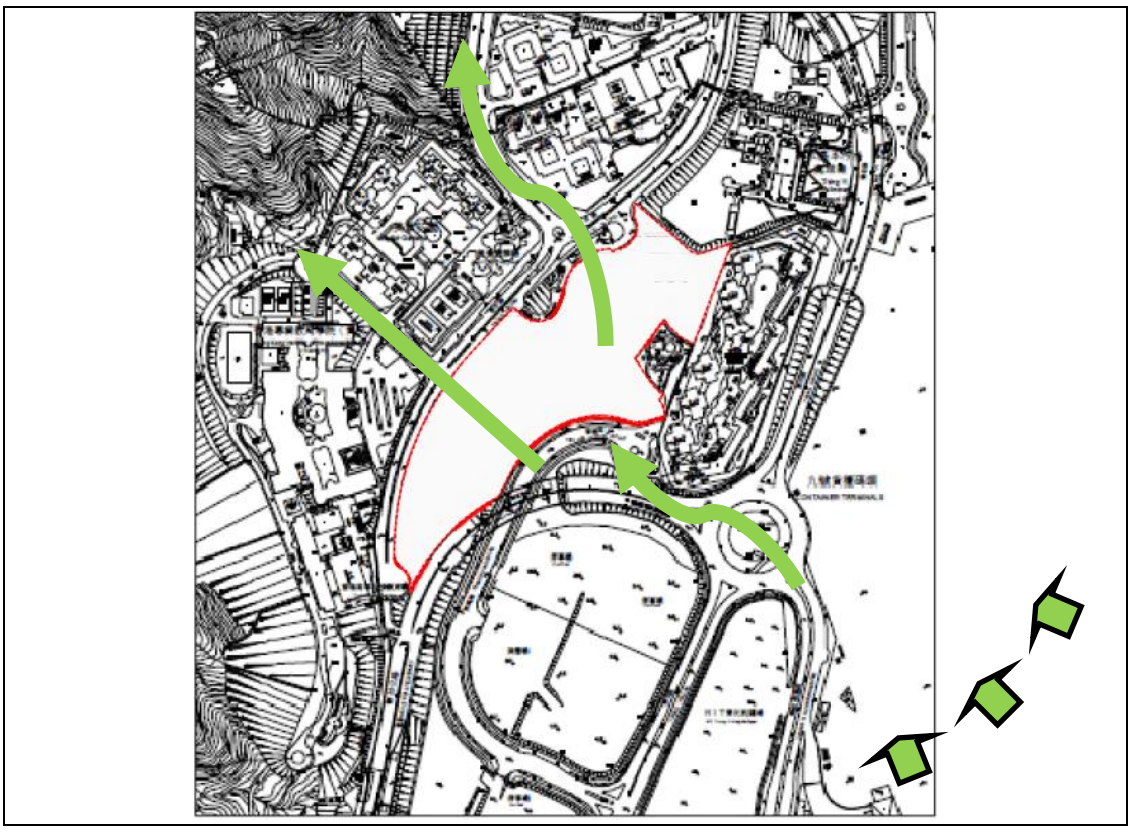
2.4.3 *Prevailing Wind from E* – **Figure 2.11** shows the wind environment at pedestrian level around the subject site under easterly prevailing wind schematically. Cheung Ching Estate and Rambler Crest are located at the windward side under easterly wind. Prevailing wind is bifurcated by Rambler Crest. On the one hand, wind advances to Ching Hong Road via the wind corridor at the north of Rambler Crest. On the other hand, wind advances to Sai Shan Road via the south of Rambler Crest and the subject site. Therefore, the subject site Mayfair Gardens, Mei King Playground and the Hong Kong Institute of Vocational Education (Tsing Yi) along Sai Shan Road are affluently ventilated. Tsing Hung Road Playground, where is located at the leeward side, is well sheltered by Rambler Crest.

Figure 2.11 Existing Wind Environment under Easterly Winds



2.4.4 *Prevailing Winds from ESE, SE and SSE* – **Figure 2.12** shows the wind environment at pedestrian level around the subject site under south-easterly prevailing winds schematically. Despite of the absence of permanent superstructure built on the lands categorized as other specified uses at the southeast of the subject site, the densely packed container stacks in these areas and Container Terminal No. 9 can serve as wind barriers blocking incoming wind from ESE, SE and SSE near ground level. Wind availability at the subject site and Tsing Hung Road Playground is restricted consequently. On the contrary, wind obstruction at Cheung Ching Estate, Mayfair Gardens, Mei King Playground and The Hong Kong Institute of Vocational Education (Tsing Yi) is less significant as the elevation is higher than the preceding obstacles at Container Terminal No.9. South-easterly winds can penetrate the subject site, ventilating Mayfair Gardens, Mei King Playground and The Hong Kong Institute of Vocational Education (Tsing Yi) directly without wind barriers. Although wind availability at Cheung Ching Estate is not altered by the container stacks, it is sheltered by Ramble Crest at the south-east. Instead of direct exposure to prevailing winds, diverted wind permeate the junction of Tsing Hong Road and Tsing Yi Road (Upper) and downstream via the wind corridor above the subject site.

Figure 2.12 Existing Wind Environment under South-Easterly Winds



2.4.5 *Prevailing Winds from S, SW and SSW* – **Figure 2.13** shows the wind environment at pedestrian level around the subject site under south and south-westerly prevailing winds schematically. After bypassing the hilly Sam Chi Heung at the southwest of Tsing Yi Island, summer prevailing winds from S, SW and SSW advance the urban area of Tsing Yi Island via the breezeways at Tsing Yi Road (Upper) cum subject site and Tsing Yi Road (Lower). The subject site, Cheung Ching Estate, Mayfair Gardens, Mei King Playground and The Hong Kong Institute of Vocational Education (Tsing Yi) at Tsing Yi Road (Upper) and Rambler Crest at Tsing Yi Road (Lower) are located at the air pathways. No adverse wind condition is expected. However, wind availability at Tsing Hung Road Playground is exacerbated by the upstream container stacks.

Figure 2.13 Existing Wind Environment under South and South-Westerly Winds



2.4.6 The two principal breezeways along Tsing Yi Road (Upper) cum subject site and Tsing Yi Road (Lower) optimize overall wind permeability of the assessment area. Wind condition at Tsing Hung Road Playground is the most sensitive to wind direction, surrounding topography and morphology. Located at the breezeways, wind availability at the subject site, Rambler Crest, Mayfair Gardens, Mei King Playground and The Hong Kong Institute of Vocational Education (Tsing Yi) is affluent regardless prevailing wind direction. Finally, Cheung Ching Estate can expose strong north-easterly winds and south-westerly winds.

2.5 Baseline and Proposed Design Schemes

2.5.1 Two design schemes are evaluated in this report. The design scheme, which was submitted in July 2015, acts as baseline design scheme. The proposed design scheme is the one developed based on the baseline design scheme, taking into considerations on any essential and possible mitigation measures to improve air ventilation performance.

2.5.2 *Baseline Design Scheme* **- Figure 2.14** shows a plan view and an elevation view of the baseline design scheme. The development involves some retail, carpark and welfare facilities at low level up to about +30mPD and 5 domestic blocks with maximum building height of +140mPD. **Table 2.5** tabulates the maximum building height of each domestic block. There is no podium but Block 1 and Block 2 will sit on the deck at +16.5mPD and Block 3, Block 4 and Block 5 on another deck at +12.0mPD, both below the level of Tsing Yi Road (Upper).

Figure 2.14 Plan View and Elevation View of Baseline Design Scheme

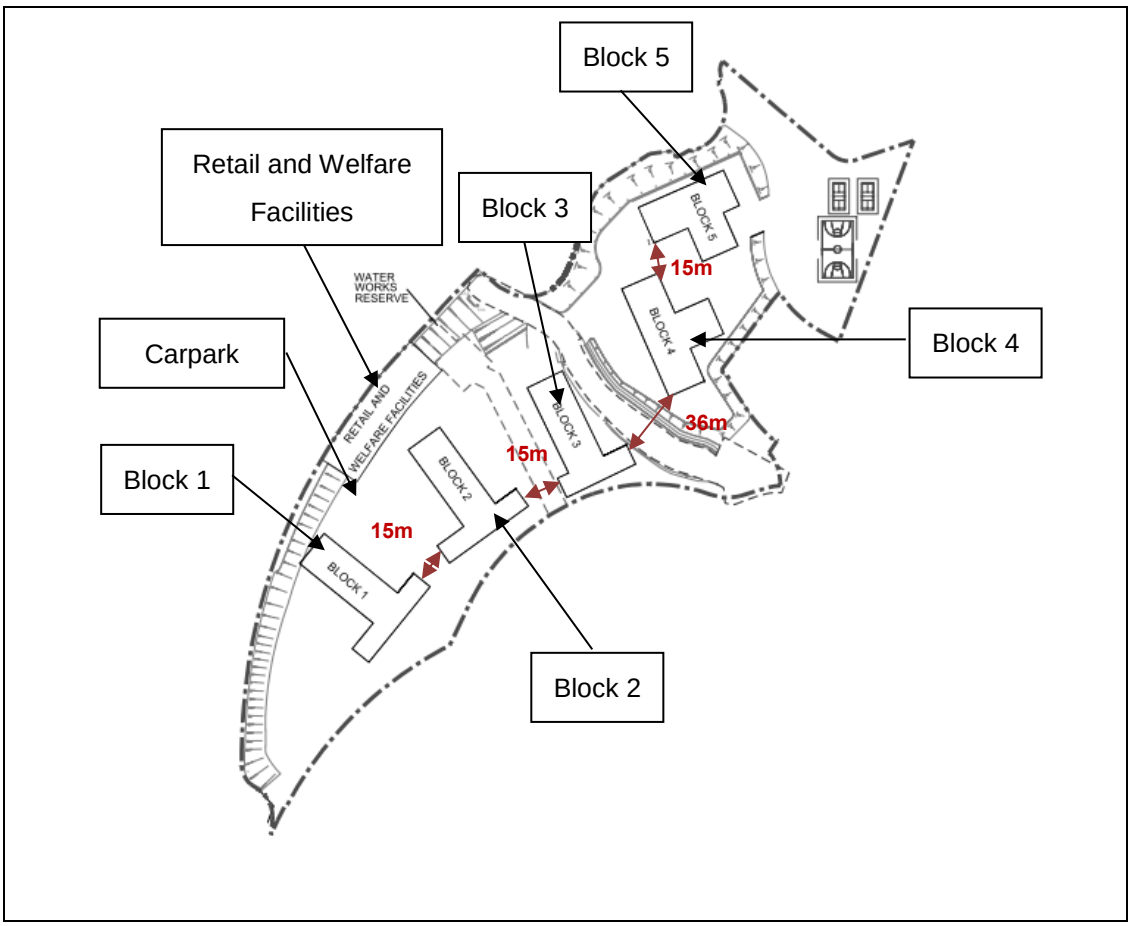


Table 2.5 Height of Proposed Buildings in Baseline Design Scheme

No.	Proposed Building	Building Height (mPD)
1	Domestic Block No. 1	+140 at maximum
2	Domestic Block No. 2	+140 at maximum
3	Domestic Block No. 3	+140 at maximum
4	Domestic Block No. 4	+140 at maximum
5	Domestic Block No. 5	+140 at maximum

2.5.3 *Proposed Design Scheme* – **Figure 2.15** shows a plan view and an elevation view of the proposed design scheme. The proposed development involves a semi-basement carpark, a low rise retails block up to about +28mPD and 4 domestic blocks with varying building height from +125mPD to +140mPD approximately. **Table 2.6** tabulates the building height of each domestic block. There is no podium but the retails block, Block 1, Block 2 and Block 3 will sit on the deck at +20mPD and Block 4 will sit on the deck at +6mPD., both below the level of Tsing Yi Road (Upper).

Figure 2.15 Plan View and Elevation View of Proposed Design Scheme

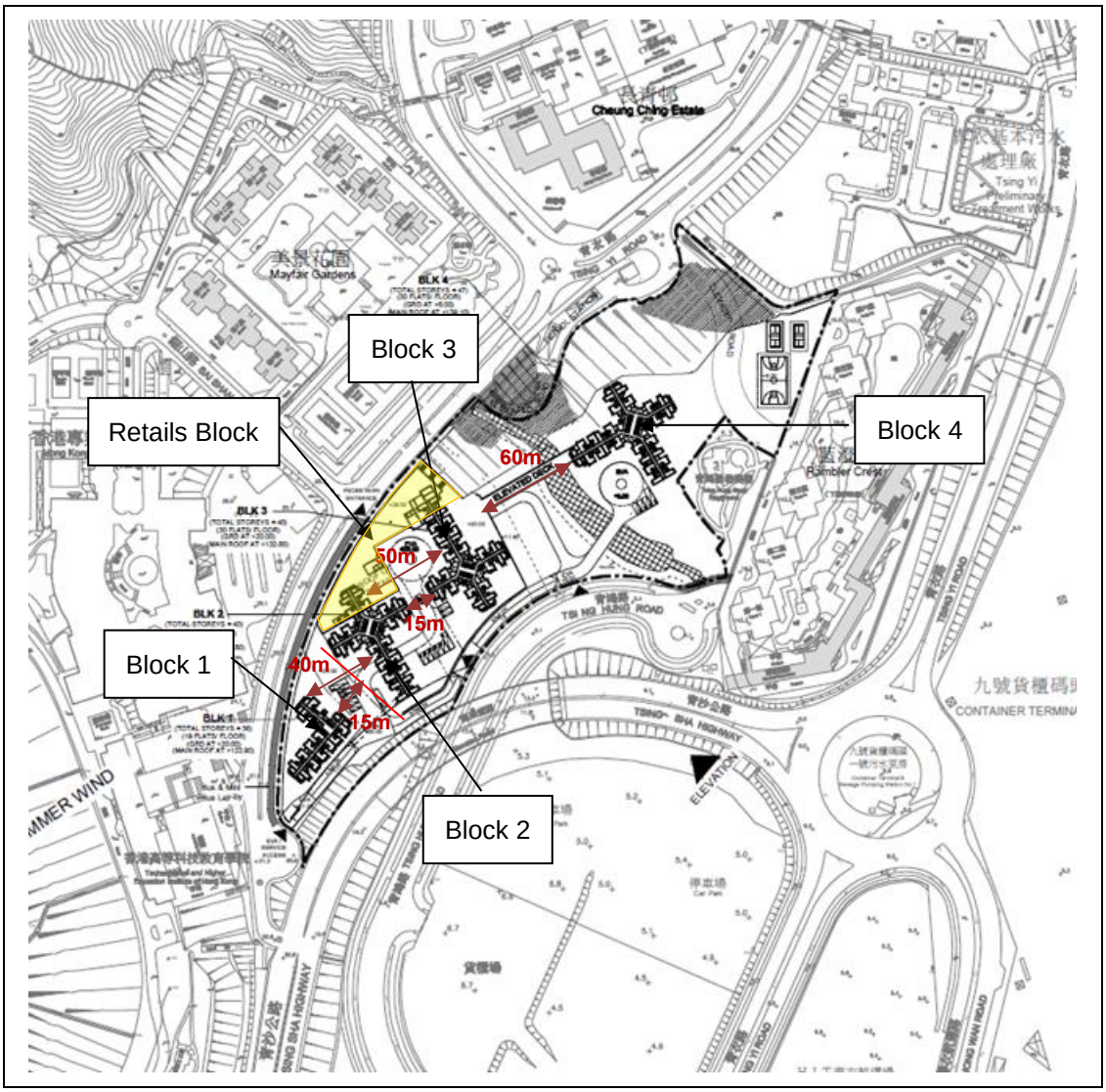


Table 2.6 Height of Proposed Buildings in Proposed Design Scheme

No.	Proposed Building	Building Height (mPD)
1	Domestic Block No. 1	+125
2	Domestic Block No. 2	+135
3	Domestic Block No. 3	+135
4	Domestic Block No. 4	+140

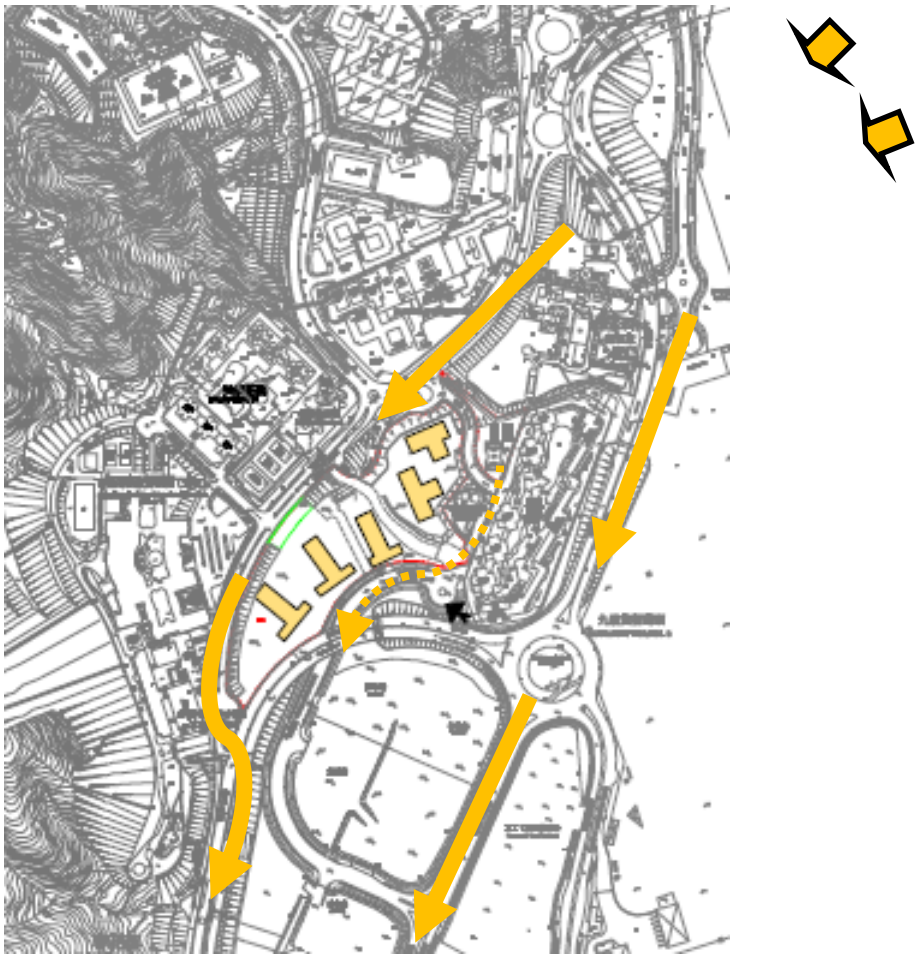
2.6 Wind Environment under Baseline and Proposed Scenarios

2.6.1 *Prevailing Winds from NE and ENE* – **Figure 2.16** shows the wind environment at pedestrian level around the subject site under north-easterly prevailing winds schematically. Cheung Ching Estate, Rambler Crest and Tsing Hung Road Playground are located upstream under north-easterly winds. Therefore, ventilation performance at these areas is not expected being adversely affected by the proposed development. Incoming wind approaching the subject site

will be bifurcated by domestic block 5 and domestic block 4 under baseline scenario and proposed scenario respectively. Under both scenarios, wind crosses the subject site via the breezeway at Tsing Yi Road (Upper) principally and Tsing Hung Road adjunctively. Therefore, wind availability at the subject site, Mayfair Gardens, Mei King Playground and The Hong Kong Institute of Vocational Education (Tsing Yi), which currently relies on that breezeway at Tsing Yi Road (Upper), will inevitably be reduced due to narrowed breezeway when compared with the current vacant site. Wind condition at Tsing Hung Road Playground can be preserved as the penetrable width of wind corridor at this segment remains after construction. In the proposed design scheme, reduction of one domestic block enables broadening of building separation between domestic block 3 and domestic block 4. The separated breezeways along Tsing Yi Road (Upper) and Tsing Hung Road can be connected. Hence, fresh air can be diverted partially towards Tsing Hung Road via the in-site wind passage, avoiding local wind stagnation and unwanted amplification nearby. However, the building blocks of the proposed scenario have been shifted southwards and become much closer to the Hong Kong Institute of Vocational Education (Tsing Yi).The narrowed wind passage may limit the wind availability along Tsing Yi Road (Upper) sandwiched by the proposed residential blocks and IVE (Tsing Yi).

Figure 2.16 Wind Environment under North-Easterly Winds 在東北風情況下的現有風環境

Baseline Scenario



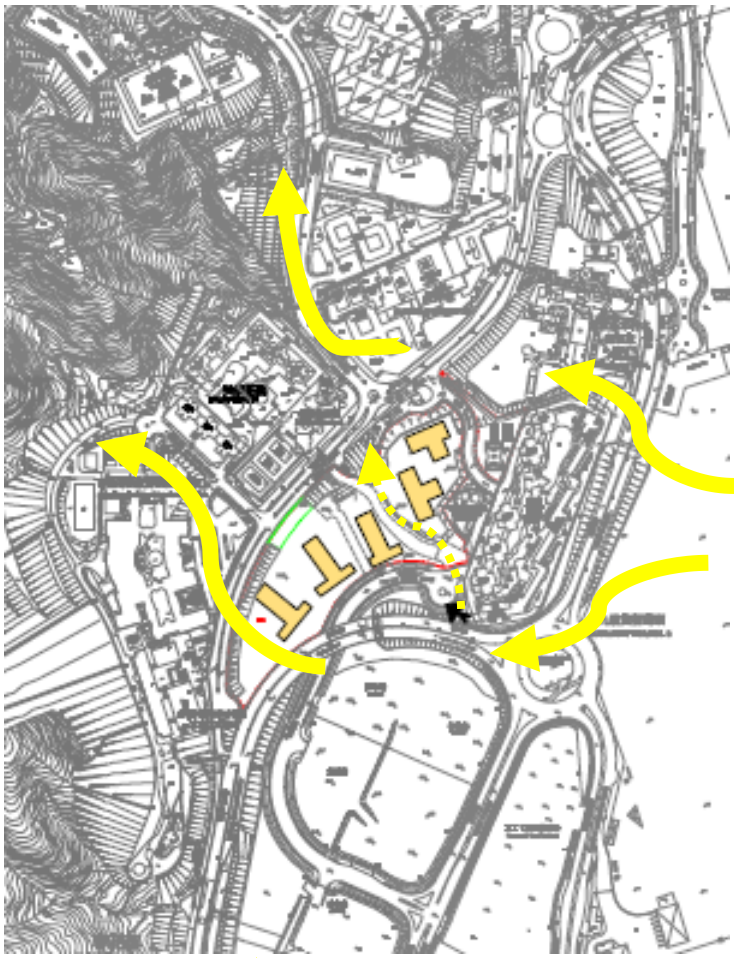
Proposed Scenario



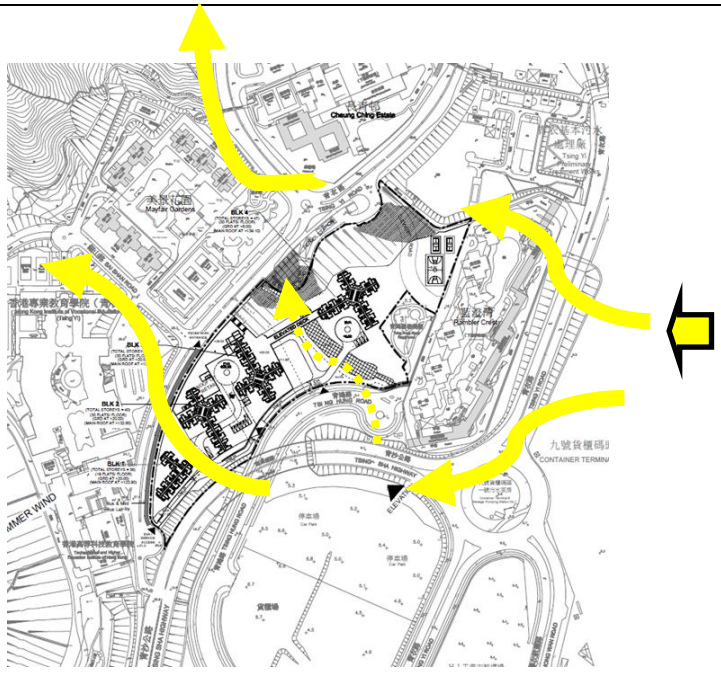
2.6.2 *Prevailing Wind from E* – **Figure 2.17** shows the wind environment at pedestrian level around the subject site under easterly prevailing wind schematically. Rambler Crest at the windward side acts as existing wind barrier to easterly wind. Incoming wind must bypass the wind blockage via the north wind passage (open spaces extending from the north of Rambler Crest to Tsing Hong Road) or the south wind passage (open spaces extending from the south of Rambler Crest to Sai Shan Road). Rambler Crest and Cheung Ching Estate ventilated by the north wind passage are not expected being notably affected by the proposed development. Current wind availability at Tsing Hung Road Playground which is located at the leeward side of Rambler Crest is hindered by the extensive podium majorly. The proposed buildings in both baseline and proposed schemes may not notably reduce the wind condition. Without the proposed development, wind from south passage reaches Mayfair Gardens, Mei King Playground and The Hong Kong Institute of Vocational Education (Tsing Yi) directly. Wind availability at these areas will be obstructed by the proposed buildings inevitably even if approaching wind can bypass the proposed buildings via southward of block 1 and building gaps between domestic blocks. The broaden building gap between domestic block 3 and domestic block 4 in the proposed design scheme can alleviate adverse influence, if any, on the pedestrian along Tsing Yi Road (Upper), Sai Shan Road and Mayfair Gardens. Also, setback along the northern boundary can help in prevailing wind reaching Mayfair Gardens and Sai Shan Road under proposed scenario. However, the blocks shift southwards would reduce prevailing wind penetration to the Hong Kong Institution of Vocational Education (Tsing Yi) under proposed scenario.

Figure 2.17 Wind Environment under Easterly Wind

Baseline Scenario



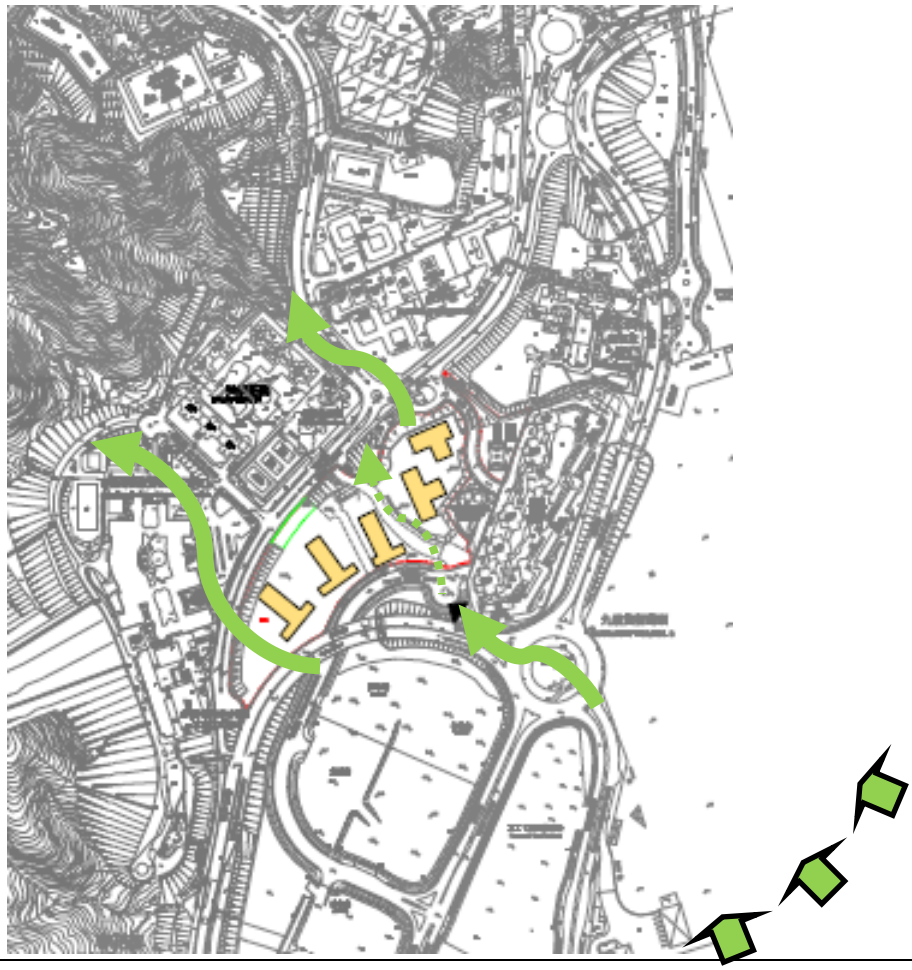
Proposed Scenario



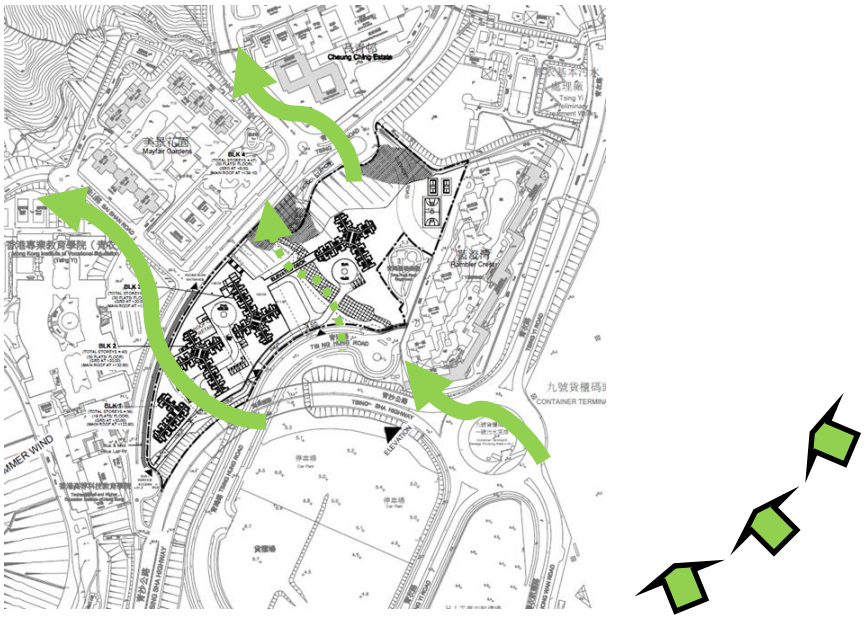
2.6.3 *Prevailing Winds from ESE, SE and SSE* – **Figure 2.18** shows the wind environment at pedestrian level around the subject site under south-easterly prevailing winds schematically. Similar to easterly prevailing wind condition, Rambler Crest at the windward side is not expected being affected by the proposed development. Current wind availability at Tsing Hung Road Playground which is located at the leeward side of Rambler Crest is hindered by the extensive podium majorly. The proposed buildings in both baseline and proposed schemes may not notably reduce the wind condition. Without the proposed development, wind from south passage reaches Mayfair Gardens, Mei King Playground and The Hong Kong Institute of Vocational Education (Tsing Yi) directly. In both baseline and proposed design schemes, domestic block 1 and domestic block 2 are situated at the south wind passage, wind availability at these areas will be obstructed by the proposed buildings inevitably even if approaching wind can bypass the proposed buildings via southward of block 1 and building gaps between domestic blocks. On one hand, part of the Cheung Ching Estate and Tsing Yi Road (upper) adjoining the estate are situated leeward of the proposed development. On the other hand, wind advancement towards Ching Hong Road can pass through the wind corridor between domestic block 3 and domestic block 4. Hence the proposed development may alter the wind environment around Cheung Ching Estate and surrounding Tsing Yi Road. In the proposed design scheme, broadened building separation which aligned wind passage with Ching Hong Road increase prevailing wind penetration toward downstream residential area along Ching Hong Road and Mayfair Gardens. Also, reduction of one domestic block can reduce the size of wake region significantly. Both measures can alleviate the impact on ventilation performance around Cheung Ching Estate.

Figure 2.18 Wind Environment under South-Easterly Winds

Baseline Scenario



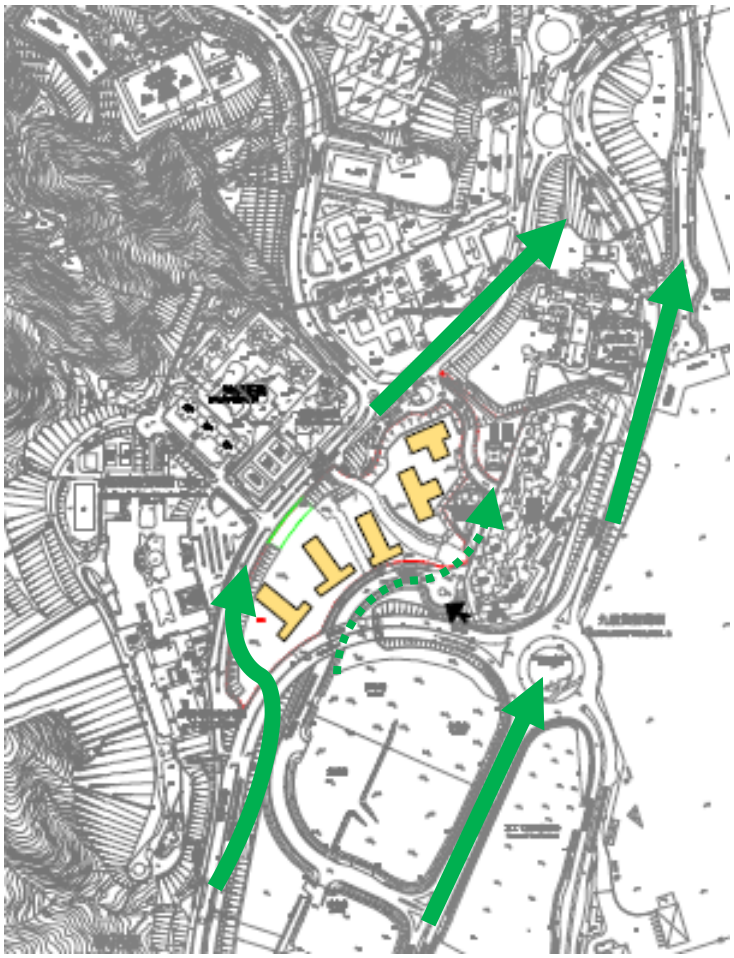
Proposed Scenario



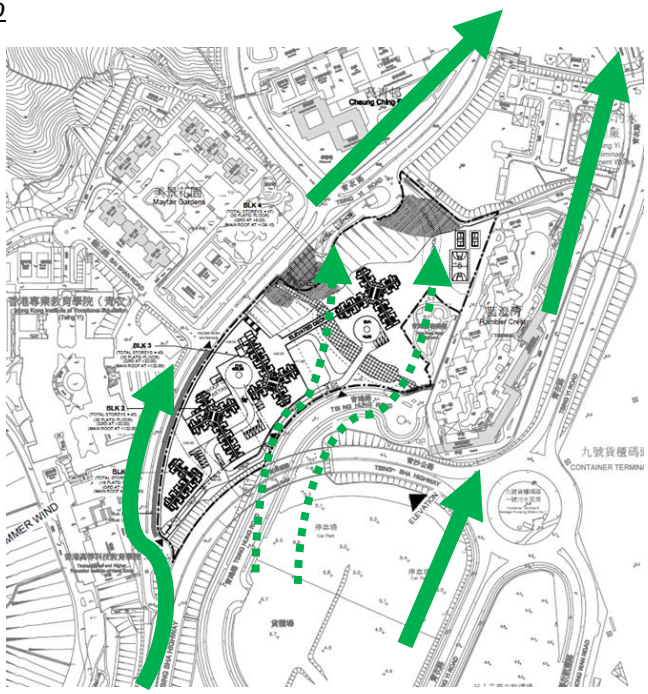
2.6.4 *Prevailing Winds from SSW and SW* – **Figure 2.19** shows the wind environment at pedestrian level around the subject site under south-westerly prevailing winds schematically. Similar to north-easterly prevailing wind condition, the proposed development shall impose negligible impact on the breezeway at Tsing Yi Road (Lower) and neighbouring development, including Rambler Crest. Instead, the proposed development narrows the breezeway at Tsing Yi Road (Upper) and affects local wind environment. Incoming wind bifurcated by domestic block 1 in both baseline and proposed design schemes travels through the narrowed breezeway at Tsing Yi Road (Upper) majorly. Wind availability along Tsing Yi Road (upper) and neighbouring developments, including The Hong Kong Institute of Vocational Education (Tsing Yi), Mei King Playground, Mayfair Gardens and Cheung Ching Estate will inevitably be reduced. On the other hand, wind diverted to the secondary wind corridor between the proposed development and Rambler Crest, which can be advantageous to the ventilation performance at Tsing Hung Road Playground. Similar to north-easterly wind condition, the broaden wind passage between domestic block 3 and domestic block 4 joins the separated breezeway along Tsing Yi Road (Upper) and Tsing Hung Road, avoiding undesirable localized wind stagnation and amplification. The increase in distance between proposed residential block and Cheung Ching Estate due to reduction of one residential block under the proposed scenario could alleviate the ventilation impact on Cheung Ching Estate and surrounding areas.

Figure 2.19 Wind Environment under South-Westerly Winds

Baseline Scenario



Proposed Scenario



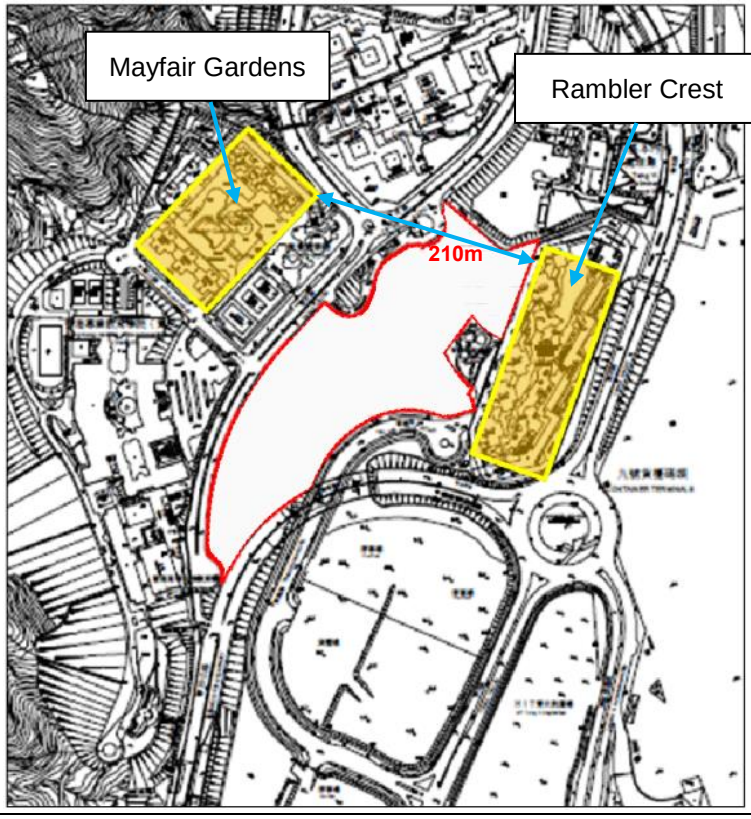
2.7 Mitigation Measures

2.7.1 The design scheme has incorporated following mitigation measures to response the above problematic areas.

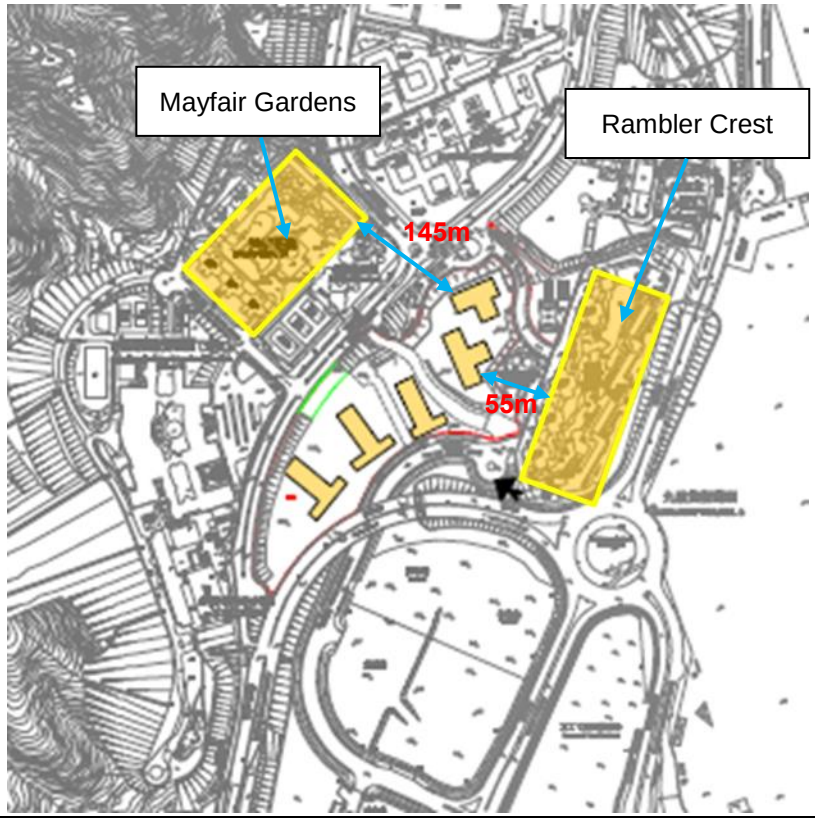
2.7.2 *Preservation of Existing Breezeway at Tsing Yi Road (Upper)* – Tsing Yi Road (Upper) is the principal breezeway for Cheung Ching Estate, Mayfair Gardens, Mei King Playground and The Hong Kong Institute of Vocational Education (Tsing Yi) under north-easterly and south-westerly prevailing wind conditions. **Figure 2.20** shows the building separation under existing, baseline and proposed scenarios. The existing breezeway extends from Mei King Playground to the east end of the subject site with a total width of 210m approximately. In order to minimize the impact on surrounding wind environment, the separation distance between the proposed buildings in the subject site and surrounding buildings is maximized. In the baseline design scheme, the proposed domestic blocks are separated from Mayfair Gardens and Rambler Crest by at least 145m and at least 55m respectively. In the proposed design scheme, the proposed domestic blocks are separated from Mayfair Gardens and Rambler Crest by at least 140m and at least 60m respectively. All separations are commodious for wind penetration.

Figure 2.20 Building Separation under Existing, Baseline and Proposed Scenarios

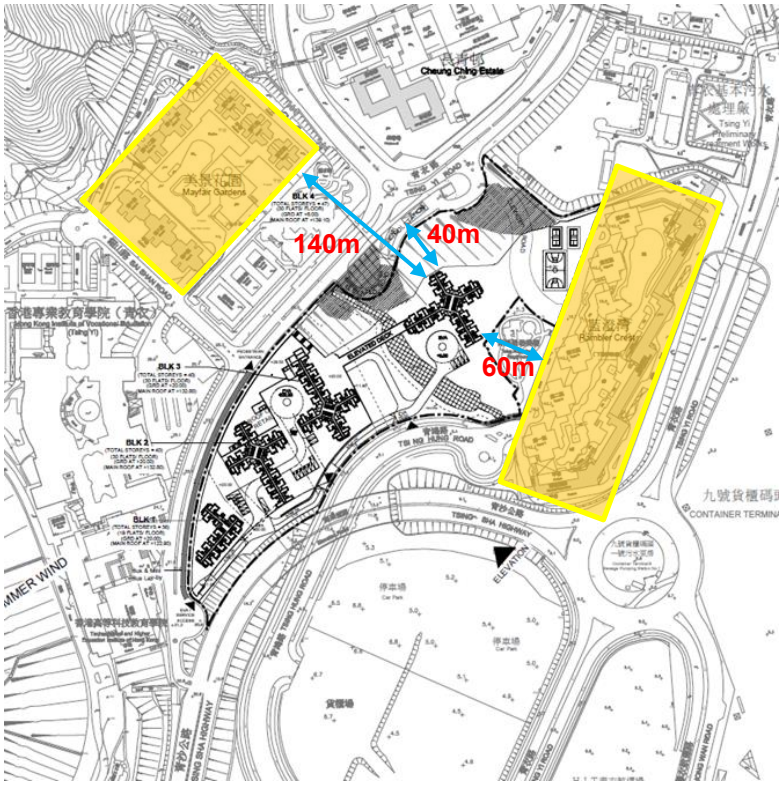
Existing Scenario



Baseline Scenario



Proposed Scenario



2.7.3 *Reduction of One Domestic Block* – Number of domestic blocks has been reduced from five in the baseline design scheme to four in the proposed design scheme, allowing widening of building separation between domestic block 3 and domestic block 4.

2.7.4 *Building Separation and Alignment* – In both baseline and proposed design scheme, domestic blocks are allocated strategically such that the separation distance is at least 15m. A cardinal wind corridor with 36m in width (Refer to **Figure 2.14**) is provided between domestic blocks 3 and 4, aligned collaterally with Ching Hong Road in baseline design scheme. The wind corridor is further broaden by about 80% to 65m (Refer to **Figure 2.15**) in the proposed design scheme. On one hand, wind can advance towards Cheung Ching Estate and downstream residential areas along Ching Hong Road more effectively under south-easterly wind. On the other hand, two major breezeways along Tsing Yi Road (Upper) and Tsing Hung Road are connected to avoid local wind stagnation and wind funnelling under north-westerly and south-westerly prevailing winds.

2.7.5 To sum up, the proposed development will impose negligible impact on the breezeway at Tsing Yi Road (Lower). Therefore, adverse impact on Rambler Crest is not expected under major prevailing wind directions. However, given the site location, the proposed buildings will affect the breezeway at Tsing Yi Road (Upper) partially. Consequently, ventilation performance at Mayfair Gardens, Mei King Playground and The Hong Kong Institute of Vocational Education (Tsing Yi), which currently relies on that breezeway, will be affected inevitably. Under easterly, south-easterly and southerly prevailing winds, wind availability at these areas will be obstructed by the proposed buildings inevitably even if approaching wind can bypass the proposed buildings via southward of block 1 and building gaps between domestic blocks. Meanwhile, disturbance on local wind condition at Cheung Ching Estate would also be notable under south-easterly winds and south-westerly winds.

2.7.6 The proposed development has been designed properly to incorporate appropriate alleviation measures including preservation of the existing wind corridors with effort, maximizing the width of breezeway, reducing number of building blocks and increasing building permeability whenever possible to reduce the impact on ventilation performance and pedestrian wind comfort.

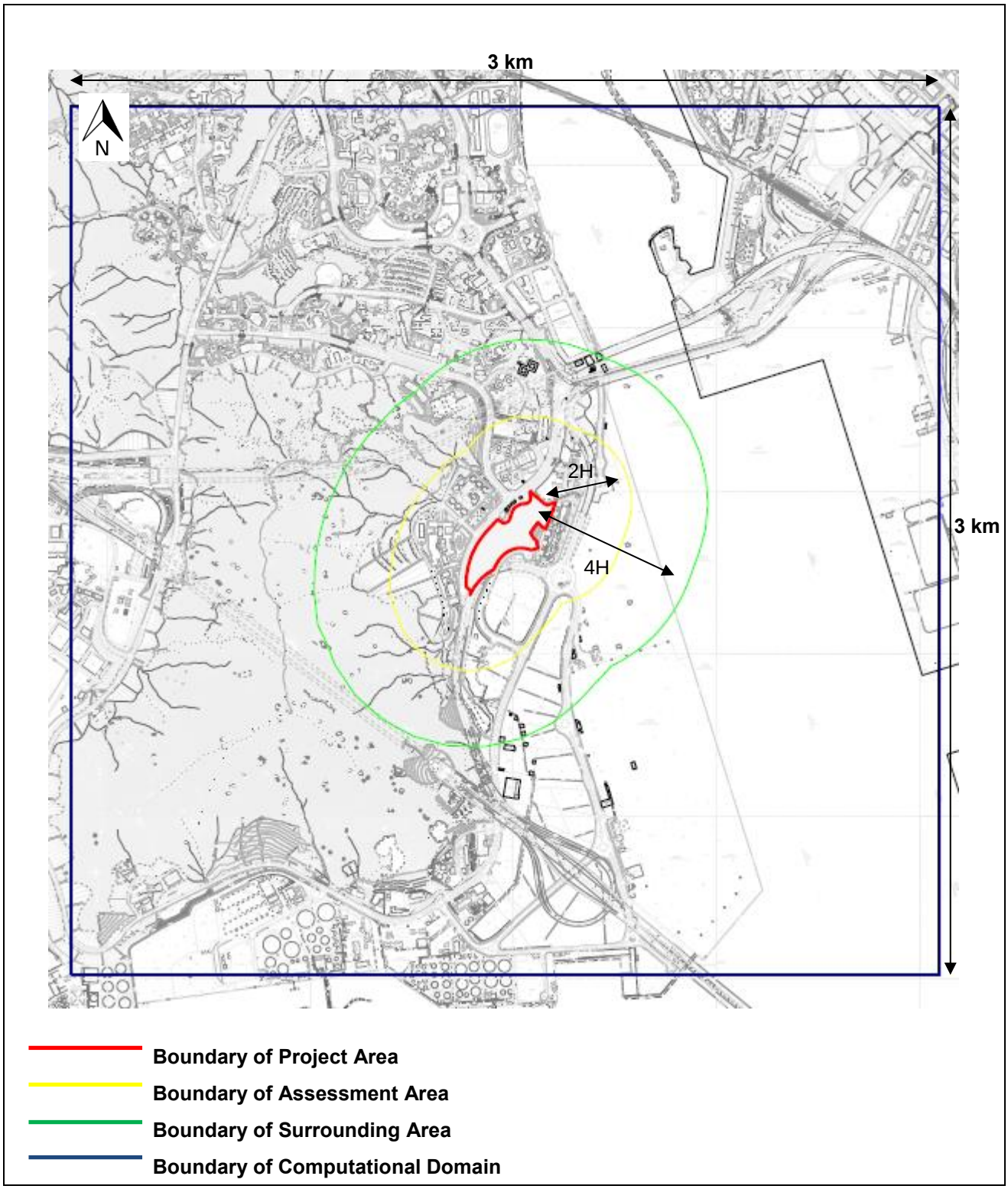
3 METHODOLOGY FOR INITIAL STUDY

3.1.1 This expert evaluation has provided a qualitative identification of ventilation performance of the subject site. In order to evaluate the ventilation performance at pedestrian level quantitatively and a better visualization on airflow pattern and wind corridors, AVA Initial Study will be carried out to provide better illustration of ventilation performance of the proposed development.

3.1.2 Refer to the Technical Guide for Air Ventilation Assessment for Development in Hong Kong, Computational Fluid Dynamics (CFD) simulations together by imposing meteorological data collected from RAMS model as boundary condition is accepted as appropriate method for AVA initial study.

3.1.3 For AVA initial study, wind environment surrounding the project area will be simulated under 8 annual prevailing wind directions (which represent occurrence of more than 75% of time) and summer prevailing wind directions. **Figure 3.1** shows the assessment area and surrounding area of AVA initial study, which include the area within distance of 2H and 4H from the site boundary, where H is the maximum building height in the development. Wind velocity ratio (VR) which is obtained at various test point locations distributed uniformly within the assessment area is used as ventilation performance indicator.

Figure 3.1 Study Area of AVA Initial Study



3.1.4 Wind velocity ratio (VR) is defined as $VR = V_p/V_{inf}$, where V_p is the wind velocity at test point locations and V_{inf} is the unobstructed wind velocity at the top of boundary layer. VR indicates the wind availability experienced by pedestrian, which is a simple indicator to reflect the wind environment of the subject site.

4 SUMMARY AND CONCLUSION

4.1.1 Qualitative assessment of the wind environment regarding Public Rental Housing Development at Tsing Yi Area 22B has been carried out. Ventilation Issues has been identified in this report.

4.1.2 According to the RAMS annual wind rose, RAMS summer wind rose, MM5 annual wind rose, HKO annual wind rose at Shell Oil Depot and the monthly wind rose at Waglan Island weather station in 2011, it can be noted that annual prevailing wind comes from NE, ENE, E, ESE, SE and SSE directions, while summer prevailing wind comes from ESE, SE, SSE, S, SW and SSW directions.

4.1.3 The proposed design scheme has incorporated measures to alleviate against the ventilation impact, including broadening wind corridors, arranging building orientation, reduction of building blocks, etc. AVA initial study will assess the effectiveness of the features deployed quantitatively and identify any additional focus area.

4.1.4 In order to assess ventilation performance quantitatively and visualize wind flow pattern, an AVA initial study adopting CFD simulation will be carried out soon and the methodology of AVA initial study has been formulated in this report.

Proposed Public Housing development at Tsing Yi Area 22B
Air Ventilation Assessment – Executive Summary
April 2016

In order to recognize the ventilation impact arisen from the proposed development, air ventilation assessment covering expert evaluation and initial study has been employed to evaluate the ventilation impact on the project area and the surrounding. Expert evaluation assesses the ventilation performance under existing, baseline and proposed scenarios qualitatively and measures the effectiveness of mitigation incorporated in the proposed design scheme relative to the baseline design scheme. Initial study quantifies the ventilation performance under existing and proposed scenarios by computational fluid dynamics simulations. The executive summary presents the key findings from air ventilation assessment.

Regional Atmospheric Modeling System (RAMS) annual and summer wind roses released by the Planning Department are employed to identify the prevailing wind directions. Annual prevailing wind directions include northeast (NE), east-northeast (ENE), east (E), east-southeast (ESE), southeast (SE), south-southeast (SSE), south (S) and south-southwest (SSW), while summer prevailing wind directions include E, ESE, SE, SSE, S, SSW, southwest (SW) and west-southwest (WSW). Simulated wind environment is indicated by wind velocity ratio (VR), which is ratio of wind velocity at the test points to the wind velocity at 500m unaffected by urban morphology. Site wind velocity ratio (SVR) which is the VR averaged by all perimeter test points in all prevailing wind directions indicates the ventilation performance at the immediate surrounding. Local wind velocity ratio (LVR) which is the VR averaged by all perimeter test points and overall test points in all prevailing wind directions indicates the ventilation performance at the Assessment Area, that is perpendicular distance of 2H from the project boundary, where H is the maximum building height within the project area.

Wind Velocity Ratios

Under annual condition, existing scenario achieves SVR of 0.21 and LVR of 0.20 respectively, while proposed scenario achieves SVR of 0.19 and LVR of 0.19 respectively.

Table 1 SVR and LVR under annual wind condition

	Existing Scenario	Proposed Scenario
SVR	0.21	0.19
LVR	0.20	0.19

Under summer condition, existing scenario achieves SVR of 0.24 and LVR of 0.21 respectively, while proposed scenario achieves SVR of 0.20 and LVR of 0.19 respectively.

Table 2 SVR and LVR under summer wind condition

	Existing Scenario	Proposed Scenario
SVR	0.24	0.20
LVR	0.21	0.19

The contours of weighted VR of the existing scenario and proposed scenario under annual condition and summer condition are shown in Figures 1 and 2 respectively.

Key Analysis of Focus Areas – Annual Wind Condition

Table 3 VRs at Focus Areas under Annual Wind Condition

No.	Focus Area	Test Points	Existing Scenario	Proposed Scenario
1	Cheung Fai Road	T1 – T3	**0.22**	**0.21**
2	Tsing Yi Preliminary Treatment Works	T4 – T7	**0.27**	**0.26**
3	Tsing Yi Road (Lower)	T8 – T16	**0.27**	**0.28**
4	Rambler Crest	S1 – S6	**0.19**	**0.19**
5	Tsing Hung Road	T17 – T23	**0.19**	**0.19**
6	Tsing Hung Road Playground	T24 – T25	**0.16**	**0.26**
7	Tsing Sha Highway	T26 – T29	**0.24**	**0.25**
8	IVE (Tsing Yi)	T30 – T54	**0.13**	**0.14**
9	Mayfair Gardens Bus Terminus	T55 – T56	**0.15**	**0.16**
10	Sai Shan Road	T57 – T58	**0.17**	**0.14**
11	Mayfair Gardens	T59 – T61 S7 – S11	**0.16**	**0.16**
12	Mei King Playground	T62 – T65	**0.27**	**0.26**
13	Ching Hong Road	T66 – T70	**0.26**	**0.21**
14	Cheung Ching Estate	T71 – T84	**0.15**	**0.14**
15	Tsing Yi Road (Upper)	T85 – T90	**0.28**	**0.25**

Under the Existing Scenario, average VRs at Rambler Crest, Tsing Hung Road, Tsing Hung Road Playground, IVE(Tsing Yi), Sai Shan Road, Mayfair Gardens, Mayfair Gardens Bus Terminus and Cheung Ching Estate are lower than the LVR. This represents that the ventilation performance at these areas are worse than the average wind environment of the studied area. Such phenomenon may be due to Rambler Crest having a long continuous façade facing the easterly direction, blocking easterly winds from flowing to its downstream areas. IVE (Tsing Yi) has the lowest ventilation performance amongst all the Focus Areas as it is in the downstream of Mayfair Gardens under winds from the north-east quadrant.

Comparing the Existing and Proposed Scenarios, the same ventilation performance is found at Rambler Crest, Tsing Hung Road and Mayfair Gardens. Rambler Crest is located at the upwind location of the project site under most of the annual prevailing wind directions. The ventilation impact at Rambler Crest due to the proposed development is therefore insignificant. As for Tsing Hung Road, part of the road benefits from the channelled wind between the proposed development and Rambler Crest but part of it is located at the downwind side of the project site under winds from the north-east quadrant. In balance, it results in a similar ventilation performance between the Existing and Proposed Scenarios for this focus area. Although the proposed development will inevitably affect the general annual wind availability at the downstream area, the 60m building separation between Block 3 and Block 4 of the proposed development allows the southerly winds to penetrate through the site and reach Mayfair Gardens.

Under the annual condition, significant improvement is found at Tsing Hung Road Playground. Under the existing scenario, the VR at this focus area is below the LVR. With the proposed development, it has been improved above LVR. It is because the proposed high-rise buildings introduce downwashed wind from the north-east and south-east quadrants to the pedestrian level bringing significant localized improvements in ventilation performance. The separation between the proposed development and Rambler Crest would also channelize the wind and further enhance the local air ventilation performance at the playground.

Slightly increased VRs at Tsing Yi Road (Lower), Tsing Sha Highway, IVE(Tsing Yi) and Mayfair Gardens Bus Terminus is found under the Proposed Scenario. Ventilation performance at IVE (Tsing Yi) and Mayfair Gardens Bus Terminus are improved benefitting from the channeling effect of winds from south-east quadrant by the building separation between Blocks 1 and 2. The proposed development slightly enhances the ventilation performance at IVE (Tsing Yi).Winds from the north-east quadrant channeled between the proposed development and Rambler Crest may bring improvement along Tsing Sha Highway. More wind will also flow along Tsing Yi Road (Lower) when compared to the Existing scenario as the proposed development would divert the north-easterly wind to flow along Tsing Yi Road (Lower).

Deterioration in ventilation performance is found at Sai Shan Road, Ching Hong Road and Tsing Yi Road (Upper) under the Proposed Scenario. The proposed development blocks the prevailing winds from entering these areas from the south-east quadrant. The wind environment at Cheung Ching Estate and Mei King Playground is slightly worsened due to the same reason. At the Focus Areas of Cheung Fai Road and Tsing Yi Preliminary Treatment Works, the annual VRs are slightly reduced under the Proposed Scenario. The proposed development, located at the upwind area of these areas, slightly reduces their wind availability from the south-west quadrant.

Key Analysis of Focus Areas – Summer Wind Condition

Table 4 VRs at Focus Areas under Summer Wind Condition

No.	Focus Area	Test Points	Existing Scenario	Proposed Scenario
1	Cheung Fai Road	T1 – T3	**0.16**	**0.15**
2	Tsing Yi Preliminary Treatment Works	T4 – T7	**0.29**	**0.29**
3	Tsing Yi Road (Lower)	T8 – T16	**0.25**	**0.26**
4	Rambler Crest	S1 – S6	**0.22**	**0.21**
5	Tsing Hung Road	T17 – T23	**0.21**	**0.20**
6	Tsing Hung Road Playground	T24 – T25	**0.25**	**0.36**
7	Tsing Sha Highway	T26 – T29	**0.25**	**0.24**
8	IVE (Tsing Yi)	T30 – T54	**0.15**	**0.16**
9	Mayfair Gardens Bus Terminus	T55 – T56	**0.13**	**0.15**
10	Sai Shan Road	T57 – T58	**0.18**	**0.13**
11	Mayfair Gardens	T59 – T61 S7 – S11	**0.18**	**0.16**
12	Mei King Playground	T62 – T65	**0.29**	**0.24**
13	Ching Hong Road	T66 – T70	**0.30**	**0.22**
14	Cheung Ching Estate	T71 – T84	**0.13**	**0.11**
15	Tsing Yi Road (Upper)	T85 – T90	**0.30**	**0.20**

In summer prevailing wind directions, significant improvement is again found at Tsing Hung Road Playground. Improvement in VRs is also found at Mayfair Gardens Bus Terminus, Tsing Yi Road (Lower) and IVE(Tsing Yi). The rationale is similar to the annual condition.

Deterioration in ventilation performance at Mei King Playground, Ching Hong Road, Cheung Ching Estate, Tsing Yi Road (Upper), Sai Shan Road and Cheung Fai Road is found and the reasons is similar to the annual condition. Worsened ventilation performance is also found at Mayfair Gardens. The higher

frequencies of winds from the southerly quadrant under the summer condition would mean an increased impact on Mayfair Gardens by the proposed development.

Slightly reduced VR is found at Tsing Hung Road, Rambler Crest, and Tsing Sha Highway. Under winds from the south-west quadrant, Rambler Crest falls within the wake region of the proposed development. The proposed development would also reduce the general wind availability along Tsing Sha Highway and Tsing Hung Road as it blocks wind penetration when compared to the existing open ground condition.

Under summer prevailing wind condition, same ventilation performance is achieved at Tsing Yi Preliminary Treatment Works under Existing and Proposed Scenarios.

Effectiveness of the Mitigation Measures

The proposed design scheme has incorporated the following mitigation measures to alleviate the ventilation impact on the surrounding.

Preservation of Existing Breezeway along Tsing Yi Road (Upper) – Tsing Yi Road (Upper) and the project area are the principal breezeway for prevailing winds from all directions. Existing developments along Tsing Yi Road (Upper), including Cheung Ching Estate, Mei King Playground, Mayfair Gardens and IVE (Tsing Yi), rely on the breezeway for ventilation. The existing breezeway with a minimum width of 210m covers the open area of Mei King Playground and the project area. In order to minimize the impact on surrounding wind environment, the separation distance among proposed buildings and surrounding building is retained if possible. In the baseline design scheme (5 blocks), the proposed residential blocks are separated from Mayfair Gardens by 145m, while they are separated from Rambler Crest by 55m. In the proposed design scheme (4 blocks), the proposed residential blocks are separated from Mayfair Gardens by 140m, while they are separated from Rambler Crest by 60m. All separations are wide enough for the penetration of NE, ENE and E prevailing winds along Tsing Yi Road (Upper) and the penetration of NE, ENE, ESE, SE, SSE, S, SSW, SW and WSW prevailing winds through the open area between the proposed development and Rambler Crest. Hence, VR at Tsing Hung Road Playground and Tsing Yi Road (Upper) should be similar under baseline and proposed scenarios.

Reduction of One Residential Block – Number of residential blocks has been reduced from five in the baseline design scheme to four in the proposed design scheme. This measure reduces the size of wind shadow induced at the leeward side of proposed residential blocks significantly. The wind shadow might cover Cheung Ching Estate and surrounding Tsing Yi Road (Upper) under ESE, SE, SSE, S, SSW, SW and WSW prevailing winds. Hence, VR at the aforementioned locations under proposed scenario could be recovered partially.

Building Separation and Alignment – In both baseline and proposed design schemes, proposed residential blocks are allocated strategically such that the separation distance is at least 15m. A cardinal wind corridor of 35m is provided between block 3 and block 4, aligned collaterally with Ching Hong Road in the baseline design scheme, which is broaden by 80% approximately to 65m in the proposed design scheme. The wind corridor is effective to conduct ESE, SE, SSE, S, SSW, SW and SSW prevailing winds partially from Tsing Hung Road to Tsing Yi Road (Upper). Hence, VR along Tsing Yi Road (Upper) and neighboring downstream areas, including Cheung Ching Estate and Ching Hong Road under proposed scenario could be recovered partially.

Concluding Remarks

The annual SVR for the Existing Scenario and Proposed Scenario are 0.21 and 0.19 respectively, while the summer SVR are 0.24 and 0.20 respectively. The annual LVR for the Existing Scenario and Proposed

Scenario are 0.20 and 0.19 respectively, while the summer LVR are 0.21 and 0.19 respectively. There is deterioration in ventilation performance in both annual and summer conditions comparing the existing open ground condition to the Proposed Scenario. However, the proposal would bring improvement to the wind environment of some areas including Tsing Hung Road Playground, Mayfair Gardens Bus Terminus, IVE(Tsing Yi) and Tsing Yi Road (Lower) under both annual and summer conditions.

Considering the Baseline Scheme (5 blocks) in the expert evaluation and the Proposed Scenario (4 blocks), substantial effort has been made to alleviate the potential impact by incorporating the aforementioned mitigation measures and the deterioration of ventilation performance can be deemed not significant in view of the effect on local air ventilation performance which is reduced from 0.21 to 0.19.

In detailed design stage, further wind enhancement features should be incorporated into the design to enhance the wind environment. Quantitative AVA should be carried out to assess the ventilation performance of the future development.

Figure 1 Annual average VR under existing and proposed scenarios

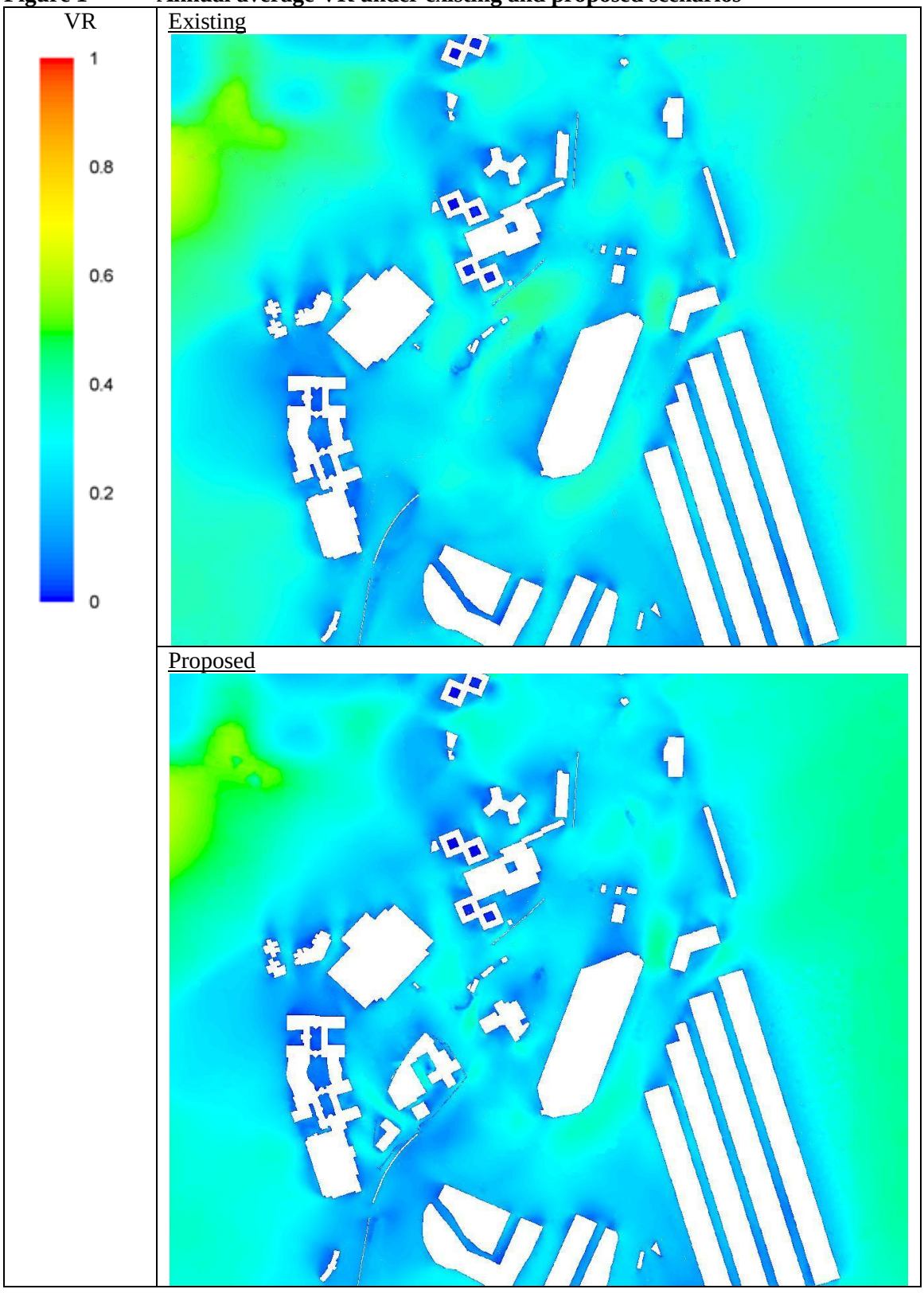
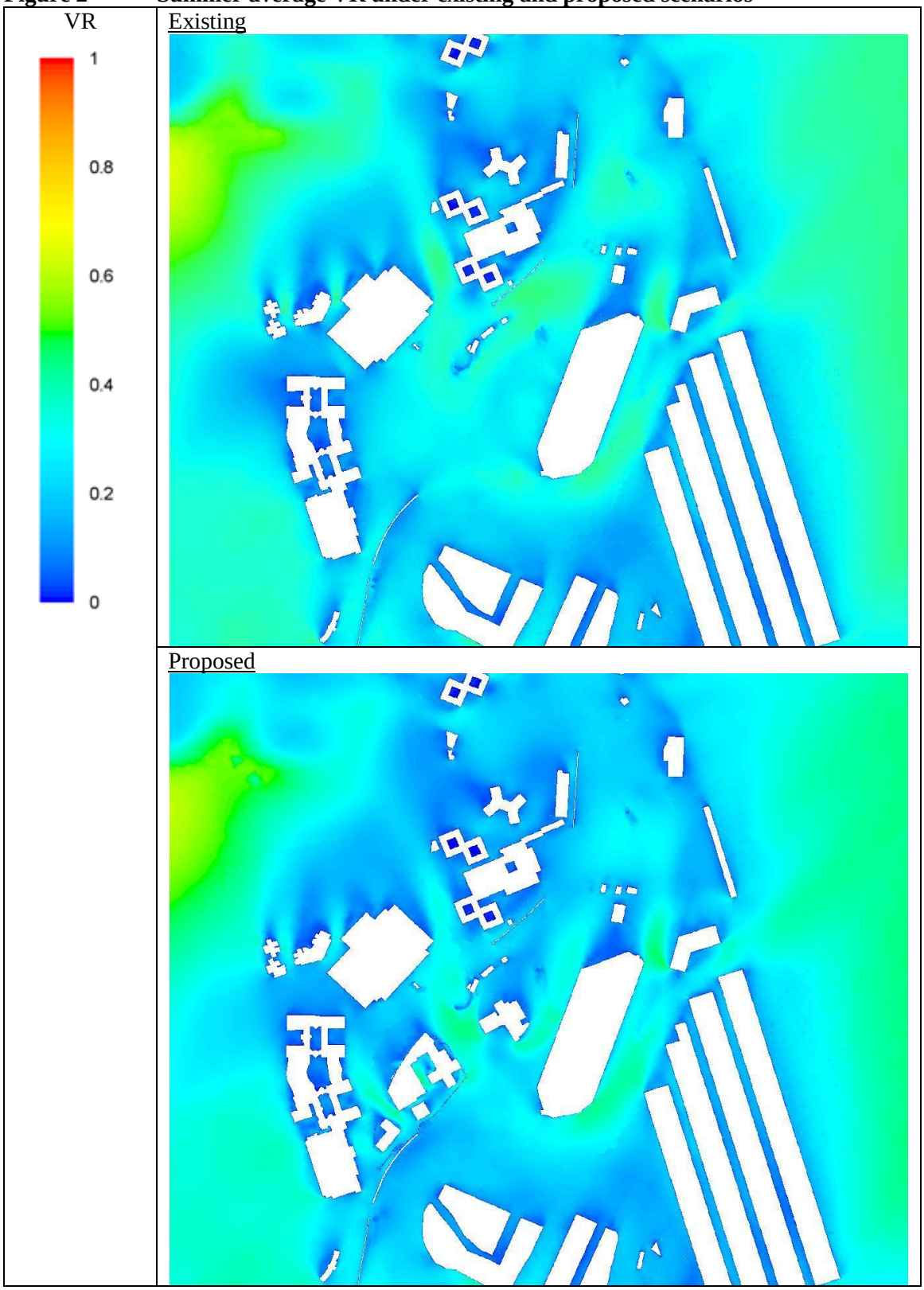


Figure 2 **Summer average VR under existing and proposed scenarios**



Preliminary Tree Survey for Tsing Yi Area 22B

Introduction:

1.0 A preliminary tree survey for the captioned project was carried out in February 2015. It consists of a preliminary study for existing trees on site in groups of different girth size, with respect to their species and approximate quantities of each group by visual inspection. The survey extent has covered the following areas at Area 22B, Tsing Yi as shown in the attached location plan.

Site condition:

2.0 The subject site is located at Tsing Hung Road, Tsing Yi. It is bounded by Tsing Yi Road at the West, Tsing Hung Road and Container Terminal 9 at the South, Rambler Crest and LCSD playground at the East, Cheung Ching Estate and Mayfair Gardens at the North. The existing land is vacant government land, it is formed by three terrace platforms at 14.9mPD, 11.5mPD and 5.7mPD that are separated by a series of fill & cut slopes. An elevated private road from Tsing Yi Road to Rambler Crest divides the site into 2 parts (site remains intact under the elevated road). Also, the site is also bisected by drainage reserve & waterworks reserve into segments of land area.

Preliminary Tree Survey:

3.0 The preliminary tree survey reveals that there is no Old and Valuable Tree (OVT) or rare species within the site boundary. The existing trees are surveyed in groups and identified with their tree species, but no particular investigation is given to their respective health conditions and amenity value. Tree Risk Assessment (TRA) has not been carried out in these stages. The principle of retaining or removing the existing trees depends on the proposed development layout and the findings by detail tree survey. In this stage of assessment, it is anticipated that more than 80% of the existing trees have to be removed for future development (subject to the final development design and extent of works).

4.0 A detail tree survey will be carried out at the design stage to ascertain the location of these trees and to assess the impact to the project. The existing trees will be preserved as far as possible. For the surveyed existing trees that cannot be accommodated in the design or if the condition is unacceptable, tree transplant/ felling application and compensatory proposal will be submitted to Housing Department's Tree Preservation Committee for approval in accordance with the requirements in DEVB TC(W) No. 10/2013.

5.0 Categories of Trees

	Estimated Nos. of Tree	Tree Species
Tree with girth ≧ 1000mm	59	Acacia auriculiformis (大葉相思) Acacia confuse (台灣相思) Alstonia scholaris (糖膠樹) Casuarina equisetifolia (木麻黃) Eucalyptus citriodora (檸檬桉) Ficus hispida (對葉榕) Leucaena leucocephala (銀合歡) Melia azedarach (楝) Spathodea campanulata (火焰木)
Tree with girth ≧ 600mm and <1000mm	771	Acacia auriculiformis (大葉相思) Acacia confuse (台灣相思) Casuarina equisetifolia (木麻黃) Eucalyptus citriodora(檸檬桉) Ficus hispida (對葉榕) Leucaena leucocephala (銀合歡) Bauhinia variegata (宮粉羊蹄甲) Celtis sinensis (朴樹) Ficus microcarpa (細葉榕) Macaranga tanarius (血桐) Melaleuca quinquenervia (白千層)
Tree with girth ≧ 300mm and <600mm	1000	Acacia auriculiformis (大葉相思) Acacia confuse (台灣相思) Casuarina equisetifolia (木麻黃) Eucalyptus citriodora(檸檬桉) Ficus hispida (對葉榕) Leucaena leucocephala (銀合歡) Bauhinia variegata (宮粉羊蹄甲) Celtis sinensis (朴樹) Ficus microcarpa (細葉榕)

		Macaranga tanarius (血桐) Melaleuca quinquenervia (白千層)
Tree with girth ≧ 200mm and <300mm	48	Acacia auriculiformis (大葉相思) Acacia confuse (台灣相思) Leucaena leucocephala (銀合歡)

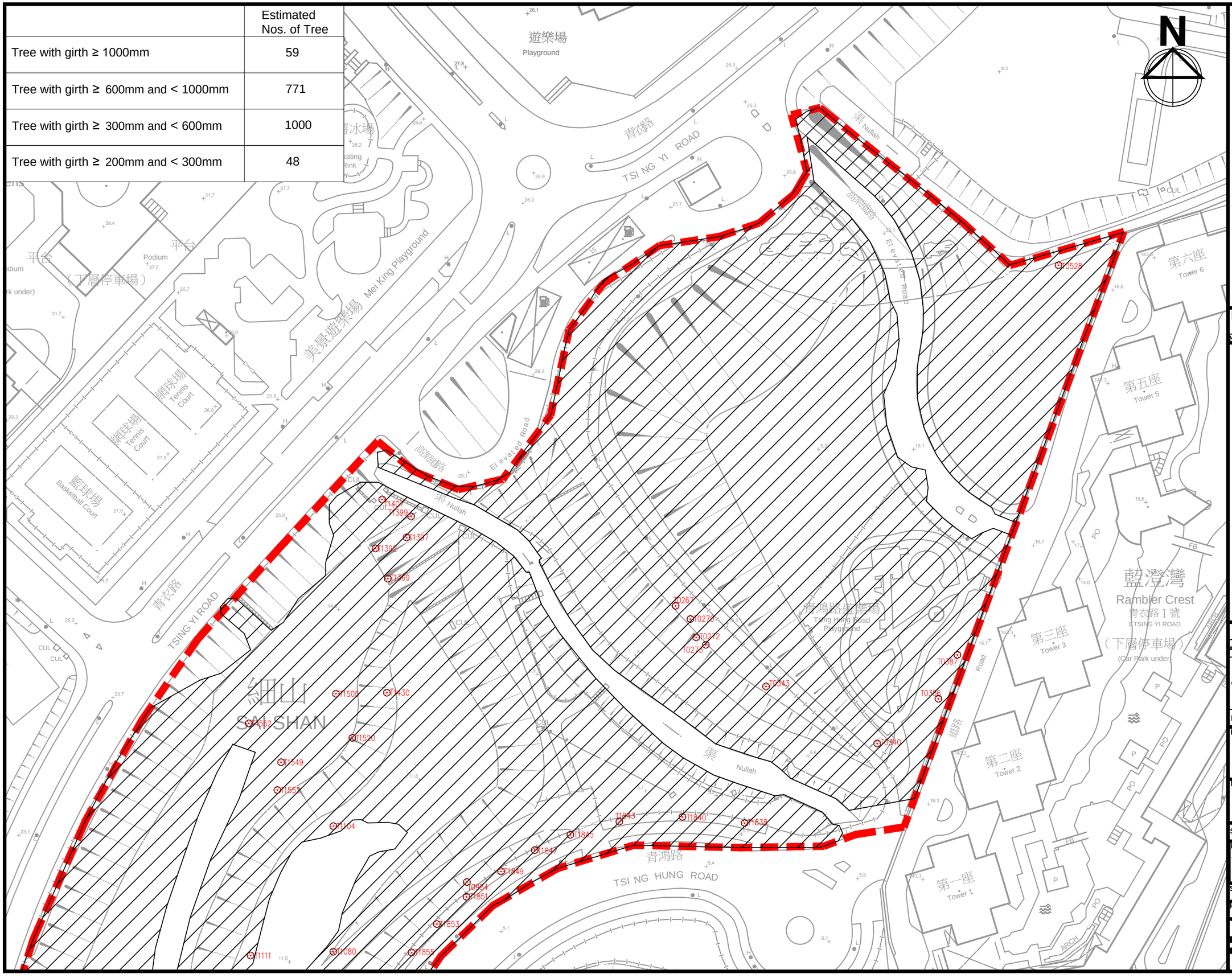
Preliminary Tree Survey Summary:

6.0 Preliminary tree survey by visual inspection for trees in groups was carried out in February 2015, in order to fulfill the need of initial site assessment, including that for existing trees and vegetation. The following data are summarized for easy reference:

- Nos. of existing tree surveyed: approx.: 1878 nos.
- Existing tree of girth size 1000mm: approx.: 59 nos.
- Existing trees are mainly common species (Acacia auriculiformis, Acacia confuse and Leucaena leucocephala) with average forms and low amenity value. Some of the existing trees are of poor health including deformed, damaged or cracked trunks, leaning caused structural conditions with failure potential due to limited & competitive slope woodland growing conditions.

END OF REPORT

	Estimated Nos. of Tree
Tree with girth ≥ 1000mm	59
Tree with girth ≥ 600mm and < 1000mm	771
Tree with girth ≥ 300mm and < 600mm	1000
Tree with girth ≥ 200mm and < 300mm	48



NOTES

- SITE BOUNDARY
- TREE WITH GIRTH ≥ 1000mm
- GROUPS OF TREE

REVISIONS

NO	DESCRIPTION AND DATE	INITIAL AND DESIGNATION DWN	CKD	AUTH

	NAME AND DESIGNATION	INITIAL	DATE
AUTHORISED	DENNIS YIP SLA/2		
CHECKED	TERESA LEE LA/T3		
	YAT SHING LAM STO(A)/24		
DRAWN	K.M. CHENG CTA/A606		

PROJECT
TSING YI AREA 22B

DRAWING TITLE
TREE SURVEY PLAN
(PRELIMINARY STUDY)
(SHEET 1 OF 2)

SCALE 1:500 @ A1 ; 1:1000 @ A3

DRAWING NO.
TYA / TS / L / LO-01

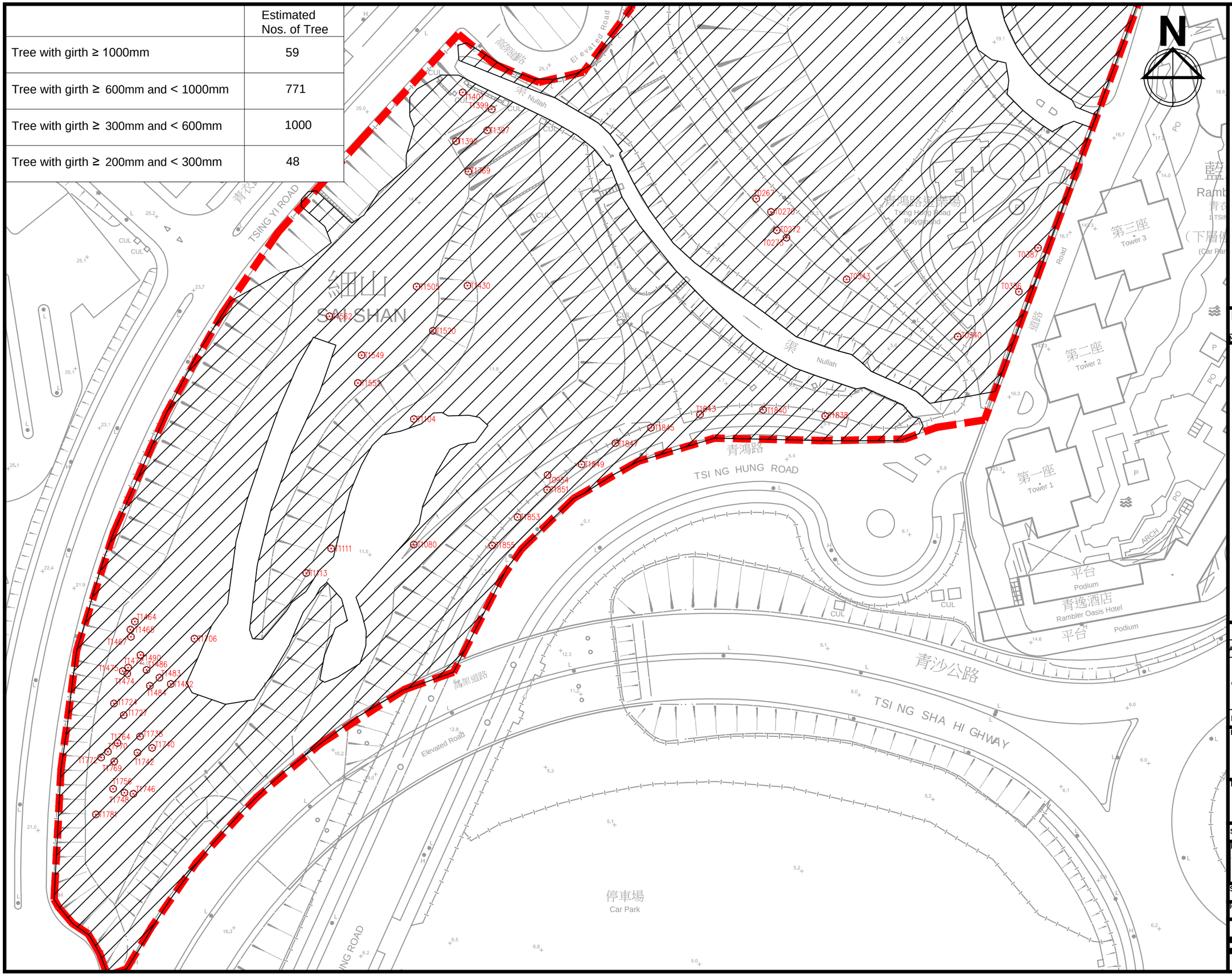
SOURCE

ICU NO.

AutoCAD 2000 A1 594 x 841

HOUSING DEPARTMENT

	Estimated Nos. of Tree
Tree with girth ≥ 1000mm	59
Tree with girth ≥ 600mm and < 1000mm	771
Tree with girth ≥ 300mm and < 600mm	1000
Tree with girth ≥ 200mm and < 300mm	48



NOTES

SITE BOUNDARY

TREE WITH GIRTH ≥ 1000mm

GROUPS OF TREE

REVISIONS

NO	DESCRIPTION AND DATE	INITIAL AND DESIGNATION DWN	CKD	AUTH

	NAME AND DESIGNATION	INITIAL	DATE
AUTHORISED	DENNIS YIP SLA/2		
CHECKED	TERESA LEE LA/T3		
	YAT SHING LAM STO(A)/24		
DRAWN	K.M. CHENG CTA/A606		

PROJECT
TSING YI AREA 22B

DRAWING TITLE
TREE SURVEY PLAN
(PRELIMINARY STUDY)
(SHEET 2 OF 2)

SCALE 1:500 @ A1 ; 1:1000 @ A3

DRAWING NO.
TYA / TS / L / LO-02

SOURCE

ICU NO.

AutoCAD 2000 A1 594 x 841

HOUSING DEPARTMENT

Provision of Major Community and Open Space Facilities in Tsing Yi

(Existing Population: 191,750)
(Planned Population: 211,950) (1)

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision	
District Open Space	10 ha per 100,000 persons	19.34 ha	19.72 ha	20.79 ha	1.45 ha
Local Open Space	10 ha per 100,000 persons	19.34 ha	42.27 ha	45.81 ha	26.47 ha
Secondary School	1 whole-day classroom for 40 persons aged 12-17	208 classrooms	184	244	36 classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6-11	323 classrooms	324	324	1 classroom
Kindergarten/ Nursery	26 classrooms for 1,000 children aged 3-6	99 classrooms	148	148	49 classrooms
District Police Station	1 per 200,000 to 500,000 persons	0	1	1	1
Divisional Police Station	1 per 100,000 to 200,000 persons	1	1	1	0
Hospital	5.5 beds per 1,000 persons	1,166 beds	0	0	-1,166 beds
Specialist Clinic/Polyclinic	1 specialist clinic/polyclinic whenever a regional or district hospital is built	NA	0	0	NA
Clinic/Health Centre	1 per 100,000 persons	2	2	2	0
Magistracy (with 8 courtrooms)	1 per 660,000 persons	NA	0	0	NA
Market	No set standard	NA	0	0	NA
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24	2	5	5	3
Integrated Family Services Centres	1 for 100,000 to 150,000 persons	1	2	2	1
Library	1 district library for every 200,000 persons	1	1	1	0
Sports Centre	1 per 50,000 to 65,000 persons	3	3	4	1
Sports Ground/ Sport Complex	1 per 200,000 to 250,000 persons	1	1	1	0
Swimming Pool Complex - standard	1 complex per 287,000 persons	1	1	1	0

Note: (1) The planned population for the OZP area is 193 420 (including usual residents and mobile residents). If the transient population of 18 530 (e.g. tourists) is included, the figure will be 211 950.
(2) The demand for open space is calculated based on the planned population of 193 420.
(3) Some facilities are assessed on a wider district basis, e.g. hospital beds. The shortfall in the OZP area could be addressed by the provision in the adjoining area.

青衣區主要社區設施

(現有人口: 191,750)
(計劃人口: 211,950) (1)

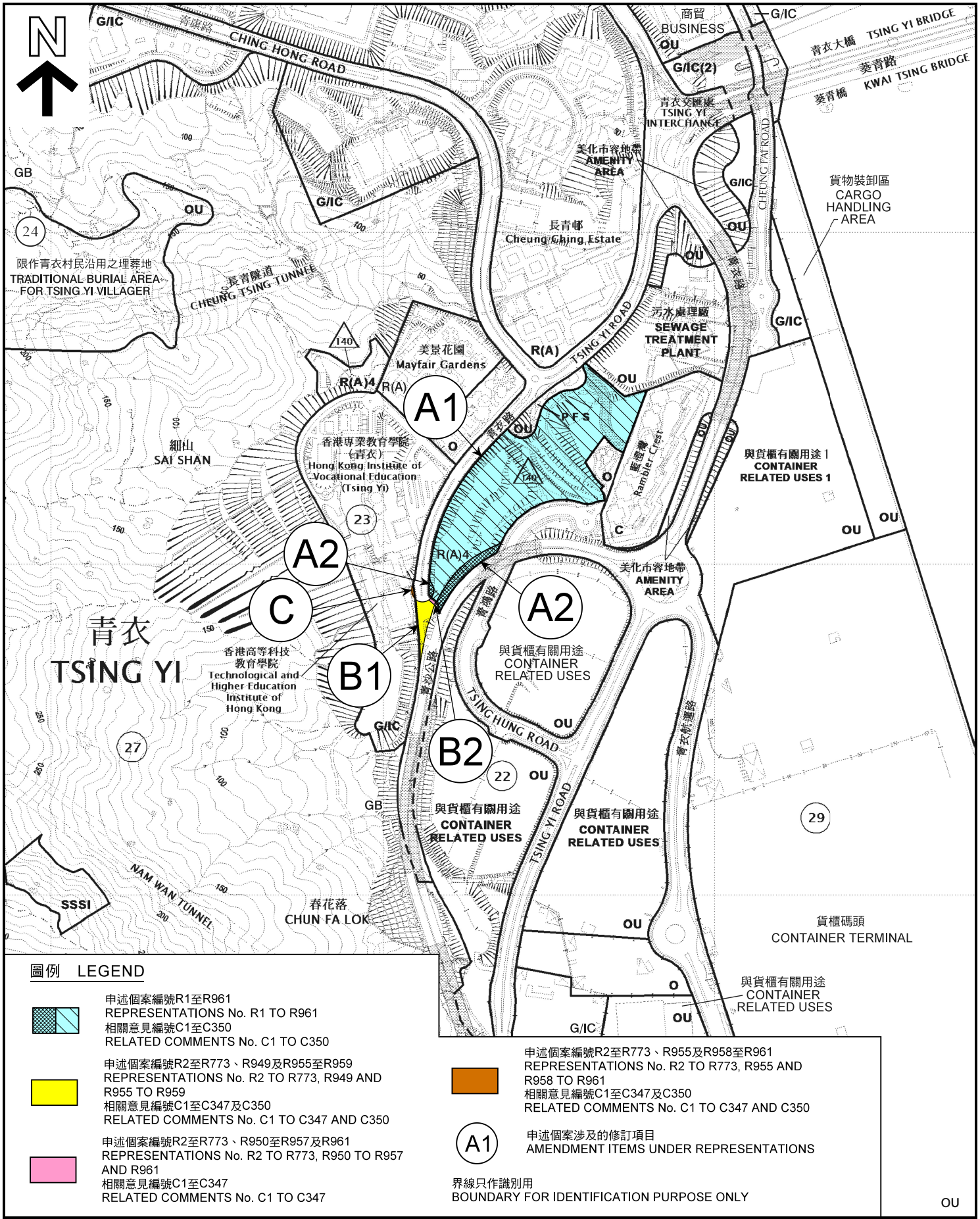
設施種類	《香港規劃標準與準則》的標準	按標準要求 (基於計劃人口)	供應		剩餘/ 短缺 (已計劃的供應)
			現有的	已計劃的	
地區休憩用地	每 100 000 人 10 公頃	19.34 公頃	19.72 公頃	20.79 公頃	1.45 公頃
鄰舍休憩用地	每 100 000 人 10 公頃	19.34 公頃	42.27 公頃	45.81 公頃	26.47 a 公頃
中學	每 40 名 12-17 歲青少年設一間全日制學校課室	208 課室	184	244	36 課室
小學	每 25.5 名 6-11 歲兒童設一間全日制學校課室	323 課室	324	324	1 課室
幼稚園及幼兒班	每 1 000 名 6-11 歲兒童設 26 個課室	99 課室	148	148	49 課室
警區警署	每 200 000 – 500 000 人設一間	0	1	1	1
分區警署	每 100 000 – 200 000 人設一間	1	1	1	0
醫院	每 1 000 人設 5.5 張病牀	1,166 病牀	0	0	-1,166 病牀
專科診療所／分科診療所	在興建一間分區或地區醫院時，設一間專科診療所／分科診療所	不適用	0	0	不適用
普通科診療所／健康中心	每 100 000 人設一間	2	2	2	0
裁判法院 (8 個法庭)	每 660 000 人設一間	不適用	0	0	不適用
街市	無既定標準	不適用	0	0	不適用
綜合青少年服務中心	每 12 000 名屬於 6 至 24 歲年齡組別的兒童／青年設一間	2	5	5	3
綜合家庭服務中心	每 100 000 至 150 000 人設一間	1	2	2	1
圖書館	每 200 000 人應設一間分區圖書館	1	1	1	0
體育中心	每 50 000 至 65 000 人一個	3	3	4	1
運動場／運動場館	每 20 000 至 250 000 人一個	1	1	1	0

遊泳池場館 -標準池	每 287 000 人一個場館	1	1	1	0

註：（1）分區計劃大綱圖內的規劃人口為 193 420 （常住人口及流動人口）。如包括 18 530 的過境人口（例如旅客），人口數字則為 211 950。

（2）休憩用地需求的計算是根據規劃人口 193 420 作計算。

（3）有些設施是根據較廣濶範圍去評估供求的，例如醫院病床。在分區計劃大綱圖的範圍內如有短缺情況，可以由附近地區的設施補充。



圖例 LEGEND

申述個案編號R1至R961
REPRESENTATIONS No. R1 TO R961
相關意見編號C1至C350
RELATED COMMENTS No. C1 TO C350

申述個案編號R2至R773、R949及R955至R959
REPRESENTATIONS No. R2 TO R773, R949 AND R955 TO R959
相關意見編號C1至C347及C350
RELATED COMMENTS No. C1 TO C347 AND C350

申述個案編號R2至R773、R950至R957及R961
REPRESENTATIONS No. R2 TO R773, R950 TO R957 AND R961
相關意見編號C1至C347
RELATED COMMENTS No. C1 TO C347

申述個案編號R2至R773、R955及R958至R961
REPRESENTATIONS No. R2 TO R773, R955 AND R958 TO R961
相關意見編號C1至C347及C350
RELATED COMMENTS No. C1 TO C347 AND C350

A1 申述個案涉及的修訂項目
AMENDMENT ITEMS UNDER REPRESENTATIONS

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2016年2月23日擬備
所根據的資料為於2015年8月7日
展示的分區計劃大綱圖編號S/TY/27

EXTRACT PLAN PREPARED ON 23.2.2016
BASED ON OUTLINE ZONING PLAN No. S/TY/27 EXHIBITED ON 7.8.2015

位置圖 LOCATION PLAN

就青衣分區計劃大綱草圖編號S/TY/27
提出的申述個案編號R1至R961及
相關意見編號C1至C350作出考慮

CONSIDERATION OF REPRESENTATIONS No. R1 TO R961 AND RELATED COMMENTS No. C1 TO C350 TO THE DRAFT TSING YI OUTLINE ZONING PLAN No. S/TY/27

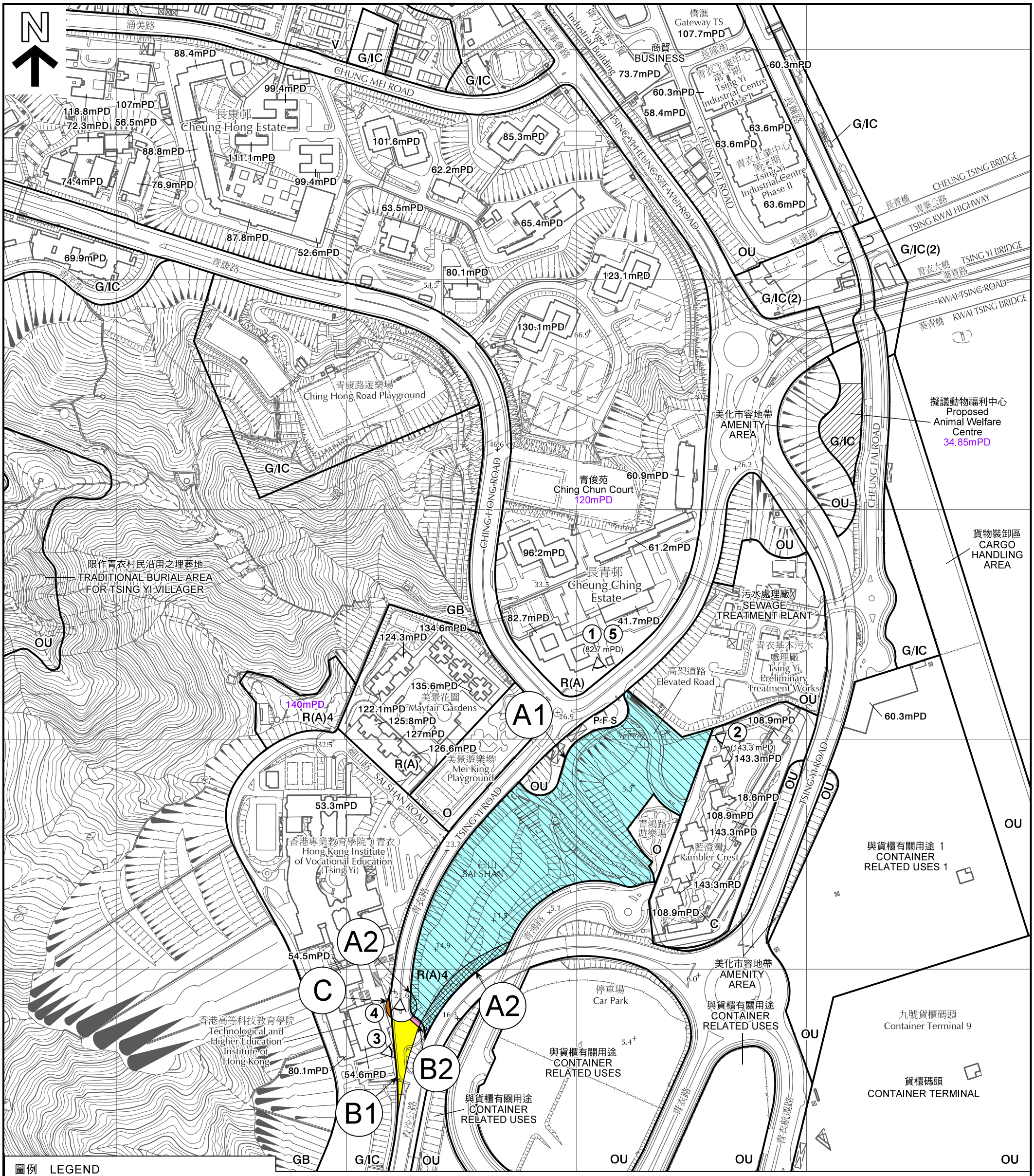
SCALE 1 : 7 500 比例尺

米 METRES 100 0 100 200 300 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
R/S/TY/27

圖 PLAN
H-1



圖例 LEGEND

申述個案編號R1至R961
REPRESENTATIONS No. R1 TO R961
相關意見編號C1至C350
RELATED COMMENTS No. C1 TO C350

申述個案編號R2至R773、R949及R955至R959
REPRESENTATIONS No. R2 TO R773, R949 AND R955 TO R959
相關意見編號C1至C347及C350
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RELATED COMMENTS No. C1 TO C347

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REPRESENTATIONS No. R2 TO R773, R955 AND R958 TO R961
相關意見編號C1至C347及C350
RELATED COMMENTS No. C1 TO C347 AND C350

A1 申述個案涉及的修訂項目
AMENDMENT ITEMS UNDER REPRESENTATIONS

C 商業 COMMERCIAL

R(A) 住宅(甲類) RESIDENTIAL(GROUP A)

V 鄉村式發展 VILLAGE TYPE DEVELOPMENT

G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY

O 休憩用地 OPEN SPACE

OU 其它指定用途 OTHER SPECIFIED USES

OU(PFS) 其它指定用途「加油站」 OTHER SPECIFIED USES (PETROL FILLING STATION)

GB 綠化地帶 GREEN BELT

① (82.7 mPD) 實地照片的觀景點及其高度（在主水平基準上82.7米） VIEWING POINT OF SITE PHOTO AND IT'S ALTITUDE (in 82.7 meters above Principle Datum)

140mPD 擬議高度在主水平基準上若干米 PROPOSED HEIGHT IN METRES ABOVE PRINCIPAL DATUM

53.3mPD 現有高度在主水平基準上若干米 EXITING HEIGHT IN METRES ABOVE PRINCIPAL DATUM

+23.7 地盤平整/街道高度(主水平基準上若干米) SITE FORMATION / STREET LEVEL(mPD)

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2016年2月29日擬備，
所根據的資料為測量圖編號
10-NE-5A/B/C/D和10A/B/C/D
EXTRACT PLAN PREPARED ON 29.2.2016
BASED ON SURVEY SHEETS No.
10-NE-5A/B/C/D &10A/B/C/D

平面圖 SITE PLAN

就青衣分區計劃大綱草圖編號S/TY/27
提出的申述個案編號R1至R961及
相關意見編號C1至C350作出考慮

CONSIDERATION OF REPRESENTATIONS No. R1 TO R961
AND RELATED COMMENTS No. C1 TO C350
TO THE DRAFT TSING YI OUTLINE ZONING PLAN No. S/TY/27

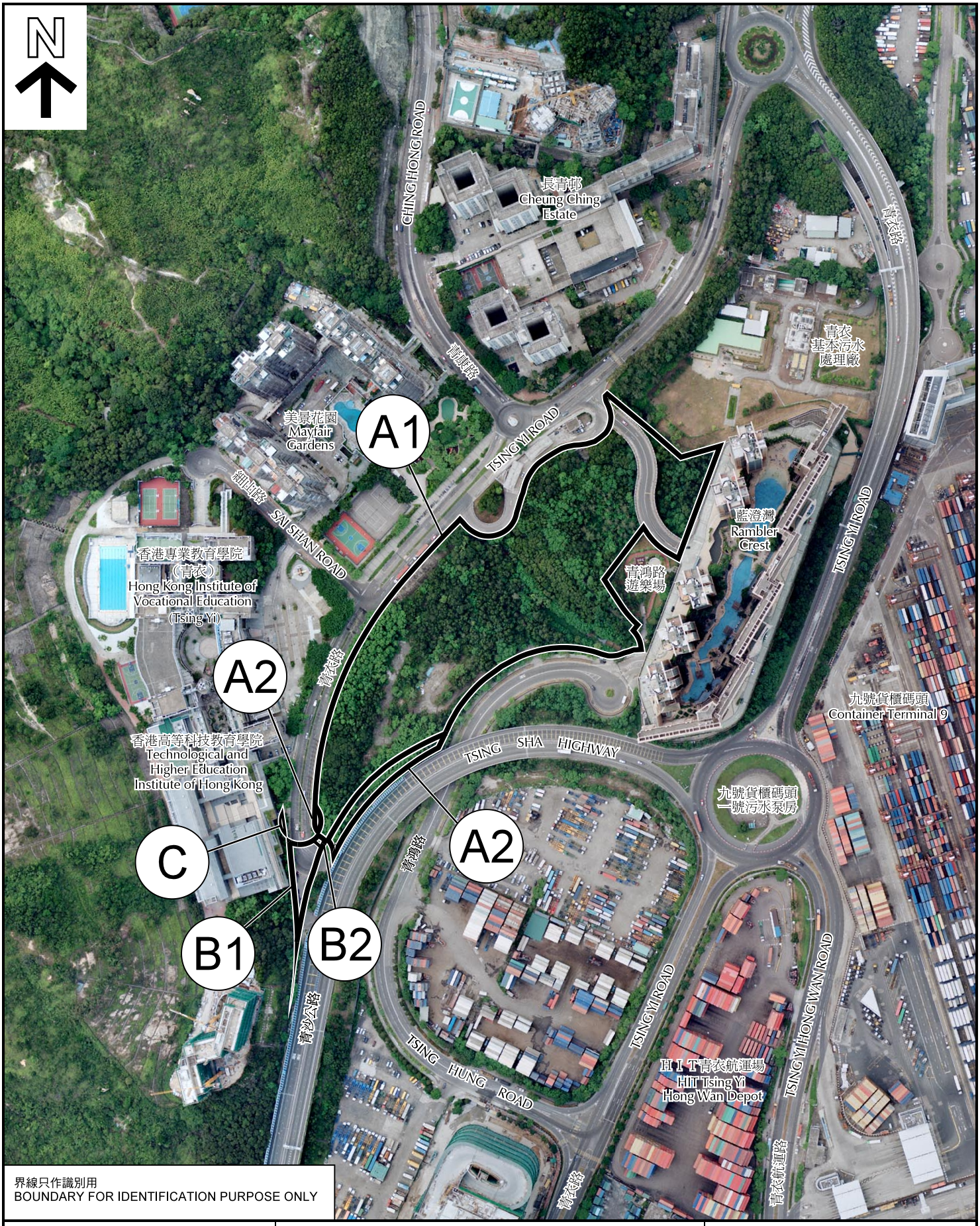
SCALE 1 : 4 000 比例尺

米 METRES 100 0 100 200 300 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
R/S/TY/27

圖 PLAN
H-2



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2016年2月15日擬備，
所根據的資料為地政總署於2015年6月20日
拍得的航攝照片編號CS60479
EXTRACT PLAN PREPARED ON 15.2.2016
BASED ON AERIAL PHOTO No. CS60479
TAKEN ON 20.6.2015 BY LANDS DEPARTMENT

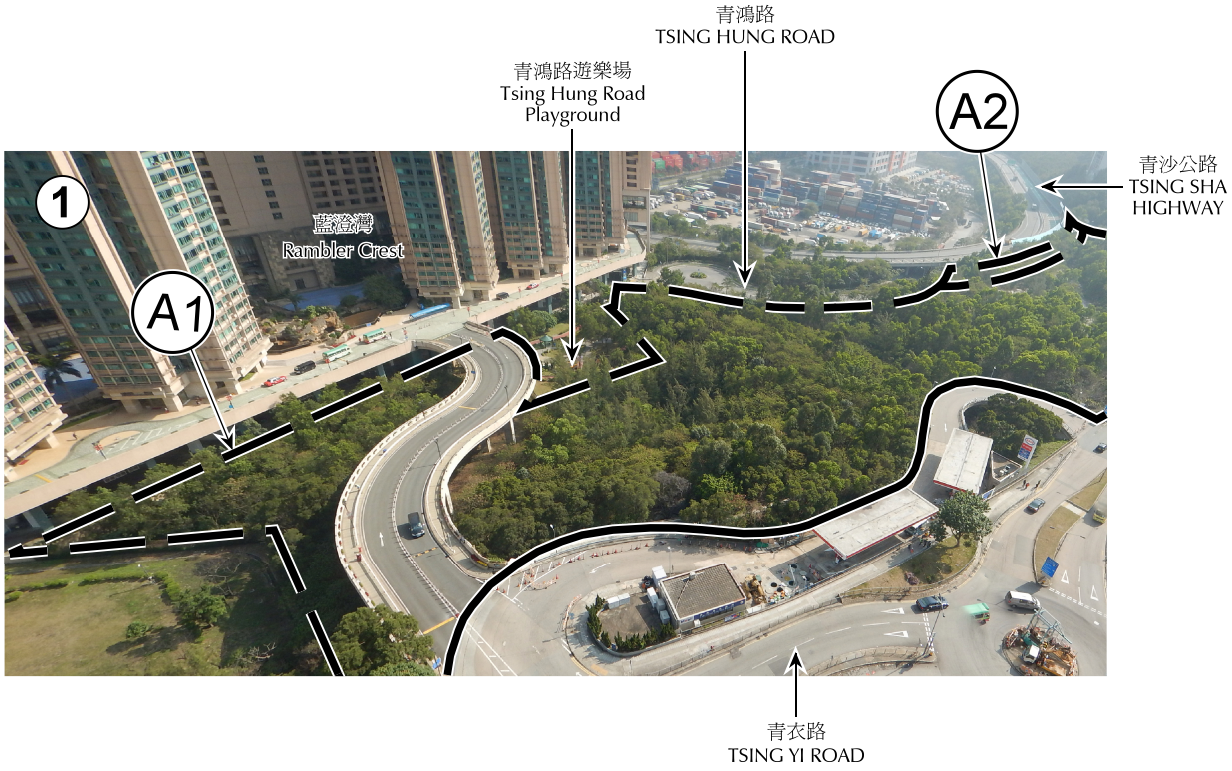
航空照片 AERIAL PHOTO

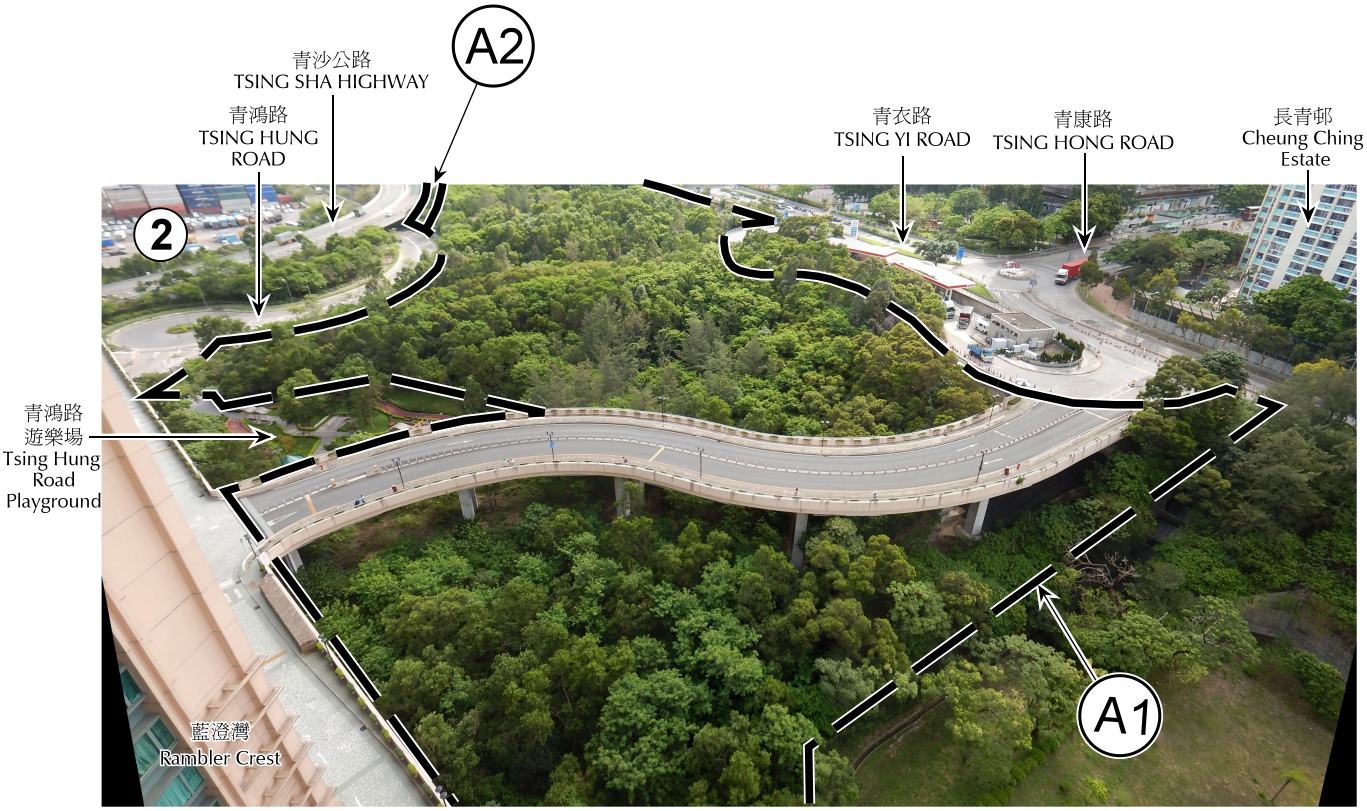
就青衣分區計劃大綱草圖編號S/TY/27
提出的申述個案編號R1至R961及
相關意見編號C1至C350作出考慮
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AND RELATED COMMENTS No. C1 TO C350
TO THE DRAFT TSING YI
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規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
R/S/TY/27

圖 PLAN
H-3





界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2016年3月2日擬備，所根據的
資料為攝於2016年3月1日及
2015年6月9日的實地照片
PLAN PREPARED ON 2.3.2016
BASED ON SITE PHOTOS
TAKEN ON 1.3.2016 & 9.6.2015

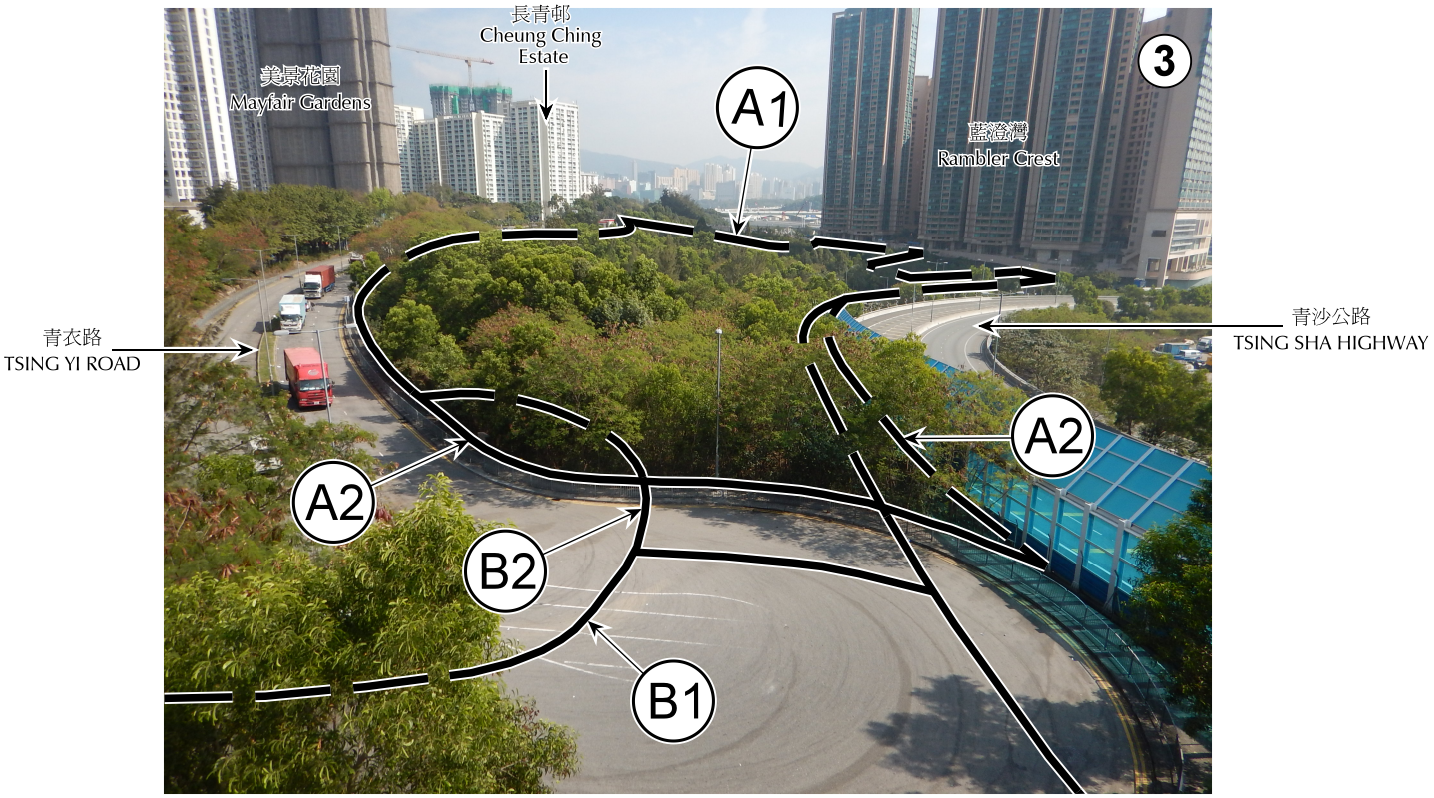
實地照片 SITE PHOTOS

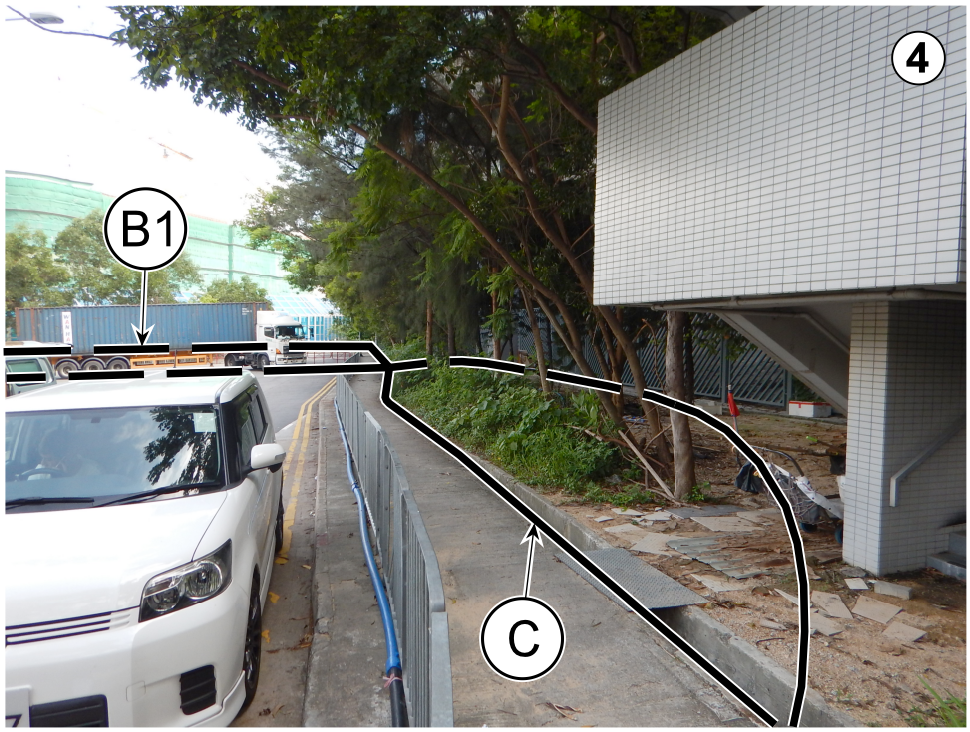
就青衣分區計劃大綱草圖編號S/TY/27
提出的申述個案編號R1至R961及
相關意見編號C1至C350作出考慮
CONSIDERATION OF REPRESENTATIONS No. R1 TO R961
AND RELATED COMMENTS No. C1 TO C350
TO THE DRAFT TSING YI
OUTLINE ZONING PLAN No. S/TY/27

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
R/S/TY/27

圖 PLAN
H-4





界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2016年3月3日擬備，所根據的
資料為攝於2016年3月3日及
2015年6月9日的實地照片
PLAN PREPARED ON 3.3.2016
BASED ON SITE PHOTOS
TAKEN ON 3.3.2016 & 9.6.2015

實地照片 SITE PHOTOS

就青衣分區計劃大綱草圖編號S/TY/27
提出的申述個案編號R1至R961及
相關意見編號C1至C350作出考慮
CONSIDERATION OF REPRESENTATIONS No. R1 TO R961
AND RELATED COMMENTS No. C1 TO C350
TO THE DRAFT TSING YI
OUTLINE ZONING PLAN No. S/TY/27

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
R/S/TY/27

圖 PLAN
H-5



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2016年3月2日擬備，
所根據的資料為攝於2016年3月1日
的實地照片
PLAN PREPARED ON 2.3.2016
BASED ON SITE PHOTO
TAKEN ON 1.3.2016

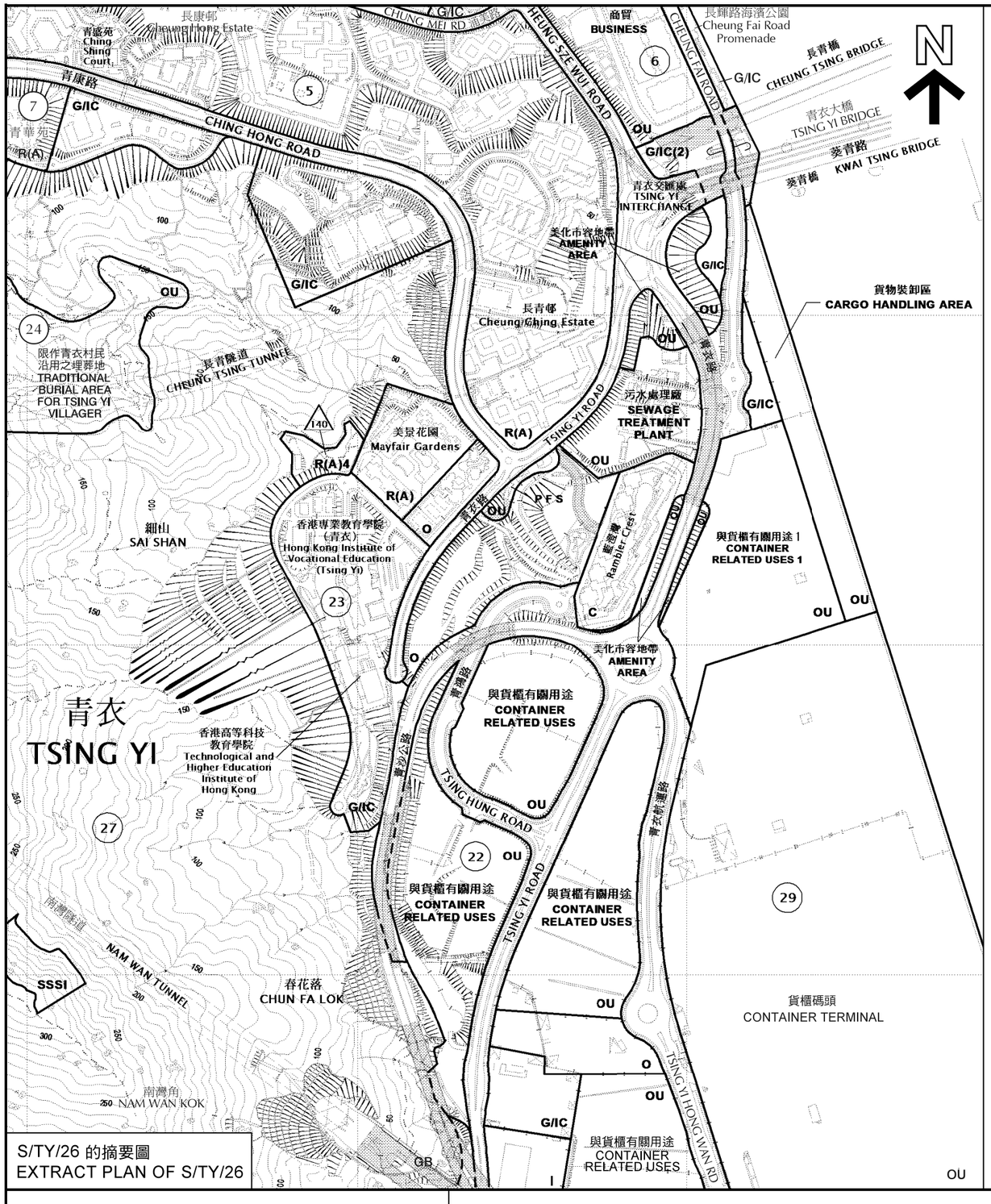
實地照片-擬議發展的邊界
SITE PHOTO-PROPOSED DEVELOPMENT SITE BOUNDARY

就青衣分區計劃大綱草圖編號S/TY/27
提出的申述個案編號R1至R961及相關意見編號C1至C350作出考慮
CONSIDERATION OF REPRESENTATIONS No. R1 TO R961
AND RELATED COMMENTS No. C1 TO C350
TO THE DRAFT TSING YI OUTLINE ZONING PLAN No. S/TY/27

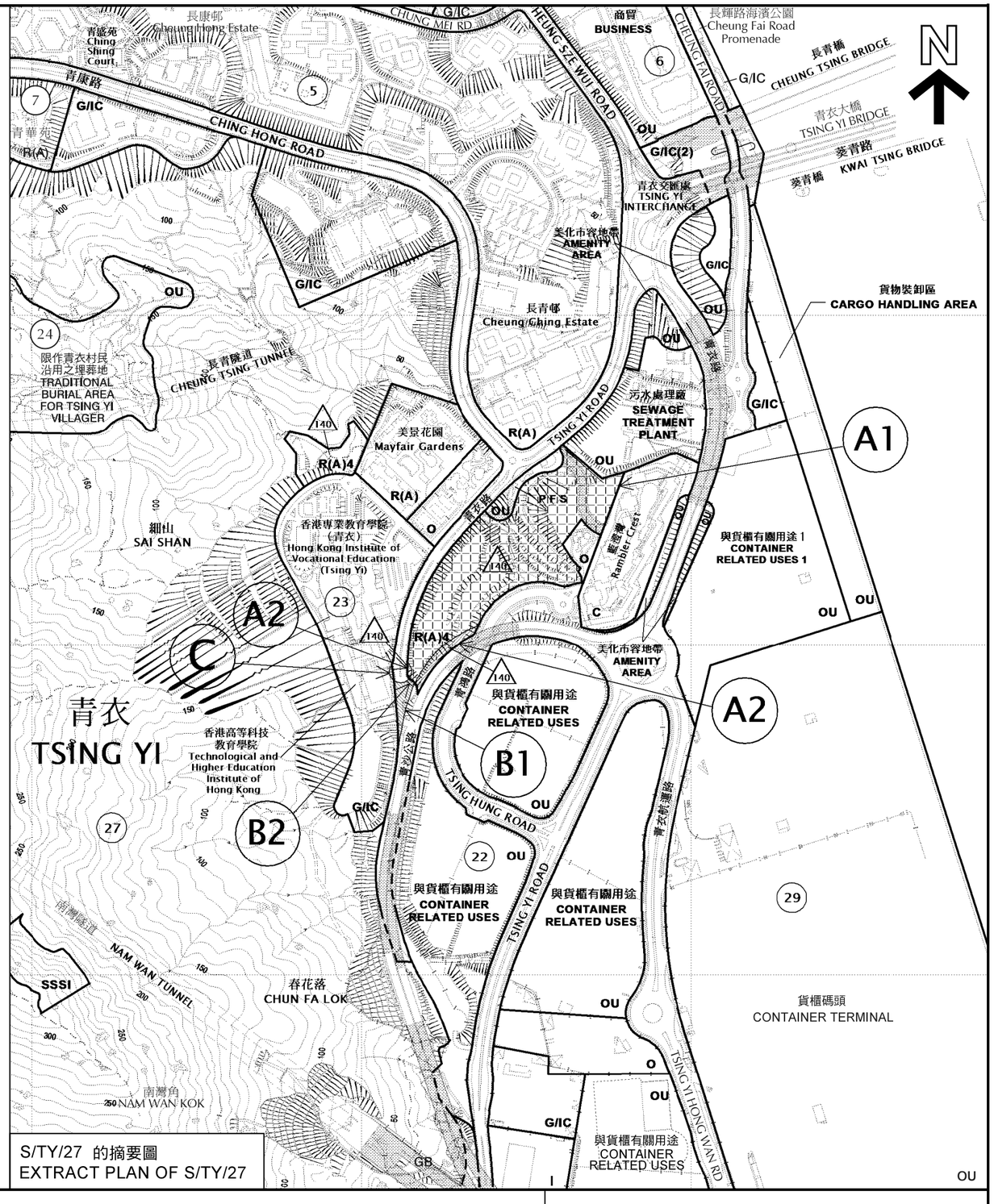
規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
R/S/TY/27

圖 PLAN
H-6



S/TY/26 的摘要圖
EXTRACT PLAN OF S/TY/26



S/TY/27 的摘要圖
EXTRACT PLAN OF S/TY/27

本摘要圖於2016年2月5日擬備，所根據的資料為
於2015年4月21日核准的分區計劃大綱圖編號 S/TY/26和
於2015年8月7日展示的分區計劃大綱圖編號 S/TY/27
EXTRACT PLAN PREPARED ON 5.2.2016 BASED ON
OUTLINE ZONING PLANS No. S/TY/26 APPROVED ON 21.4.2015 AND
S/TY/27 EXHIBITED ON 7.8.2015

修訂項目A1至C在青衣分區計劃大綱圖上的先前與現在用途地帶的比較
COMPARISON OF PREVIOUS AND CURRENT ZONINGS
ON THE TSING YI OUTLINE ZONING PLAN FOR AMENDMENT ITEMS A1 TO C
就青衣分區計劃大綱草圖編號S/TY/27提出的申述個案編號R1至R961及相關意見編號C1至C350作出考慮
CONSIDERATION OF REPRESENTATIONS No. R1 TO R961 AND RELATED COMMENTS No. C1 TO C350
TO THE DRAFT TSING YI OUTLINE ZONING PLAN No. S/TY/27

SCALE 1 : 7 500 比例尺
米 METRES 100 0 100 200 300 400 500 600 700 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
R/S/TY/27

圖 PLAN
H-7

Amended by TPB on 17.6.2016

Minutes of 1110th Meeting of the
Town Planning Board held on 21.4.2016 and 26.4.2016

Present

Permanent Secretary for Development (Planning and Lands) Mr Michael W.L. Wong	Chairman
Professor S.C. Wong	Vice-chairman
Mr Lincoln L.H. Huang	
Professor K.C. Chau	
Mr Sunny L.K. Ho	
Mr Dominic K.K. Lam	
Ms Christina M. Lee	
Mr Stephen H.B. Yau	
Dr F.C. Chan	
Mr David Y.T. Lui	
Mr Peter K.T. Yuen	
Mr Philip S.L. Kan	
Mr K.K. Cheung	
Mr Wilson Y.W. Fung	
Dr C.H. Hau	
Mr Thomas O.S. Ho	
Mr Alex T.H. Lai	
Dr Lawrence K.C. Li	

Mr Stephen L.H. Liu

Professor T.S. Liu

Miss Winnie W.M. Ng

Ms Sandy H.Y. Wong

Mr Franklin Yu

Principal Assistant Secretary (Transport)3
Transport and Housing Bureau
Miss Winnie M.W. Wong

Chief Engineer (Works), Home Affairs Department
Mr Martin W.C. Kwan

Deputy Director of Environmental Protection (1)
Mr C.W. Tse

Assistant Director (Regional 3), Lands Department
Mr Edwin W.K. Chan

Director of Planning
Mr K.K. Ling

Deputy Director of Planning/District Secretary
Mr Raymond K.W. Lee

Absent with Apologies

Mr H.W. Cheung

Dr Wilton W.T. Fok

Mr Ivan C.S. Fu

Ms Janice W.M. Lai

Mr Patrick H.T. Lau

Mr H.F. Leung

Mr Frankie W.C. Yeung

Dr Lawrence W.C. Poon

Mr T.Y. Ip

In Attendance

Assistant Director of Planning/Board

Miss Fiona S.Y. Lung

Chief Town Planners/Town Planning Board

Ms Lily Y.M. Yam (21.4.2016 a.m. and 26.4.2016 p.m.)

Mr Louis K.H. Kau (21.4.2016 p.m. and 26.4.2016 a.m.)

Senior Town Planners/Town Planning Board

Miss Anissa W.Y. Lai (21.4.2016 a.m.)

Ms Karen F.Y. Wong (21.4.2016 p.m.)

Ms Wendy W.L. Li (26.4.2016 a.m.)

Mr K.K. Lee (26.4.2016 p.m.)

1. The following Members and the Secretary were present in the morning session on 21.4.2016 :

Permanent Secretary for Development (Planning and Lands) Mr Michael W.L. Wong	Chairman
Professor S.C. Wong	Vice-chairman
Mr Lincoln L.H. Huang	
Professor K.C. Chau	
Mr Sunny L.K. Ho	
Mr Dominic K.K. Lam	
Dr F.C. Chan	
Mr David Y.T. Lui	
Mr Peter K.T. Yuen	
Mr K.K. Cheung	
Mr Wilson Y.W. Fung	
Dr C.H. Hau	
Mr Thomas O.S. Ho	
Mr Alex T.H. Lai	
Dr Lawrence K.C. Li	
Mr Stephen L.H. Liu	
Professor T.S. Liu	
Miss Winnie W.M. Ng	
Ms Sandy H.Y. Wong	

Principal Assistant Secretary (Transport)3
Transport and Housing Bureau
Miss Winnie M.W. Wong

Chief Engineer (Works), Home Affairs Department
Mr Martin W.C. Kwan

Deputy Director of Environmental Protection (1)
Mr C.W. Tse

Assistant Director (Regional 3), Lands Department
Mr Edwin W.K. Chan

Director of Planning
Mr K.K. Ling

Tsuen Wan & West Kowloon District

Agenda Item 1

[Open Meeting (Presentation and Question Sessions only)]

Consideration of Representations and Comments in respect of Draft Tsing Yi Outline Zoning Plan No. S/TY/27
(TPB Paper No. 10085)

[The meeting was conducted in Cantonese.]

Declaration of Interests

2. The Secretary reported that two of the amendment items (Items A1 and A2) were for a proposed public housing development to be undertaken by the Housing Department (HD), which was the executive arm of the Hong Kong Housing Authority (HKHA). AECOM Asia Company Limited (AECOM) and Mott MacDonald Hong Kong Limited (MMHK) were consultants of HD. The following Members had declared interests on the item:

Mr H.F. Leung	-	being a member of the Tender Committee of HKHA
Mr K.K. Ling *(as Director of Planning)*	-	being a member of the Strategic Planning Committee and Building Committee of HKHA
Mr Martin W.C. Kwan *(as Chief Engineer (Works), Home Affairs Department)*	-	being an alternate representative of the Director of Home Affairs who was a member of the Strategic Planning Committee and the Subsidised Housing Committee of HKHA
Ms Janice W.M. Lai Mr Patrick H.T. Lau	]]	having business dealing with HKHA and AECOM

Mr Thomas O.S. Ho] Mr Stephen L.H. Liu]		having business dealing with HKHA
Mr Ivan C.S. Fu	-	having past business dealing with HKHA and business dealing with AECOM
Dr C. H. Hau	-	having business dealing with AECOM
Mr Dominic K.K. Lam	-	having past business dealing with HKHA, AECOM and MMHK
Dr Lawrence W.C. Poon	-	his spouse being an employee of HD but not involved in planning work
Professor S.C. Wong (Vice-chairman)	-	being the Chair Professor and Head of the Department of Civil Engineering of the University of Hong Kong where AECOM had business dealing with some colleagues and had sponsored some activities of the Department before

3. Members noted that Mr H.F. Leung, Ms Janice W.M. Lai and Mr Patrick H.T. Lau whose interests were direct, and Mr Ivan C.S. Fu and Dr Lawrence W.C. Poon had tendered apologies for being unable to attend the meeting. Members also noted that Professor S.C. Wong, Mr Dominic K.K. Lam and Dr C. H. Hau's interests were indirect and agreed that they should be allowed to stay in the meeting. Members agreed that those members who had declared direct interests should be invited to leave the meeting.

[Mr K.K. Ling, Mr Martin W.C. Kwan, Mr Thomas O.S. Ho and Mr Stephen L.H. Liu left the meeting at this point.]

[Miss Winnie W.M. Ng and Dr F.C. Chan arrived to join this session of the meeting at this point.]

4. The Chairman said that reasonable notice had been given to the representers and commenters inviting them to attend the hearing, but other than those who were present or had indicated that they would attend the hearing, the rest had either indicated not to attend or made no reply. As reasonable notice had been given to the representers and commenters, Members agreed to proceed with the hearing of the representations and comments in their absence.

Presentation and Question Sessions

5. The following government representatives, and the representers/commenters or their representatives were invited to the meeting at this point:

Government representatives

Planning Department (PlanD)

Mr Lawrence Y.C. Chau	-	District Planning Officer/Tsuen Wan & West Kowloon (DPO/TWK)
Ms Fonnie F.L. Hung	-	Senior Town Planner/Kwai Tsing (STP/KT)
Miss Annie H.Y. Wong	-	Town Planner/Kwai Tsing 1 (TP/KT1)

HD and its consultants

Ms Portia K.H.Yiu	-	Chief Planning Officer (CPO)
Ms Emily W.M. IP	-	Planning Officer (PO)
Ms May S. S. Yeung	-	Architect
Mr Hong Wing Kit	-	Senior Civil Engineer (SCE)
Mr Wong Yuk Ming	-	Environmental Consultant, AECOM (Air Ventilation Assessment Consultant)
Mr Chris K.S. Leung	-	Transport Planner, MMHK
Mr Steven K.H. Tang	-	Principle Environmental Consultant, MMHK

Transport Department (TD)

Mr Honson H.S. Yuen	-	Chief Transport Officer/New Territories South West (CTO/NTSW)

Representers, Commenters and their Representatives

R2 - Rachelle Ng R222 - Adrian Ng Mr Chow Cheuk Hin	-	Representers' representative
R7 / C187 - Hoi Ki R225 - Ka Wei R295 / C170 - Chow Lai Shan C2 - Owners' Committee of Rambler Crest R461 / C172 - Chan Wai Yip Mr Chan Wai Yip	-	Representer/Commenter and representative of Representers/Commenters
R15 - Ng Wing Tsz R165 - Ho Chai Wang Ms Ng Wing Tsz	-	Representer and Representer's representative
R37 - Chan Cheuk Kit, Jackie Mr Chan Cheuk Kit, Jackie	-	Representer
R39 - Leung Sui Ki Ms Leung Sui Ki	-	Representer (Attending only)
R78 - Ng Sun Man R712 - Lee Kin Wai Mr Lee Kin Wai	-	Representer and Representer's representative
R162 - Cheung Tat Ming Mr Cheung Tat Ming	-	Representer

R178 / C60 - Wong Long Yee

R347 / C75 - Wong Po Leung

Mr Wong Po Leung - Representer/Commenter and representative of Representer/Commenter

R199 / C130 - Sze Po Kan

R238 / C192 - Sze Po Ying

R486 / C191 - Lau Fung Lin

R662 / C131 - Sze Kwok Wing Wingo

Mr Sze Po Kan - Representer/Commenter and representative of Representers/Commenters

R260/C80 - Fung King Chung, Jerome

R521/C10 - Chiu Long Chi

R525/C32 - Chiu Ying Yuen

Mr Chiu Ying Yuen - Representer/Commenter and representative of Representers/Commenters

R283 - Lo Cho Sam

R937 - Luk Siu Kuen

Ms Lo Cho Sam - Representer and Representer's representative

R302 - Kan Hon Pun

Mr Kan Hon Pun - Representer

R335 - Lo YuenTing

R336 - Ng Chi Wah

R785 / C306 - Ho Oi Lam

R960 / C136 - Au Yeung Man

C135 - Wong Chun Nam

R394/C1- Poon Chi Shing

Ng Chi Wah - Representer

Mr Poon Chi Shing (Kwai Tsing District Council (K&TDC) Member	-	Representer/Commenter and representative of Representers/Commenters

R341 - Cheng Wing Fai
R510 - Cheng Chun Wah

Mr Cheng Chun Wah	-	Representer and Representer's representative

R377 - Ng Lai Wan

Ms Ng Lai Wan	-	Representer

R516/C65 - Ngai Ying Chuen

Mr Ngai Ying Chuen	-	Representer/Commenter

R541 - Ng Yik Ling Winnie

Ms Ng Yik Ling Winnie	-	Representer (Attending only)

R619 / C59 - 王朗豐
C140 - Tsz Choi Wa
R748 / C345 - Ma Yuk Chu Judy

Ms Ma Yuk Chu Judy	-	Representer/Commenter and representative of Representer/Commenters

R840 - Yeung Shiu Ting

Mr Poon Chi Shing (K&TDC Member)	-	Representer's representative

R901- Youngspiration

Mr Johnathan Ip	]	
Miss Law Wan Yin	]	Representer's representatives
Mr Forrest Kam	]	

R924 - Cheung Wai Ming - Representer

Mr Cheung Wai Ming

R940 - Lau Yuk Hang Alberto

Mr Lau Yuk Hang Alberto - Representer

6. The Chairman extended a welcome and explained the procedure of the hearing as follows:

(a) the government representatives would first brief Members on the background, and the representers/commenters or their representatives would be invited to make oral submissions in turn according to their numbers then;

(b) to ensure the efficient operation of the hearing, each representer/commenter or their representative should be allotted 10 minutes for their oral submission. There was a timer device to alert the representers/commenters or their representatives 2 minutes before the allotted time was to expire and when the allotted time limit was up;

(c) a question and answer (Q&A) session would be held after all attending representers/commenters or their representatives at each hearing session had completed their oral submissions. Members could direct their questions to government representatives or representers/commenters or their representatives; and

[Ms Sandy H.Y. Wong arrived to join this session of the meeting at this point.]

(d) after the Q&A session, the hearing on the day would be adjourned, and the representers/commenters or their representatives and the government representatives would be invited to leave the meeting. After hearing all the oral submissions from the representers/commenters or their representatives who attended the meeting, the Board would deliberate on

the representations/comments in closed meeting, and inform the representers/commenters of the Board's decision in due course.

7. The Chairman then invited the representative of PlanD to brief Members on the representations and comments.

8. With the aid of a PowerPoint presentation, Ms Fonnie F.L. Hung, STP/KT, made the following main points as detailed in the TPB Paper No. 10085 (the Paper) :

Background

(a) on 7.8.2015, the draft Tsing Yi Outline Zoning Plan (OZP) No. S/TY/27 was exhibited for public inspection under section 5 of the Town Planning Ordinance. The major amendments were:

(i) Amendment Items A1 and A2 : rezoning of a site from "Open Space" ("O") to "Residential (Group A)4" ("R(A)4") (Item A1) and two pieces of land from an area shown as 'Road' to "R(A)4" (Item A2) for the proposed public rental housing (PRH) development;

(ii) Amendment Items B1, B2 and C : rezoning of two pieces of land from "Government, Institution or Community" ("G/IC") and "O" to areas shown as 'Road' (Items B1 and B2 respectively), and a site from an area shown as 'Road' to "G/IC" (Item C) to reflect the existing uses;

The Site and its Surrounding Area

(b) The proposed PRH site (the Site) was on Government land and was vacant. It comprised sloping area covered with vegetation and two platforms. A nullah (drainage reserve) lied in the middle of the Site;

(c) to the immediate north was a petrol filling station (PFS) and to the further north and west across Tsing Yi Road is Mei King Playground, two high-density residential developments namely Mayfair Gardens and Cheung Ching Estate, and Tsing Yi Institute of Vocational Education (IVE). To the east were Rambler Crest and CT9. To the south were land for port back-up uses;

OZP Amendments

(d) on 14.5.2015, K&TDC was consulted on the rezoning proposal and it passed a motion requesting the re-planning of the Site and the proposed PRH development should be shelved until there was comprehensive planning for supporting transport, environmental and community facilities;

(e) on 17.7.2015, after considering various factors, including land use, demand for public housing, traffic and transport, environment, trees felling/compensation, air ventilation, visual impact, provision of open space and community facilities, as well as K&TDC's comments, the Metro Planning Committee (MPC) agreed to amend the Tsing Yi OZP mainly to facilitate the proposed PRH development at Tsing Hung Road;

(f) on 7.8.2015, the draft Tsing Yi OZP No. S/TY/27 incorporating the proposed amendments was exhibited for public inspection for two months. K&TDC was further consulted on the proposed amendments by circulation on 18.9.2015 and there was no comment received. On the same day, a public forum was held with locals. Their concerns were similar to those raised by the representers and commenters. In particular, the locals expressed strong views on site suitability, the impact of the PRH development at a site originally planned for open space development, and questioned the results of the technical assessments;

(g) a total of 961 representations and 350 comments were received upon

expiry of the statutory plan publication periods on 7.10.2015 and 20.11.2015 respectively. Among the 961 representations received, all opposed the draft OZP for public housing development except R1. All the 350 comments supported the adverse representations opposing the Site for public housing development on similar grounds;

The PRH Development

(h) the Site, with an area about 4.29 ha, was subject to a maximum domestic/non-domestic plot ratio of 6/9.5 and a maximum building height of 140mPD. The proposed PRH development would provide about 4,000 flats with estimated population of 11,800. Taking into account the local comments, the number of blocks was proposed to be reduced from five to four. In addition to the preliminary proposal of kindergarten and Neighbourhood Elderly Centre, HD was considering to incorporate more community facilities including Integrated Support Service for Persons with Severe Physical Disabilities, Day Care Centre for the Elderly, Residential Care Home for the Elderly, Special Child Care Centre, and Early Education and Training Centre which would be subject to further study. HD would continue to liaise with relevant departments on the provision of adequate community and welfare facilities;

Major Grounds of Representations, Representers' Proposals and Responses

Supportive Representation (R1)

(i) the major grounds of the supportive representation and PlanD's responses, as detailed in paragraphs 4.2.1 and 6.3.1 to 6.3.4 of the Paper respectively, were summarised below:

(i) the proposed PRH development could be used as re-housing site for the residents of Cheung Ching Estate which should be re-developed to provide more public housing;

(ii) the provision of parking spaces, commercial use, and wet market should be increased;

(iii) mini-bus routes as well as frequency and routes of bus service should be increased;

(iv) an elevated road connecting Tsing Hung Road/Rambler Crest and Tsing Yi Bridge/Kwai Tsing Bridge to and from Kowloon should be built, and Tsing Yi Road should be widened;

(v) the responses to the above grounds and proposals were:

- the supportive view was noted;
- HKHA did not have redevelopment plan for Cheung Ching Estate at this moment;
- parking spaces would be provided in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG) as agreed by TD;
- TD would closely monitor the public transport services in the area before and after population in-take, and would include necessary bus service enhancement measures in annual bus route planning. TD would strengthen the existing green mini-bus (GMB) services, if required;
- Tsing Hung Road and Rambler Crest were already connected to Tsing Yi South Bridge via Tsing Yi Road with a bypassing lane (underpass), there was no plan for a separate flyover;

Adverse Representations (R2 to R961)

(j) the major grounds of the adverse representations and PlanD's responses, as detailed in paragraphs 4.2.2 and 6.3.5 to 6.3.48 of the Paper respectively, were summarised below:

Land Use

(i) the Site was the open space reserved for residents nearby as compensation for the residents of Mayfair Gardens and Cheung Ching Estate due to the construction of CT9;

(ii) inadequate provision of open space in Tsing Yi;

(iii) the responses to the above grounds were:

- Leisure and Cultural Services Department (LCSD) advised that they had no development programme for the subject "O" site;

- based on the requirement of HKPSG, there was a surplus of open space provision in Tsing Yi district;

Site Suitability

(iv) The PRH development would be affected by the pollution from CT9 and the sewage treatment works nearby;

(v) other suitable sites in areas such as the Northern, Southern and South-western Tsing Yi, and the temporary car park sites in Tsing Yi, etc. should be identified;

(vi) the responses to the above grounds and proposals were:

- the proposed PRH was considered compatible with the

surrounding residential and educational developments,;

- although the Site was in close proximity to CT9 and port backup land, the assessments carried out had confirmed that residential development was technically feasible and environmentally acceptable with the adoption of appropriate mitigation measures;

- Tsing Yi South was mainly used for port back-up uses, and not suitable for housing development;

- the Port 2030 Study completed by the Transport and Housing Bureau (THB) in 2014 suggested to develop multi-storey car park and multi-storey complex in Tsing Yi South to enhance port development;

- Northern Tsing Yi comprised mainly mountains which were not suitable for residential development;

Layout

(vii) the building gaps between the proposed housing blocks were narrow;

(viii) the responses to the above ground were:

- with enhancement of the design, the no. of blocks had been reduced from five to four. Building gaps would be increased from 15m - 36m to 15m - 60m;

- building separation between the proposed development and the surrounding developments would be maximised. The distance from Rambler Crest to the closest building block would be increased 55m to 60m;

Traffic

(ix) the Traffic Impact Assessment (TIA) had underestimated the traffic demand which was based on insufficient days of traffic surveys and inappropriate survey locations of the public transport services for the assessment;

(x) the proposed PRH development bringing additional population would impose adverse traffic impacts on the public transport services which were already insufficient;

(xi) there was nil consultation with the public transport providers for their services to meet the future demand;

(xii) the responses to the above grounds were:

- the TIA had taken into account the additional population of the proposed PRH development at Tsing Hung Road and the planned and committed developments in the vicinity of the Site;

- TD advised that the TIA had been done in accordance with the Transport Planning and Design Manual (TPDM) and on-site surveys, the TIA was acceptable in-principle;

- there would be no adverse traffic impact induced by the proposed PRH development;

- according to the TIA, the current ratio of flow to capacity (V/C ratio) of the four road junctions in the vicinity would still perform at acceptable levels with reserved capacities. The most busy road junction was the northern roundabout at the Tsing Yi Interchange. With the proposed PRH development in place, the junction operation performance

would only change from 0.624 to 0.789 during the AM peak and from 0.552 to 0.678 during the PM peak;

- there were more than 20 franchised bus and scheduled minibus routes in the vicinity, which could cater for the additional demand arising from the proposed PRH development;

- to tie in with the policy of using railway as the backbone public transport mode, a new bus or GMB feeder route between the proposed PRH development and Tsing Yi Railway Station could be considered;

- extension of the existing bus route from Mayfair Gardens to Tsing Yi Railway Station to the proposed PRH development was also a viable option;

- for the provision of public transport infrastructure, it was proposed to reserve an on-street lay-by at Tsing Yi Road for two buses and two GMBs for possible expansion of public transport services in future;

- apart from providing bus lay-bys, the footpath along Tsing Yi Road would also be widened;

Environment

(xiii) the proposed PRH development would impose adverse environmental impacts on noise and air quality, and affect the ecology of the natural stream, temperature, hygiene and natural light of the surroundings;

(xiv) the responses to the ground on noise impact were:

- the Director of Environmental Protection advised that the proposed PRH development was not anticipated to have insurmountable environmental problem;

- according to the Broad Environmental Assessment (BEA), the proposed PRH development with suitable mitigation measures would not have adverse environmental impacts;

- HD was conducting an Environmental Assessment Study (EAS) comprising air quality and noise impact assessments with a view to identifying the necessary mitigation measures;

- existing road traffic noise mitigation measures such as low noise surfacing at Tsing Sha Road and noise barriers were implemented;

- appropriate noise mitigation measures including architectural fins, acoustic windows and setback of building blocks would be explored and implemented to mitigate the noise impact;

(xv) the responses to the ground on air quality were:

- the vehicular emission complied with the buffer distance of 5 to 20m as required under the HKPSG and no adverse air quality impact was anticipated;

- as regards industrial emission, appropriate odour treatment measures had been fully adopted by the Tsing Yi Preliminary Treatment Works (TYPTW) operator and the PFS was required to install the Phase II vapour recovery system. No adverse air quality impact was anticipated;

(xvi) the responses to the ground on ecological impact were:

- according to the Agriculture, Fisheries and Conservation Department (AFCD), there was no record of species of conservation importance at the Site;

- the Drainage Services Department (DSD) advised that the water channel bisecting the Site was a nullah instead of a natural stream;

Tree Felling

(xvii) the landscaping of about 1,800 trees within the Site of the proposed PRH development would be removed;

(xviii) the responses to the above ground were:

- the existing trees within the Site were grown after relocation of the oil depot and industrial uses in 1990s;

- the existing trees were mainly common species with average form and low amenity, some of them were of poor health;

- tree felling application and compensatory tree proposal would be submitted in accordance with the requirements under Development Bureau Technical Circular (Works) No. 7/2015 on Tree Preservation for government projects;

- compensatory trees and shrubs planting proposal would match and be compatible with the newly built residential environment and the adjacent site condition;

Air Ventilation

(xix) the proposed PRH development would impose adverse impacts on air flow;

(xx) Rambler Crest located between the existing hotels and the proposed PRH would suffer from poor ventilation performance;

(xxi) the responses to the above grounds were:

- the no. of blocks of the proposed PRH would be reduced from five to four to improve air ventilation and visual impacts;

- the air ventilation assessment (AVA) revealed that the proposed PRH development would impose negligible impact on the breezeway of Rambler Crest. Adverse impact on Rambler Crest was not expected under major prevailing wind directions;

- the ventilation performance of Mayfair Gardens, Mei King Playground, Tsing Yi IVE, and Cheung Ching Estate would be partially affected;

- substantial effort had been made to alleviate the potential impact by incorporating mitigation measures including preserving the existing breezeways/air paths and optimising building separations, and the deterioration of ventilation performance could be deemed not significant in view of the effect on local air ventilation performance which was reduced from 0.21 to 0.19;

- according to the AVA, the annual site wind velocity ratio

(VR) with the development and the annual local wind VR would reduce from 0.20 to 0.19. The summer site wind VR would reduce from 0.24 to 0.20 and local wind VR would reduce from 0.21 to 0.19;

Visual

(xxii) the proposed PRH development would block the views of Rambler Crest and imposing adverse visual impact;

(xxiii) no photomontage was provided in the assessment from the viewpoint of the Rambler Crest's podium towards the proposed PRH development;

(xxiv) the responses to the above grounds were:

- according to the Town Planning Board Guidelines regarding the selection criteria of vantage points in Visual Impact Assessment (VIA), sites which were accessible by the public should be chosen in order to protect public view;

- photomontages from various public viewpoints were prepared to illustrate the possible visual impact of the proposed PRH development. When viewed from longer distance viewpoints including Lai King Estate and Sai Shan and some medium range viewpoints including Nam Wan Tunnel Kai Tsing Bridge, the proposed development would result in insignificant visual impact on the public viewers. From some short or medium range viewpoints including Tsing Hung Road Playground and Mei King Playground, the visual openness would be partly blocked. However, the visual impact arising from the proposed PRH development would be mitigated by providing visual

corridors and greening measures;

[Miss Winnie W.M. Ng left the meeting temporarily at this point.]

Potential Risk

- Petrol Filling Station

(xxv) the Site would be subject to potential hazard induced from the PFS adjoining;

(xxvi) the responses to the above grounds were :

- the Director of Electrical and Mechanical Services (DEMS) advised that there was no Liquefied Petroleum Gas (LPG) supply at the concerned PFS. The concerned PFS was not classified as a Potential Hazard Installation (PHI) and the Site did not encroach onto any Consultation Zone of the PHIs;

- the Director of Fire Services (DFS) advised that the PFS would not impose fire safety impact on the proposed PRH development;

- Drainage Reserve Area

(xxvii) the Site which was on a slope would be subject to potential risks with the large amount of water flowing down during the rainy season, and the construction works on the drainage reserve within the Site;

(xxviii) according to the HKPSG, structures should not be permitted on drainage reserve;

(xxix) the responses to the above grounds were :

- regarding the large amount of water flowing down from the slope during the rainy seasons, DSD advised that the stormwater from the catchment area could be conveyed to the stormwater drains along Tsing Hung Road and the existing nullah;

- proper drainage system would be proposed at design stage by HD, and the proposed drainage connections would be submitted to DSD for approval;

Building on Slope

(xxx) sloping terrain was not suitable for massive scale housing development as high construction, maintenance and management cost would be expected;

(xxxi) the proposed development would impose potential adverse impact on the foundations or slope works of nearby residential developments;

(xxxii) the responses to the above grounds were :

- the Civil Engineering and Development Department (CEDD) advised that the Site was not subject to natural terrain hazard and the existing geotechnical features had no past instability record. CEDD confirmed that the proposed PRH development would not impose insurmountable geotechnical problem on the surroundings and proper design could cater for the foundations and slopes in the surroundings;

- housing development on slopes was not uncommon in Hong Kong. The layout of the domestic blocks and ancillary structures would be designed to optimise the land

use and to achieve a cost-effective solution;

Supporting Facilities

(xxxiii) the existing retail facility and the community facilities were insufficient;

(xxxiv) the responses to the above grounds were :

- there would be approximate 4,000m^2 gross floor area of commercial centre within the proposed PRH development to cater for the population increase and the surrounding development. Pedestrian access was proposed to enhance the connectivity with Mayfair Gardens;

- in addition to the preliminary proposal of kindergarten and Neighbourhood Elderly Centre, HD had considered to incorporate more community facilities as mentioned in paragraph 8 (h) above;

Proposals

(k) the representers' proposals and PlanD's responses, as detailed in paragraphs 4.2.2 (q) and (r) and 6.3.49 and 6.3.50 of the Paper respectively, were summarised below:

(i) the "O" zoning of the Site should remain unchanged;

(ii) the responses to the above proposal were that the Site was vacant and the Government had no programme for developing the Site for open space. Besides, Tsing Yi had surplus existing and planned provision of open space The Site was identified for residential purpose to help meet the housing needs in the next decade;

(iii) the development intensity and building height of the proposed development should be reduced;

(iv) the responses to the above proposal were that it was technically feasible and environmentally acceptable to develop the Site for PRH development with the intensity of domestic/non-domestic plot ratio of 6/9.5 and maximum BH of 140 mPD. The proposed PRH development would not generate unacceptable impacts;

PlanD's Views

(l) the supportive view of R1 was noted; and

(m) R2 to R961 were not supported and the Plan should not be amended to meet the representations.

9. The Chairman then invited the representers/commenters and their representatives to elaborate on their representations/comments.

R2 - Rachelle Ng
R222 - Adrian Ng

10. Mr Chow Cheuk Hin made the following main points :

Procedural Matter

(a) he was a resident of Rambler Crest. He was aggrieved by the notification procedures of the subject hearing as the meeting date was changed without giving sufficient notification period. The sudden change of hearing date from 1.4.2016 to 21.4.2016 and 26.4.2016 had affected the attendance of those who intended to join the hearing meeting. Besides, it was improper and unfair that the representers/commenters received the Paper just a few days before the hearing meeting. The soft

copy of the Paper was only sent to him via email one day before the meeting as he had not provided a postal address. The representers/commenters were not given sufficient time to understand the content of the Paper;

(b) he noted in the Paper that the major development parameters of the proposed PRH development including no. of blocks, no. of flats, and estimated population were revised without any prior local consultation. Those revisions were not minor in nature and would affect the layout and orientation, etc. of the development which would require further assessment on the various impacts;

Traffic Aspect

(c) the TIA prepared for the proposed PRH development concluded that the traffic demand induced by the additional population could simply be absorbed by increasing the frequency of existing bus routes. Such conclusion which had under-estimated the traffic demand, was based on insufficient and wrong date of traffic survey and inappropriate survey location of the public transport services. Only one working day just before the Easter holidays was chosen to conduct the survey for public transport demand in Cheung Wang Estate, which seemed to be done deliberately to obtain lower patronage figures. The survey location at the bus stop near Ching Tao House of Cheung Ching Estate was not a suitable place to count patronage for different bus/GMB routes. As such, the findings of the TIA were neither valid nor reliable as the traffic data collected was inadequate and inaccurate. The TIA was therefore not acceptable;

(d) the existing public transport services were seriously inadequate to serve the residents of Tsing Yi South. Additional population to the area would further aggravate the traffic problem. The traffic concerns had already been conveyed to PlanD's representatives during the local forum on 18.9.2016. However, the final TIA attached to the Paper had only

revised the planned population and the traffic data adopted were all the same as before, thus their concerns had not been addressed;

(e) according to the Hong Kong Annual Digest of Statistics of 2014 published by the Government, the ratio of employed persons to population was 51.87%. Based on the previous estimated population of 11,600 for the PRH development at Tsing Hung Road, the employed persons at the Site would be 6,017. As the school-age population was 17.67% of the population, the number of students at the Site would be 2,050. If 50% of the additional population needed to use public transport, the passenger demand within an hour during the morning peak hour would be about 4,917, which was almost three times of the estimated passenger demand of 1,861 as stated in the TIA. The TIA had under-estimated the traffic demand;

(f) there was no guarantee that the traffic issues could be addressed after occupation of the development. According to the TIA report, the estimated passenger demand of 1,861 required the carrying capacity of 16 buses. Implementation of public transport enhancement measures, in particular the increase in frequency was difficult. He questioned whether the proposed solution by adjusting the existing frequency had been or would be agreed by THB as THB had been very cautious in granting for increase in frequency and route of buses in view of the road capacity of the wider territory, especially those routes connecting to the already congested urban area. It was THB's policy to allow increase in frequency for a route which had an average occupancy rate of over 85%;

(g) roads in Tsing Yi South were very congested and had serious traffic problems for a long time. Residents in the area near the Site usually needed to wait for several buses for boarding during the morning peak hour. According to TD's public transport service re-organisation plan in 2015, there were route diversion for No. 948, 948P and 948X which connected Tsing Yi to Hong Kong Island. Upon the diversion, 948P

would by-pass Tsing Yi South to shorten the travel time of the route by 10 minutes. Such arrangement was illogical resulting in a downgrade in service as the route had by-passed the closest bus stop for residents of Rambler Crest. Besides, Tsing Yi South was surrounded by many logistic, port-back up, and vehicle park facilities which had generated a lot of container vehicular traffic. Road traffic would paralyzed in case of traffic accident;

Site Suitability

(h) many of the representers had suggested that the Government should find other suitable sites in Tsing Yi North. While PlanD had indicated that Northern Tsing Yi, which comprised mainly mountains, was considered not suitable for residential development, the Site with slopes at a gradient of at least 20 to 38 degree was however proposed for PRH development. He questioned the contradictory site selection criteria adopted by PlanD;

Potential Risk

(i) a PFS was located to the north of the Site. According to Section 3 of Chapter 12 of the HKPSG, a PFS should preferably be located in relatively open areas and not surrounded by developments. Where such requirement could not be met, it was desirable that the surrounding buildings were only low-rise. However, PlanD only conveyed DEMS's advice that there was no Liquefied Petroleum Gas (LPG) supply at the PFS and it was not classified as a Potential Hazard Installation (PHI) which was discussed in Section 4 instead of Section 3 the Chapter. PlanD seemed to have mixed up the requirements in two different sections of the HKPSG;

(j) while there were adverse comments regarding the potential impacts on the drainage reserve, the government representative just responded that the drainage reserve would not be adversely affected, despite that structures of any kind should not be permitted on drainage reserve in accordance with Chapter 7 of the HKPSG;

Other Aspects

(k) according to newspaper reports in 2015, the housing target set by the Chief Executive could not be met. In order to meet the target, the programme of the subject PRH development had been advanced whilst the various technical assessments had not been carried out in a professional manner; and

(l) it was noted that about 4,000m^2 of commercial floor area were proposed within the PRH development to cater for the population increase and to enhance the provision of retail facilities in the area. By making reference to the commercial centre of Rambler Crest, which was also of about 4,000m^2 in floor area for the provision of a small amount of retail facilities, the proposed commercial centre was considered insufficient to serve the neighbourhood.

11. The Chairman said that the earlier presentation made by the representative of PlanD was intended to brief Members on the background on the OZP amendments, details of the representations/comments, and PlanD's responses. The presentation did not represent the position of the Board. After hearing all the oral submission from the representers/commenters, the Board would deliberate on the representations/comments and make a decision on the OZP.

R7 / C187 - Hoi Ki
R225 - Ka Wei
R295 / C170 - Chow Lai Shan
C2 - Owners' Committee of Rambler Crest
R461 / C172 - Chan Wai Yip

12. Mr Chan Wai Yip made the following main points :

(a) he was the representative of the Owners' Committee of Rambler Crest and requested the Board, as an independent statutory body, to consider the amendments to the OZP in a fair and objective manner. The residents of

Rambler Crest, Mayfair Garden and the nearby residential developments had raised strong objection to the proposed PRH development at Tsing Hung Road. An important role of the Board was to optimise the land use and to designate uses at suitable locations. Planning was not just for building homes for the people but to provide a better place for them to live and work in;

Site Suitability

(b) the Site was previously considered not suitable for residential use nor any other developments and was used as a buffer for surrounding residential developments such as Mayfair Gardens and Cheung Ching Estate against the port back-up uses to the east. Rambler Crest, which was zoned "Commercial" on the OZP, also acted as a buffer from the CT9 to help reduce the impacts on the nearby residential developments. The planning intention for the Rambler Crest site was for hotel and commercial development including service apartments for short stay, however, the approved service apartment development was subsequently converted into residential flats which deviated from the planning intention and lease conditions;

(c) the residents of Rambler Crest were already suffering from the adverse impacts of CT9, which included, air pollution and glare impact. He did not consider that a wider building separation from 56m to 60m of the Site from Rambler Crest could mitigate the glare impact of CT9. It was wrong to put another 12,000 people into the area to share the suffering. Worst of all, the BEA did not include the adverse impacts caused by CT9 to the proposed PRH development in the assessment;

Public Consultation and Hearing Arrangement

(d) the K&TDC was consulted on the rezoning proposal of the Site in May 2015 with a very brief paper of a few pages and details of the proposed PRH development were not available. The K&TDC objected to the proposed amendments to the OZP unanimously and a motion requesting

the Government to re-plan the use of the Site in a comprehensive manner taking into account the traffic, environmental and community facility aspects was passed by the K&TDC in the meeting. Notwithstanding the objection, the proposed amendments to the OZP were submitted to the Metro Planning Committee of the Board on 17.7.2015 for consideration shortly after the DC meeting without taking into account their objection and requests nor reverting to K&TDC for further consultation. During the two-month statutory plan publication period, it was only after the repeated requests from the locals that the government representatives agreed to attend a local forum on 18.9.2015. PlanD's representatives at the forum reiterated that there was no other site in Tsing Yi which was suitable for residential use and assured the locals that their concerns were noted and would be responded to. However, no written response from PlanD had been received so far;

(e) he considered that there was no need to arrange the hearing meetings in such a rush as more time should be allowed for local consultation, and to properly conduct the technical assessments. There was no urgency to approve the OZP amendments;

(f) the sudden change of hearing date with a short notice had affected the original plan and hence the attendance of many representers/commenters. He wondered whether it was a strategy to discourage the representers/commenters from attending the hearing. Besides, it was improper and unfair that the voluminous Paper was delivered to the representers/commenters just a few days before the hearing meeting;

(g) the local residents were aware of the revision in major parameters of the PRH scheme only after they had received the Paper. In particular, the change of the scheme from five blocks to four blocks was substantial and required further local consultation, although it appeared that such change was made to address air ventilation problem instead of responding to public comments. Those residents who did not raise objection to the

previous development scheme might object to the revised scheme as the additional population and flats would have implications on transport and supporting facilities. Such information asymmetric was unfair to the representers/commenters and a decision on the OZP based on that might be subject to judicial review. Besides, sufficient information on the revised scheme had not been provided in the Paper, whilst the parameters and layout of the latest housing development were only reflected in the TIA and AVA reports. The local residents worried that there might be other hidden information about the project, which might affect their living environment and had not yet been disclosed;

Adverse Impacts

(h) the residents of Rambler Crest did not oppose public housing development. However, Tsing Yi South where there were mainly port back-up facilities was not suitable for residential development. There was no buffer/barrier for the southern end of the proposed PRH development against the impact of CT9, and future residents there might be exposed to health risks. Moreover, CT9 was not included in the on-going environmental assessment for the proposed development. In addition, the Site would be affected by the vehicle emission on the surrounding roads and nuisance from the nearby sewage treatment works. The measure of simply revising the layout and orientation of building blocks of the proposed development might not able to mitigate all the adverse impacts;

(i) Rambler Crest had been exposed to glare from CT9. The hotel development of Rambler Crest could only shield part of the light pollution, but not much on the noise nuisance. The proposed PRH development, which was only 60m away from Rambler Crest, would be subject to similar adverse impacts from glare, air and noise pollution. While the residential flats of Rambler Crest had been provided with appropriate mitigation measures such as double-glazing window and central fresh air intake to mitigate the nuisances of CT9, it was doubtful

that similar measures would be provided in the PRH development;

(j) the TIA was not acceptable due to insufficient survey data and improper assessment methodology. A number of newly planned/approved residential developments, such as two new PRH blocks in Cheung Ching Estate, the residential site at Sai Shan Road and student hostel development of Tsing Yi IVE, were not included in the TIA. In addition, the proposed multi-storey car park and multi-storey port back-up complex to the south of the Site would also have demand for public transport facilities. The demand for public transport facilities was thus under-estimated. Moreover, bus frequency and bus route could not be adjusted so easily since the routes were connected to other urban areas;

(k) while there was no objection that the visual impact of the PRH development should be assessed from public viewpoints, in view of its close proximity, the PRH development would definitely cause adverse visual impact to Rambler Crest. The viewpoint from Lai King Estate which was far away from the site was ridiculous;

Supporting Facilities

(l) the provision of community facilities including fire station, hospital, clinic and police station was inadequate in the Tsing Yi district. PlanD's response that the provision of hospital beds was on a regional basis and the residents of Tsing Yi could use the hospital facilities in the adjacent districts such as Tsuen Wan and Kwai Chung was not a solution as there were also deficits in those areas. The residents of the PRH development probably could not afford private hospitals;

Potential Risks

(m) the site would be subject to risks including the potential hazard from the adjacent PFS, carrying capacity of the existing nullah, and geotechnical stability in relation to building on slope, etc. The proposed development would also impose potential adverse impact on the foundations/slope

works of the nearby developments. While the final EAS was still in progress, HD was already conducting site investigation works. Geotechnical investigation was required prior to any proposed development on the site. In addition, high construction cost was expected due to the special design and construction requirements and the proposal would not be cost-effective; and

(n) if the OZP amendments were approved, the residents would probably proceed to apply for judicial review to challenge the Board's decision. He requested the Board not to be used as a tool for the Government to achieve the housing target as there were other sites in Tsing Yi which were suitable for residential use.

[Mr Dominic K.K. Lam left this session of the meeting at this point.]

[The meeting was adjourned for a short break of 5 minutes.]

13. R37 made a request to make his oral submission first, explaining that this had been agreed by R2. The Chairman said that the Board would generally speaking be prepared to facilitate the proposed arrangement if it was agreed by other representers/commenters. Noting that there was no objection from other representers, the Chairman gave permission for R37 to make his oral submission first.

R37 - Chan Cheuk Kit, Jackie

14. Mr Chan Cheuk Kit, Jackie made the following main points :

(a) he was a resident of Rambler Crest. The proposed PRH development could be proceeded only after the effectiveness of proposed mitigation measures on the traffic, environmental, visual and air ventilation aspects had been confirmed. The technical assessments conducted so far were not acceptable. The hearing meeting was a waste of his time as he had just learnt from the presentation by the government representative that the

scheme of the proposed PRH development had been revised;

(b) with regard to the visual impact, although a wider building separation ranging from 15m to 60m had been proposed, the minimum width of 15m remained the same. The reason given by PlanD's representative at the meeting that no photomontage from the viewpoints of Rambler Crest and the nearby residential developments had been provided as they were not public viewpoints was not acceptable. The viewpoint taken at Lai King Estate did not make any sense; and

(c) high construction cost would be expected for building on slopes. While Rambler Crest was provided with appropriate environmental mitigation measures to reduce the air and noise impacts, it was doubtful if similar measures would be provided in the PRH development in view of the additional cost incurred.

R15 - Ng Wing Tsz
R165 - Ho Chai Wang

15. Ms Ng Wing Tsz made the following main points :

(a) she was a resident of Rambler Crest. She was aggrieved by the change of the meeting date as her husband was unable to attend the meeting. Besides, the hearing document was voluminous and complicated, there was insufficient time for her to study the details in just a few days;

(b) the proposed PRH development at the Site was in conflict with PlanD's Mission and Values. PlanD's Mission was to make Hong Kong a better place to live and work in, but an additional population of about 12,000 was however planned in an the area where there were many problems affecting the living environment. On PlanD's value on 'Proactive and Facilitating' by facilitating the implementation of suitable development projects, the proposed PRH development should have

already been dropped upon the receipt of 960 adverse representations. On the value on 'Open and Accountable' by encouraging the community to be involved in the planning process and being accountable to the community, she did not understand how PlanD could still proceed with the proposal and submit the amendments to the OZP to the Board for consideration when there was unanimous objection from the K&TDC. On the value on 'Effective and Efficient' by providing planning systems and frameworks that were user friendly and enabling development that would benefit the community to proceed expeditiously, the proposed development was not in line with the requirements and guidelines set out by PlanD in relation to building on slope and developments near PFS;

(c) the Paper only concluded that the proposed development was technically feasible and there would be no insurmountable technical problems, however, the technical assessments had yet to be finalised;

(d) as regards the visual impact, no photomontage from the viewpoint of Rambler Crest, which had a large population and would be affected mostly by the proposed development, was provided. It was unbelievable that viewpoint was taken from Lai King Estate;

[Mr David Y.T. Lui left the meeting temporarily at this point.]

(e) air pollution would cause adverse health impact to the nearby residents. While there were currently insufficient air movements in Rambler Crest, she find it hard to understand why there would be insignificant impact on Rambler Crest when four additional blocks were erected in front of it;

(f) the TIA conducted was based on insufficient and inappropriate day of traffic survey and inappropriate survey locations of the public transport services and was thus not satisfactory. Ching Tao House was not the mostly used bus stop for residents of Rambler Crest, as they would walk further to the bus stop at Ching Hong Road for better chance for boarding.

The suggested extension of the bus route to the proposed PRH development would not solve their problem as the new bus stop would not be close to Rambler Crest and the other bus routes were either far away and did not have much capacity even if the frequency would be increased; and

(g) with the aid of a visualiser, Ms Ng showed an aerial photo of Tsing Yi and indicated that there were other sites in Tsing Yi North which were suitable for residential development. Besides, there were suitable sites in other parts of Hong Kong, such as the Fanling Golf Course which was a large piece of land of 170 ha but serving only a small group of people.

16. Noting that there was no objection from other representers, the Chairman gave permission for R341/R510 to make their oral submission.

R341 - Cheng Wing Fai
R510 - Cheng Chun Wah

17. With the aid of a portable document format (pdf) presentation and audio recording, Mr Cheng Chun Wah made the following main points :

(a) while the street lights along the Site near the PFS would cause glare to the future residents up to the middle floors of the PRH development, the glare from CT9 which was operating 24 hours a day would adversely affect the daily lives of most residents as shown in the photos taken at the night before the meeting at 8:00 and 11:30 p.m. The PRH development would also be affected by the three hotels of Ramble Crest stretching out like a wall and being lit up round the clock; and

(b) the first residential development in the vicinity of the container terminal, Lai King Estate, was occupied in 1975 long before introduction of the Noise Control Ordinance. At present, the closest residential development to the container terminal was Rambler Crest which was

occupied in 2004. Three blocks of hotel development, which were non-noise sensitive receivers, were erected along the site boundary facing CT9 as a noise buffer. The noise level at flats of Rambler Crest located in the upper floors, however, were still exposed to the noise caused by operation of the container terminal One of the locations selected for baseline noise measurement in the BEA was not appropriate and the assessment result on noise impact was not reliable. He considered that a location at a higher level should be chosen for noise assessment to obtain a more accurate result. He then showed the noise levels recorded by him in the surrounding areas, which would cause serious nuisance to the future residents of the Site; and

(c) in view of the glare and noise nuisances mentioned above, he objected to the proposed PRH development.

R78 - Ng Sun Man
R712 - Lee Kin Wai

18. Mr Lee Kin Wai made the following main points :

(a) public transport was an important means of transport for the residents of Tsing Yi South. The TIA prepared by the Government was based on insufficient and inappropriate day/time of traffic survey and inappropriate survey locations of the public transport services. For example, the traffic survey for route No. 948 was carried out during peak hours in early morning and 12 buses were observed with 3 to 10 minutes' intervals. Most of the buses observed were almost fully occupied at the bus stop near Ching Tao House. The buses in the second half of the survey period had more capacity for boarding and lowered the average occupancy rate. He considered that it might be due to the fact that two of the buses arriving at the bus stop were just a minute apart;

(b) Tsing Yi Road near Ching Tao House was a two-lane dual carriageway

with low noise surfacing. With many large and long vehicles using the road, maintenance works were frequent and under such situation, only one lane in each direction could be used and would result in regular traffic jam; and

(c) an article in Economic Daily on 19.4.2016 already mentioned the possible approval of the proposed PRH development as the EAS was already accepted by the Government. It appeared that the release of such information intended to pre-empt the decision of the Board. He requested the Board to reject the scheme and request the Government to re-assess all the possible impacts of the development.

R162 - Cheung Tat Ming

19. Mr Cheung Tat Ming made the following main points :

(a) as PlanD's representative in the earlier presentation did not provide any feasible solution to address the local concerns, he considered that the hearing meeting was meaningless and a waste of the representer/commenters' time. His mission in attending the meeting was for justice and fairness. While he supported the provision of more PRH units for those in need, he considered that the rights and well being of the others should not be neglected; and

(b) the 10-minute presentation time allotted to each representer/commenter was not fair. He also queried if Members had received the hearing document well in advance for consideration. Finally, he requested the Board to follow their conscience in considering the OZP amendments in a professional manner and to reject the amendments.

R178 / C60 - Wong Long Yee
R347 / C75 - Wong Po Leung

20. Mr Wong Po Leung made the following main points :

(a) it was unfair that the Paper for the hearing was received by the representers/commenters a few days before the meeting and he learnt that some residents even received the document the day before the meeting;

Traffic Aspect

(b) he lived in Tsing Yi previously and became a resident of Rambler Crest for 12 years. The public transport facilities in Tsing Yi South had long been insufficient to meet the needs of the local residents. During the morning peak, most of the residents could only get on the fourth bus to school or work. Transit to the railway station by GMB was required and they sometimes needed to wait for more than 30 minutes to get onto a GMB;

[Miss Winnie W.M. Ng returned to join this session of the meeting at this point.]

(c) the traffic of the whole area would paralyzed if there was any traffic accident on the nearby roads. There was a vehicle breakdown in the week before and the resulting traffic congestion was terrible. His son was almost late for an open examination because of the traffic jam. The survey on public transport facilities was done on an inappropriate day and the assessment was not accurate. In the local forum on 18.9.2016, no solution to address the traffic concern could be provided by PlanD's representatives;

Building on Slope

(d) the Site on a sloping topography was not suitable for residential use, and there were potential risks of landslide. The Kotewall Road, Kai Liu, Sau Mau Ping and Kwun Lung Lau incidents were not coincidence as the

developments were all built on slopes. The Paper only stated that no insurmountable problem was anticipated for the proposed development. He questioned if it was still worthwhile to proceed with the development even the safety aspect was not ascertained;

Supporting Facilities

(e) in view of the substantial population size of the PRH development, the proposed 4000 m^2 of commercial floor space would not be sufficient to cater for the need of the future residents. The situation would be similar to that of the Rambler Crest which only had a few shops, eating places and a supermarket;

(b) as regards the provision of recreational facilities, there was only the Tsing Hung Road Playground nearby which was inadequate to meet the requirement of the additional population. Besides, the proposed PRH development would affect about 1800 existing trees which, though said to be of common species, still had value and could enhance the air quality;

Impact Assessment

(c) the additional population would not only generate additional demand for transport, commercial and recreational facilities, they might also cause security concern to Rambler Crest which was adjoining the Site; and

(d) if the impact assessments on various technical concerns were not yet confirmed, the proposed development should be abandoned. The role of the Board was to plan with justice, rationality and conscience.

21. At the request of Mr Cheung Tat Ming (R162) and with the Chairman's permission, Mr Cheung supplemented one more point relating to adverse impact on tree felling. He said that the trees at the Site had been providing some purifying effects to mitigate the pollutants generated by the vessels in the nearby waters.

[Mr David Y.T. Lui returned to join this session of and Miss Winnie W.M. Ng left the meeting temporarily at this point.]

R199 / C130 - Sze Po Kan
R238 / C192 - Sze Po Ying
R486 / C191 - Lau Fung Lin
R662 / C131 - Sze Kwok Wing Wingo

22. Mr Sze Po Kan made the following main points :

(a) the Government only aimed to meet the housing target and did not care about the impacts so caused. The traffic impact to be brought about by an additional population of more than 11,000 was substantial. Assuming that 1,800 people of the new population would go to work, it was doubtful whether the existing public transport facilities could cater for the additional demand of the area. Tsing Yi South Bridge was the only exit for residents in Tsing Yi South to the urban area. Any traffic accident would affect the operation of emergency vehicles and the residents' journey to work;

(b) the proposed PRH development would affect about 1800 existing trees which also had life and could provide greenery to the community;

(c) air ventilation in the area was already very poor with the existence of three wall-like hotels at Rambler Crest. The proposed PRH development would aggravate air ventilation problem and the effectiveness of the solution of widening the building gap was questionable.

(d) the proposed PRH development would impose adverse visual impact on Rambler Crest. The reason for not preparing photomontages from the viewpoint at Rambler Crest which was not a public viewpoint was not acceptable;

(e) the TIA did not include the new/proposed developments in the area and the assessment was not accurate. The decision maker should not just make reference to data, the local residents' real life experience which reflected the actual situation in the area was more relevant; and

(f) he was disappointed that despite over 900 objections were received, PlanD still considered that the proposed PRH development should be proceeded with due to the housing need.

[The meeting was adjourned for lunch break at 1:00 p.m.]

23. The meeting was resumed at 2:15 p.m. on 21.4.2016.

24. The following Members and the Secretary were present at the resumed meeting :

Permanent Secretary for Development (Planning and Lands) Mr Michael W.L. Wong	Chairman
Professor S.C. Wong	Vice-chairman
Mr Lincoln L.H. Huang	
Professor K.C. Chau	
Mr Sunny L.K. Ho	
Dr F.C. Chan	
Mr David Y.T. Lui	
Mr Peter K.T. Yuen	
Mr Philip S.L. Kan	
Mr K.K. Cheung	
Mr Wilson Y.W. Fung	
Dr C.H. Hau	
Mr Alex T.H. Lai	
Professor T.S. Liu	
Miss Winnie W.M. Ng	
Ms Sandy H.Y. Wong	
Deputy Director of Environmental Protection (1) Mr C.W. Tse	
Assistant Director of Lands (Regional 3) Mr Edwin W.K. Chan	

Presentation and Question Sessions (Cont'd)

[Open Meeting]

25. The following government representatives, and the representers/commenters or their representatives were invited to the meeting at this point:

Government representatives

Planning Department (PlanD)

Mr Lawrence Y.C. Chau	-	District Planning Officer/Tsuen Wan & West Kowloon (DPO/TWK)
Ms Fonnie F.L. Hung	-	Senior Town Planner/Kwai Tsing (STP/KT)
Miss Annie H.Y. Wong	-	Town Planner/Kwai Tsing 1(TP/KT1)

Housing Department (HD)and its consultants

Ms Emily W.M. IP	-	Planning Officer (PO)
Ms May S. S. Yeung	-	Architect
Mr Hong Wing Kit	-	Senior Civil Engineer (SCE)
Mr Wong Yuk Ming	-	Environmental Consultant, AECOM Asia Limited (Air Ventilation Assessment (AVA) Consultant)
Mr Chris K.S. Leung	-	Transport Planner, Mott McDonald Hong Kong Limited (MMHK)
Mr Steven K.H. Tang	-	Principal Environmental Consultant, MMHK

Transport Department (TD)

Mr Honson H.S. Yuen	-	Chief Transport Officer/New Territories South West (CTO/NTSW)

Representers, Commenters and their Representatives

R162 - Cheung Tat Ming

Mr Cheung Tat Ming	-	Representer

R178 / C60 - Wong Long Yee
R347 / C75 - Wong Po Leung
Mr Wong Po Leung - Representer/Commenter and Representative of Representer/Commenter

R199 / C130 - Sze Po Kan
R238 / C192 - Sze Po Ying
R486 / C191 - Lau Fung Lin
R662 / C131 - Sze Kwok Wing Wing
Mr Sze Po Kan - Representer/Commenter and Representative of Representers/Commenters

R260/C80 - Fung King Chung, Jerome
R521/C10 - Chiu Long Chi
R525/C32 - Chiu Ying Yuen
Mr Chiu Ying Yuen - Representer/Commenter and Representative of Representers/Commenters

R283 - Lo Cho Sam
R937 - Luk Siu Kuen
Ms Lo Cho Sam - Representer and Representer's Representative

R302 - Kan Hon Pun
Mr Kan Hon Pun - Representer

R335 - Lo YuenTing
R336 - Ng Chi Wah
R785 / C306 - Ho Oi Lam
R960/C136 - Au Yeung Man
C135 - Wong Chun Nam
R394/C1- Poon Chi Shing
Mr Ng Chi Wah - Representer
Mr Poon Chi Shing - Representer/Commenter and Representative

of Representers/Commenters

R377 - Ng Lai Wan

Ms Ng Lai Wan - Representer

R516/C65 - Ngai Ying Chuen

Mr Ngai Ying Chuen - Representer/Commenter

R619 / C59 - 王朗豐

C140 - Tsz Choi Wa

R748 / C345 - Ma Yuk Chu Judy

Ms Ma Yuk Chu Judy - Representer/Commenter and Representative of Representer/Commenters

R840 - Yeung Shiu Ting

Mrs Tam Yeung Shiu Ting - Representer

Mr Poon Chi Shing - Representer's Representative

R901- Youngspiration

Mr Johnathan Ip]

Miss Law Wan Yin] Representer's Representatives

Mr Forrest Kam]

R924 - Cheung Wai Ming

Mr Cheung Wai Ming - Representer

R940 - Lau Yuk Hang Alberto

Mr Lau Yuk Hang Alberto - Representer

26. The Chairman extended a welcome to the government representatives, representers, commenters and their representatives. He then invited the representers, commenters and their representatives to give their oral submissions.

R283 - Lo Cho Sam

R937 - Luk Siu Kuen

27. Ms Lo Cho Sam made the following main points:

(a) she was a resident of Rambler Crest. Although her flat was not facing proposed PRH site (the Site), she came to voice out the problem of the proposed development;

(b) the existing road network and public transport services could not cater even for the current demand of the existing residents, let alone the further increased population. Residents were queuing at the bus stop at Ching Tao House at 7am and could not board their first bus arrived. There were also a large number of workers from the CT9 and hotel guests to compete with the residents for the public transport services. The problem would be further aggravated with the completion of the two Public Rental Housing (PRH) blocks near Ching Tao House and the residential site at Sai Shan Road. The roads in Tsing Yi South were very congested and there was only one access road to Rambler Crest, emergency vehicles might have difficulties to reach them in case of accidents;

(c) CT9 operated 24 hours a day and generated noise and glare nuisances to the surrounding developments. Despite her flat was facing the hotels which served as a noise screen, she was still disturbed by the operational noise of CT9. The proposed PRH development had no other development to serve as a noise screen and would be subject to more severe environmental impacts. The Petrol Filling Station (PFS) next to the Site would also pose fire/explosion risk to the proposed PRH development;

(d) a lot of residents in Rambler Crest and Mayfair Gardens had raised strong objection to the proposed PRH development. She expected that if the rezoning was approved, complaints to Ombudsman and judicial reviews against the Board's decision would be made;

[Mr C.W. Tse returned to join this session of the meeting at this point.]

(e) the Site was important to the existing residents. It was a rescue place in case of fire hazard in the PFS. The existing trees at the Site were in good conditions, instead of poor health as suggested by PlanD, and formed a greenery strip/breathing space as well as an environmental buffer for the nearby residential developments against the glare, noise, dust and air pollution impacts of CT9;

(f) Tsing Yi had a high proportion of elderly residents relying heavily on medical services, and the medical facilities in the area could not cope with the existing demand, let alone the further demand brought by the additional population;

(g) she doubted that the slopes at the Site with gradients of up to 38 degrees could be developed for residential use as the residents were once advised by the Government that the slopes were not suitable even for open space development. The three hotels to the east of her block had already obstructed the air ventilation and it would be more worse with the proposed PRH to the west;

(h) the impacts of the proposed PRH development were mainly from its population. The reduction of five blocks to four blocks without lowering the population would not ameliorate its impact; and

(i) she requested the Board to visit the Site to understand better the problems and make a fair decision.

[Miss Winnie W.M. Ng returned to join this session of the meeting at this point.]

R260/C80 - Fung King Chung, Jerome
R521/C10 – Chiu Long Chi
R525/C32 – Chiu Ying Yuen

28. Mr Chiu Ying Yuen made the following main points :

(a) his family and the family of his daughter were living in Rambler Crest. His grounds of objection were set out in paragraphs (a), (b), (e), (l), (m)

and (p) of Annex C of the Paper and he would elaborate more on the aspects affecting his living;

(b) first of all, the meeting arrangement was not acceptable in that (i) they were required to register at 9:00 a.m. and might need to wait for the whole day before making the oral submission as no specific time slots were allocated to them; (ii) the hearing originally scheduled for 1.4.2016 was just a few days before the long Easter Holidays, and many residents could not attend the hearing because of their planned trips outside Hong Kong. The Secretariat should already know that there were many representations and comments for the subject Tsing Yi Outline Zoning Plan (OZP), and should arrange more hearing sessions in the first place; and (iii) many representers/commenters did not receive the Paper seven days before the hearing as stated in the Board's guidance notes for attending the hearing and hence had insufficient time to understand the content of the Paper which was very voluminous;

(c) the proposed PRH development would affect the four basic necessities of life, i.e. clothing, eating, living and travelling. For clothing, it would obstruct the penetration of sunlight and air flow and hence prolonged the time for drying washed clothes. For eating, the existing eating places could not cope with even the existing demand, let alone the additional people brought in by the proposed development. The additional population would also drive up the price of the food in the only market in Tsing Yi which would incur greater cost to him;

(d) for living, they were enjoying an open view to the city which would be replaced by the proposed PRH blocks in close proximity. As air flow and sunlight penetration would be obstructed by the proposed development, he needed to turn on air conditioners and lights and pay more for the increased electricity consumption. The additional population would also bring security and safety concerns to the local community. The Site was an environmental buffer for Mayfair Gardens/Cheung Ching Estate/Rambler Crest against the pollution from CT9/Tsing Yi Road. Felling of the trees and the proposed residential use

at the Site would lead to deterioration of the air quality in the area, affecting the physical and mental health of the residents;

(e) for travelling, the public transport services could not cope with the current demand and he needed to stand all along his bus ride to the food market in Sham Shui Po. With the population intake of Ching Chun Court, the already insufficient public transport services would be subject to further demand and unlikely could cope with the additional population from the proposed PRH development;

(f) as he understood, 11 blocks were originally planned for Mayfair Gardens but three blocks in the south were replaced by a playground to provide a buffer distance to the PFS. The current proposal to develop residential blocks next to the PFS had ignored the safety of the future residents;

(g) one of the reasons for tourists to choose the hotels in Tsing Yi was the pleasant environment nearby which would however be adversely affected by the proposed PRH development. The business environment of the hotels and Hong Kong would deteriorate which was against the Government's current policy to promote business; and

(h) in conclusion, the proposed PRH development at such a small site would have adverse impacts in terms of air quality, visual, traffic, hazard and business environment. It would divide society and provoke strong objection from local community. He strongly objected to the proposed rezoning and requested Members to consider the rezoning in a prudent manner.

29. Mr Chiu Ying Yuen then read two letters from his son-in-law (R260/C80) and his daughter (R521/C10) to the Board which had the following main points :

R260/C80

(a) he objected to the proposed PRH development as the Government had ignored the impacts of the proposed PRH development on the existing residents and the environment, and deliberately avoided the monitoring of

the Kwai Tsing District Council (K&TDC) and direct communication with local stakeholders;

(b) he only received the voluminous Paper with a lot technical assessments and figures/data on 16.4.2016. The cover of the technical reports indicated that those technical assessments were completed in March or February 2016 which illustrated that the PRH development proposal had not taken into consideration the technical assessments. The scale and details of the proposed development were predetermined and the consultants were then asked to conduct the assessments to justify the proposal. Such approach would be subject to judicial review;

(c) the Government did not allow sufficient time for public consultation. The DC consultation paper on the proposed development had only a few pages without details of the proposal and was issued a few days before meeting. The key information such as development scale, building heights, separate distance with Rambler Crest, and supporting facilities were only made available to the residents bit by bit subsequently;

(d) in contrary to that stated in the Paper or the Traffic Impact Assessment (TIA), the traffic condition in the area was very problematic. The traffic was significantly increased due to the completion of the logistic centre nearby and there were on-going road works at Tsing Yi Road since 2014 requiring the closure of a lane in each traffic direction. Residents had to wait 15 to 20 minutes for minibus during the morning peak and in case of accidents, no minibus would be available;

(e) the TIA report came to a conclusion that the provision public transport services was not a concern, apparently, on the basis that there were many bus routes serving the area. The actual situation was that Rambler Crest residents relied on only two green minibus (GMB) routes during the morning peak. It was also doubtful whether the capacity of Tsing Yi Road north could cope with the increased traffic due to the additional population;

(f) the Site was not suitable for residential use. Rambler Crest equipped with double-glazing windows and central fresh air intake to mitigate the noise nuisance of CT9. The Site was located closer to CT9 and should be subject to more severe noise impact. By proposing a PRH development at the Site, the Government had ignored the mental and physical health of the future PRH residents;

(g) the Director of Leisure and Cultural Services (DLCS) had scaled down the open space development in the locality significantly to the existing Tsing Hung Road Playground on the ground that the slopes of the Site was not suitable for large-scale development, not because the Site had no use;

(h) it was not appropriate to decide that the open space at the Site should not be retained solely on the basis of its low utilization rate. It was not necessary for the residents to walk into the Site for utilization. The tree clusters at the Site could enhance the visual amenity and air quality of the area;

(i) he was disappointed with the meeting arrangement in that the meeting date was changed casually, and doubted whether the change was due to that the technical reports had not yet completed, rather than too many attendees as informed by the Secretariat. He requested the matters be investigated and he would follow it up;

(j) there were a number of sites available in Tsing Yi South, such as the area along Nam Wan Kok and Nam Wan, and the open-air car parks along Cheung Fai Road;

(k) as the Government did not consult the local stakeholders on the proposed development, he did not believe the Government would provide the enhancement and improvement measures as committed; and

(l) he requested Members to consider the rezoning proposal in prudent manner to fulfill the Board's mission of promoting the health, safety, convenience and general welfare of the community, and to bring about a better organized, efficient and desirable place to live and work in. He

also made complaints on matters relating to the delay in delivering the Paper, not following the established practice in preparing the proposal, and the delay in finalization of the TIA and Environmental Assessment Study (EAS) reports;

R521/C10

(m) her family deferred their trips outside Hong Kong to 20.4.2016 to 4.5.2016 in order to attend the hearing originally scheduled for 1.4.2016, but was informed only on 24.3.2016 that the hearing had been rescheduled. She then requested the Secretariat to reschedule the hearing to another day but in vain, and was told to write up a script for her representative to speak at the hearing;

(n) the Paper was received on 16.4.2016 afternoon, rather than seven days before meeting as indicated in the Secretariat's letter issued to them earlier. If the reason for rescheduling the hearing date was only due to too many attendees, the Paper should be issued together with the Secretariat's letter dated 22.3.2016. She believed that the actual reason for rescheduling the hearing was that the technical reports could not be completed in time;

(o) the technical reports were in English without any Chinese translation and it was difficult for a layman to comprehend the reports and write up a script for her representative to speak at the hearing in such a short time. She requested the Board to withdraw the rezoning proposal as the consultation process was not fair;

(p) her grounds of objection were already stated in her submissions and she would like to emphasize her grave concern on the public transport services problem in the area. She needed to wait for a long time for GMB route No. 88F and might wait for 30 minutes when there were a lot of hotel guests and inclement weather. The road works at Tsing Yi Road also prolonged the GMB from 5 minutes normally to 10 - 15 minutes. It took her 1.5 hours to get to work in the Hong Kong Island. It illustrated the capacity of the public transport services was saturated and could not cater for more population. Unlike Tsing Yi North, Tsing Yi South did

not have any large scale open space. The tree clusters at the Site were needed to abate pollution of CT9 and the roads; and

(q) she requested the Board to consider whether the proposed PRH development could fulfill the Board's mission. She welcomed the Board to use the open-air carparks to build park, sports grounds and recreational facilities for improving the living environment of the residents, but not any rezoning proposal that would deteriorate the living environment and harm the health of the residents.

30. Mr Chiu Ying Yuen passed the two letters to the Secretariat for Members' reference.

R302 - Kan Hon Pun

31. Mr Kan Hon Pun made the following main points :

(a) he moved in Rambler Crest because of its nice setting with the greenery nearby despite its location was not so convenient. He was only aware of the rezoning proposal from the newspaper, and even the Owners' Committee (OC) of Rambler Crest was not aware of it at that time;

(b) he then understood that the rezoning proposal was objected to by the K&TDC, and expected that the government representatives would take initiative to consult Rambler Crest residents as they were the main local stakeholders. The government representatives only came to the local forum on 18.9.2015 after the residents' repeated requests. At the local forum, the government representatives could not answer the residents' questions, and there were no representatives from TD and the bus/GMB operators to address the residents' traffic concerns. At the local forum, HD's consultant informed the residents that traffic survey was conducted, but such survey had not involved DC members and the Rambler Crest OC. The findings of the survey were not representative as the survey was conducted preceding Easter Holidays without much school and worker traffic;

(c) he needed to take bus to his working place in Kowloon but the buses just bypassed the bus stop near Rambler Crest even as early as 7:00 a.m. He doubted the conclusion of the TIA that there was no public transport services problem in the area, and also expected that the situation would be very worse when the 11,800 residents of the proposed PRH development moved into the area with 6,000 more people queuing at the bus stop;

(d) for visual impact, he was living in upper floor and enjoying open view. The proposed PRH development would be only 60 m away and he could only have views through the few narrow gaps between the proposed PRH blocks;

(e) K&TDC already rejected the rezoning proposal. For a proper consultation, the Government should amend the rezoning proposal and consult DC and the stakeholders again, and if necessary further amend and consult. However, the rezoning proposal was submitted to the Board without further consultation;

(f) given that the port industry was declining and there was an urgent need to meet the housing demand, the sites planned to be developed for multi-storey carpark and multi-storey complex for port development in Tsing Yi South should be considered for residential use. The existing tree clusters at the Site served as a city lung. Many trees in the Country Park were also common species with low amenity value as those in the Site, but the Country Park would not be developed for housing use;

(g) he was not objected to PRH development but the Site was not suitable as it would have adverse impacts on the existing residents. The photomontages of the proposed PRH development in the Paper were prepared at vantage points far away from the Site while the PRH blocks would be located in front of his flat obstructing the air flow and sunlight penetration; and

(h) Members were requested to consider the views of the residents, and had a visit to the Site to understand their concerns. The Board should make a decision based on the residents' views.

[Mr Sunny L.K. Ho left this session of the meeting at this point.]

R335 - Lo YuenTing

R336 – Ng Chi Wah

R785 / C306 - Ho Oi Lam

R960 / C136 - Au Yeung Man

C135 - Wong Chun Nam

R394/C1- Poon Chi Shing

32. Mr Poon Chi Shing made the following main points :

Meeting Arrangement

(a) the meeting arrangement was not acceptable. Some residents had taken leave from work and changed their travelling plans in order to attend the hearing originally scheduled for 1.4.2016. Even more hearing sessions were needed due to the large number of attendees, the Board could still hold a hearing session on 1.4.2016 for some representers/commenters;

(b) he was both a representer and a commenter but still had not received the Paper at the day and had to borrow it from a colleague in the DC. It was stated in the Board's guidance notes for attending the hearing that the Paper should be delivered seven days before the hearing. If the Paper was not ready, the Board should defer the hearing;

DC Consultation

(c) the number of PRH blocks had reduced from five to four and the location of the vehicular ingress/egress in the proposed development had also been changed. Such substantial changes should be reverted to K&TDC for consultation prior to submission of the rezoning proposal to the Board. Moreover, for the DC meeting on 14.5.2016, the K&TDC consultation paper for the proposed PRH development, with only three pages, was received three days before the meeting without giving sufficient time for DC members to consider it. The K&TDC therefore objected to the rezoning proposal unanimously at the meeting;

(d) K&TDC did not object to all PRH developments. For example, the proposed PRH development at Lai King Estate, HD had attended K&TDC meeting twice allowing five-month time for K&TDC to discuss/consider the proposal and proactively consult local residents to address their concerns;

(e) the views of K&TDC were misquoted in the Paper. Paragraph 33 of the Paper stated that K&TDC was further consulted on the gazetted amendments to OZP by circulation of a paper on 18.9.2015, and there was no comment received from K&TDC. However, that paper was not seeking DC members' views on the proposed PRH development, but informed DC members that they could submit written submission to the Board. It was not correct for PlanD to state that K&TDC members did not have any comment on the rezoning proposal. Before the gazettal of the OZP, he and another K&TDC member made an announcement at a K&TDC meeting in July 2015 on their dissatisfaction to PlanD for not providing any further information on the rezoning proposal since its last submission in May 2015. In fact, a number of K&TDC members had also submitted adverse representations to the Board in respect of the rezoning proposal;

(f) in the PlanD's presentation, it was stated that K&TDC supported the port back-up uses in Tsing Yi South. However, some DC members did suggest using those sites, instead of the Site, for housing development. Such information had not been conveyed to the Board;

(g) it was the Board's guidelines to request the Government to consult relevant DC on rezoning proposals prior to submitting them to the Board for consideration. However, for the current rezoning proposal, K&TDC was informed rather than consulted. For a proper consultation, instead of just circulating a paper before the close of the 2015 DC session, the Government should propose an agenda item in the current DC session for the amendments to the OZP to be discussed at K&TDC meeting;

(h) for previous development proposals in general, the Government first submitted the draft proposals to DC and DC members would gather local views on the draft proposals. The local views were then relayed to the departments for amending the proposals and the amended proposals would be further submitted to DC for consideration. The Government did not follow the established practice in the current rezoning proposal;

(i) the development of the existing Tsing Hung Road Playground was funded by K&TDC. While DLCS was consulted on the development programme for the open space at the Site, K&TDC had not been consulted whether they had plan for the open space development. K&TDC had once considered to develop the open space by itself but did not proceed due to its budget constraint. It did not mean that K&TDC would not the Site for open space use in the future;

Traffic Concern

(j) the residents had reasons to raise grave concerns on the public transport services. K&TDC had agreed to various development projects including Shek Foon House in Shek Lei and Kwai Luen Estate in Kwai Fong. The bus/GMB operators still had not yet implemented enhancement measures for their services related to the proposals, despite TD had kept pushing them. Under such circumstances, it was the residents who suffered most;

(k) he doubted about the conclusion of the TIA report that there was no concern on the public transport services in the area. DC had made repeated requests to TD to improve the public transport services and the TD responded that they had difficulties to push the bus/GMB operators for enhancing the services as the patronage of the hotel guests was subject to great fluctuation;

(l) the section of Tsing Yi Road to the south of Sai Shan Road would change from two-lane to one-lane traffic, which would result in serious traffic blockage in case of any traffic accidents. A vehicular ingress/egress for the proposed PRH development was added at Tsing Hung Road. He doubted whether the TIA had assessed the very busy traffic at Tsing Hung

Road during the morning peak. In relation to the development of container-related use at Tsing Hung Road, the roundabout at the junction of Tsing Yi Road/Tsing Yi Hong Wan Road would need to be modified and such modification works had not taken into account the additional traffic arising from the proposed PRH development;

Development Cost

(m) he claimed that HD would develop public housing sites at whatever costs. Under such circumstances, the Government should develop the open space sites in Tsing Yi North and the ex-CT10 site, rather than the Site which was the only open space in Tsing Yi South;

[Dr F.C. Chan left this session of the meeting at this point.]

Noise Impact

(n) 10% of the PRH units would be subject to the noise impact exceeding the noise standard. The information of the location of that 10% PRH units had not been submitted to K&TDC for consideration. As he understood, it was not acceptable to have residential development proposals subject to noise impact exceeding 70dB(A);

(o) Rambler Crest was designed as a noise screen for residential developments nearby, and equipped with fresh air intake and double-glazing windows. He doubted whether the proposed PRH development could have such mitigation measures, and whether the noise level at the PRH development would be acceptable;

Visual Impact

(p) a photomontage of the proposed PRH development should be prepared at the vantage point at the podium of Rambler Crest which was open to the public and frequently visited by hotel guests and workers nearby. Such request was also made by residents at the local forum on 18.9.2015, and no such vantage point was included in the Paper;

Tree Felling and Air Quality Impact

(q) 1,800 trees at the Site would be felled. Those trees, even were common species, could serve as a buffer for the residents against the air pollution of CT9. According to a Legislative Council paper, the Government stated that over the past three years, the air quality of Kwai Tsing was similar to the districts on both sides of Victoria Harbour, such as Sham Shui Po and Kwun Tong. A higher level of Sulphur Dioxide concentration was recorded in Kwai Tsing, which was probably due to the emission of the container vessels at the nearby port. He doubted whether it was possible not to allow the future PRH residents to open their windows as in the case of Rambler Crest, and also suspected that the reduction of the number of the proposed PRH blocks might be due to the air pollution problem;

Open Space and Government, Institution or Community (GIC) Facilities

(r) it was stated in the Paper that there was basically no shortfall in open space and major community facilities in the district. However, nearly all the open space and GIC facilities were located in Tsing Yi North and the residents needed to take bus to get there. It was also stated in the Paper that the shortfall in 1,166 hospital beds could be met by the hospital facilities in the adjacent districts. According to the information newly released by the Hospital Authority, utilization rate of Yan Chi Hospital was 144% while that for Princess Margaret Hospital, Pok Oi Hospital, Caritas Hospital and Queen Elizabeth Hospital was 120%. He doubted whether those hospitals could still cater for the shortfall in Tsing Yi;

(s) regarding the GIC facilities provided in the proposed PRH development. Cheung Ching Estate, Cheung Hong Estate and Cheung Fat Estate already had Neighbourhood Elderly Centres. He also believed that the residents in Tsing Yi southwest area did not need Integrated Support Service for Persons with Severe Physical Disabilities, Day Care Centre for the Elderly, Residential Care Home for the Elderly, and Special Child Care Centre, and Early Education and Training Centre to be provided in the proposed PRH development. They had voiced out the same view at the K&TDC meeting, but no amendment was made to the GIC facilities to be provided;

Traffic Impact

(t) a traffic survey was conducted on 31.3.2015 at Cheung Wang Estate because it had 4,000 PRH units, which was similar to the proposed PRH development and could be used to estimate the traffic flow generated. However, Cheung Wang Estate had a large number of new immigrants who might go back to the Mainland during the survey period. Also, given that local residents had queries about why the traffic survey was conducted on 31.3.2015 at the local forum, HD should conduct another survey to address the concern, but did not do so. K&TDC had conducted traffic survey over 10 years, not only one year. For survey conducted by K&TDC, it would be conducted for five days covering weekdays, Saturdays and public holidays;

(u) it was doubtful whether the TIA report had included the impact of a private residential development proposed near Cheung Wang Estate on the service of GMB route No. 42A. The TIA report also did not cover the following aspects: (i) future PRH residents would need to cross the vehicular ingress/egress of Rambler Crest to go to the nearest bus stop for GMB routes bounding for Kowloon, which would induce more pedestrian-vehicle conflict and prone to accident; and (ii) future arrangement of the traffic lights. Due to a traffic light at Tsing Yi Road, the traffic could tail back to Cheung Hong Road/Sai Shan Road when there was a long passenger queue at the bus stop requiring longer time for the boarding/alighting of passengers;

(v) there was no justification provided in the TIA report for conducting traffic survey for GMB route No. 88G (Rambler Crest - Kwai Fong MTR Station), but not also route No. 88F (Rambler Crest – Tsing Yi MTR Station). Although the TIA report pointed out that some bus routes already could not cater for the demand, it had not mentioned that all the buses were already very packed;

PFS

(w) according to the Hong Kong Planning Standards and Guidelines (HKPSG), high-rise residential development should not be located near PFS. He doubted whether the proposed PRH development would not be subject to any hazard concern. Any explosion and fire accidents in the PFS might block the only access road to Rambler Crest;

Nullah and Odour Concern

(x) there was no information to illustrate how the four PRH blocks would be connected without affecting the nullah. Despite that the existing residential developments was 60m away from the nullah, there were constant complaints from the residents about its odour nuisance. He doubted whether the odour impact would be acceptable for the proposed PRH development which would be immediately next to the nullah, especially the air flow in the lower floors would be obstructed as mentioned in the AVA report;

(y) regarding the central refuse collection chamber with refuse handling system within the proposed PRH development, complaints on the odour nuisance had been received for a similar facility in Cheung Wang Estate. A package of improvement measures was implemented but still could not mitigate the odour nuisance satisfactorily;

Technical Studies

(z) despite concerned departments had advised that there was no insurmountable problem for the proposed PRH development, it was stated in the Paper that the mitigation measures or a number of technical issues needed further studies. He considered that all the technical issues should be first resolved prior to submitting the rezoning proposal to the Board for consideration; and

(aa) in conclusion, the Board should not make a hasty decision and he requested the Board to withdraw the rezoning proposal. The rezoning proposal should be reverted to K&TDC for consideration and time should

be allowed for DC members to consult the locals. If the provision of the open space was assessed on the basis of the whole Tsing Yi, all residents in Tsing Yi, not only Rambler Crest, should be consulted. He considered the views of K&TDC and locals were not respected and the technical assessments were not comprehensive and reliable.

[Mr Lincoln L.H. Huang left this session of the meeting at this point.]

R377- Ng Lai Wan

33. Ms Ng Lai Wan made the following main points :

(a) she purchased the existing flat because of the greenery setting in the front. Her grounds of objection were set out in paragraphs (e), (f), (l), (m) and (p) of Annex C of the Paper;

(b) during the morning peak, it was very difficult for her to take both GMB routes No. 88F and 88G. Route No. 88G had more frequent services, but could be stuck in a traffic jam at the roundabout near Kwai Fong MTR station for 15 minutes. She therefore mainly took GMB route No. 88F to Tsing Yi MTR station but usually needed to wait for the second or third bus arrived for boarding. If there were many hotel guests waiting, she might wait for the fourth bus. As GMB route No.88F was at a service interval of 10 - 20 minutes, and that took her 1.5 hours to travel to her office in the Central;

(c) it was also very difficult to take bus. For bus route No. 42A, even before 8:00 a.m. on Sundays, she needed to wait for the second bus for boarding and had to cram herself on the very packed bus. Even the frequency of the bus/GMB services could be increased, she doubted whether the road capacity could cope with the increased traffic as the Tsing Yi south bridge always had traffic congestion. For travelling to home after work, she would go to Kwai Fong MTR station to take GMB route No.88G and also needed to wait up to three GMBs;

(d) she moved in Rambler Crest because of the good air quality there. Felling of the trees and the proposed development at the Site would reduce the Oxygen concentration level and increase the air temperature in the locality and she might need to turn on air conditioner which would trigger her breathing problem;

(e) the TIA was conducted at Cheung Wang Estate which did not have hotel guests, students and workers of the logistic centres nearby as in the case of Rambler Crest and was also next to a bus terminus with guaranteed boarding;

(f) there were limited shopping facilities in the area which could not cater for the existing demand. Even a shopping mall would be provided in the proposed development, it could unlikely cater for the demand;

(g) Tsing Hung Playground was used by many children during evening and Sundays, and was not of low utilization rate as stated by the Government; and

(h) in conclusion, she did not object to PRH development, but the proposed PRH development at the Site was separated from her flat by only a road, which would result in a very congested environment. She requested the Board to reject the rezoning proposal.

R516/C65- Ngai Ying Chuen

34. With the aid of photographs illustration, Mr Ngai Ying Chuen made the following main points :

(a) he took leave from work to attend the current hearing session and wished the Board could make a fair decision;

(b) while other representatives had already covered his main concerns, he would elaborate more on the traffic problem in the area. It was common that an accident in the area would result in widespread traffic blockage in Tsing Yi that lasted for hours. During the morning peak, they needed to

wait for the third bus for boarding and had to squeeze into the very packed bus. There was always a long queue for the GMB at the bus stop of Rambler Crest. Given the current experience encountered by residents, they were not convinced by the conclusion of the TIA report that the existing public transport services would be able to absorb the additional demand generated by the proposed PRH development;

(c) the technical assessments conducted for the proposed PRH development were very crude. It was stated that there was no geotechnical problem at the Site. In fact, it still needed further investigation and study to conclude the geotechnical features were up to the safety standards. A lot of extra public money was spent in a number of infrastructure projects such as the Express Rail Link, due to the crude technical assessments;

(d) the Government had guidelines for not allowing development near nullah and high-rise development near PFS, and there was no justification provided in the current rezoning for not following those guidelines. For fair and open governance, those guidelines should be amended before the PRH development was proposed. The current chaotic situation in society was due to that the Government had ignored the interests and views of the community; and

(e) one of the core values of Hong Kong was the adherence to the rule of law and the proposed PRH development did not follow the law. Rejection of the rezoning proposal was not only to protect the benefits of Rambler Crest, but also the core value of Hong Kong;

R748/C345 - Ma Yuk Chu, Judy

35. Ms Ma Yuk Chu, Judy, made the following main points :

(a) she came out not only to defend the interests of Rambler Crest but also that of the future PRH residents;

(b) the open space at the Site was planned to act as a buffer area between the nearby residential developments and CT9. DLCS shelved the open space

development plan at the Site because the slopes within the Site would have geotechnical hazard concern and incur high development costs, and the low utilization rate of Tsing Hung Road Playground, but it still served as a buffer area;

(c) she needed to take GMB route No.88F to work place in Tsing Yi and did not understand why HD's consultant did not assess the capacity of that route, which should be more problematic than route No. 88G. It was not fair not to assess the capacity of route No. 88F as future PRH residents would definitely use that route, either for work or daily necessity. She once left home at 8:00 a.m. to take GMB route No. 88F to her office near Tsing Yi Police Station and arrived there at 8:45 a.m., while the walking time from home to work should be around 20 minutes. The residents had reflected their views to the DC members that the frequency of GMB route No. 88F was not enough, but no improvement had been made so far. The traffic survey conducted by HD's consultant on one day only was not reliable;

(d) on 13.2.2013, the Head of Geotechnical Engineering Office said that allowing development on slopes with a gradient of 25 degrees would have danger and incur high construction and maintenance costs. The Civil Engineering Development Department (CEDD) would critically review developments to be built on slopes to ensure those developments would be safe. She could not understand why CEDD considered that there was no geotechnical hazard concern for the propose development at the Site. The ex-Chief Secretary had publicly given credits to the satisfactory slope stabilization works done by the Government in the past. She considered that the Government was no longer concerned about slope safety, and requested that the slopes at the Site be kept intact;

(e) the tree cluster at the Site acted as a green lung for Rambler Crest, Mayfair Gardens and Cheung Ching Estate. The compensatory tree planting elsewhere for trees felled at the Site could not serve the purpose. Felling of the trees was also contradictory to the principle of environmental protection promulgated by the Government;

(f) provision of a shopping mall in the proposed development would not benefit the existing residents. The shopping mall in Rambler Crest, which was similar in scale to that proposed in the PRH development, was largely patronized by the hotel guests nearby and the residents needed to compete with them. The price of the food in Tsing Yi Market was higher than other areas. Additional population would further drive up the price;

(g) the podium of Rambler Crest was accessible to the general public, hotel guests and workers nearby. The future PRH residents might also use the podium and posed safety concern to Rambler Crest residents;

(h) regarding medical facilities, she had an experience in 12 years ago that her daughter needed to wait six hours in emergency unit of Queen Elizabeth Hospital. Further increase in population would aggravate the problem of insufficient medical facilities in the area;

(i) according to the issue dates shown on the technical reports, the technical assessments were completed in March 2016. It implied that the reason for not holding the meeting on 1.4.2016 originally scheduled for was that the reports had not yet been completed. She did not understand why the technical assessments could not be conducted earlier. It was difficult for her to take leave from work twice, i.e. on 1.4.2016 and the current day;

(j) the air quality in the area was poor, and the whole Kwai Tsing area was covered by haze even at 7:00 a.m. because of the dust and suspended particles blowing from the Mainland. The proposed four PRH blocks would further obstruct the air flow and sunlight. While Rambler Crest residents might be possible to turn on air conditioners to abate the heat and traffic noise, future PRH residents might not afford such option. The glare impact of CT9 was so significant that it disturbed the sleep of residents, and the Site, being closer to CT9, might be subject to more severe impact;

[Professor S.C. Wong returned to this session of the meeting at this point.]

(k) according to the information from the Commissioner of Police, there were 441 accidents annually in Tsing Yi and 8% higher than that in 2013. The traffic of Tsing Yi was paralyzed if there was congestion at Tsing Yi Roundabout No.1. It was frequent to have rupture in the sewerage near Tsing Yi city centre which required emergency repair works causing traffic congestion and inconvenience to the residents. If HD and PlanD considered that there was no traffic problem, they should provide information on which and how many bus routes and what mitigation measures would be provided and commit to deliver the mitigation measures;

(l) for visual impact, the podium in Rambler Crest was a public open space with a lot of hotel guests taking photographs there. The PRH blocks would block the scenery, and the area would no longer be attractive to the hotel guests.

(m) she hoped that the Board would critically review whether the Site was suitable for the PRH development. There were 1,200ha brownfield sites which should be developed, instead of the Site. Similar to the current rezoning proposals, the technical feasibility of the brownfield sites could be ascertained by technical assessments to be conducted later.

[The meeting was adjourned for a short break of 5 minutes.]

R840 - Yeung Shiu Ting

36. Mr Poon Chi Shing said that as Mrs Tam Yeung Shiu Ting, the representer of R840, had already left the hearing, he would read out a letter written by Mrs Tam which had the following main points:

(a) she was a resident of Rambler Crest, and was surprised to find out that Rambler Crest was a service apartment when she bought it in 2009. As she understood, the open space at the Site was to compensate to the residents for such mismatch of land use. Rambler Crest needed to have central fresh air intake to mitigate the noise, and special windows to filter

the glare impact of CT9. Any development in the area should be equipped with the same mitigation measures. She did not understand why the Government overturned its original plan and commitment of providing the open space at the Site to compensate the mismatch;

(b) it was unreasonable for Mei Foo Sun Chuen, which was similar to Rambler Crest in its proximity to container terminal, had a large park to act as a buffer while the only small open space reserved for Rambler Crest was proposed for residential use; and

(c) she claimed that HD had indicated that they would develop the PRH blocks at the Site at whatever costs. It would be the taxpayers, not only residents of Rambler Crest and Mayfair Gardens, to pay the bills.

R901- Youngspiration

37. Upon the request of Mr Johnathan Y.S. Ip, the Chairman agreed to exercise flexibility and extend his speaking time to 20 minutes, but reminded him to keep his presentation concise and relevant to the amendments to the OZP. With the aid of PowerPoint presentation, Mr Ip made the following main points :

Alternative Sites

(a) he proposed several alternative sites for the Board to consider for housing development. They were located in the uphill area in Tsing Yi with two sites next to oil depots at Nam Wan and Nam Wan Kok, one next to Ching Wah Court, one next to Mount Haven and one near North West Tsing Yi Interchange. Using the same criteria for assessing the suitability of the proposed PRH development at the Site, their proposed alternative sites should also be considered suitable in that (i) they could accommodate five or more blocks of 140mPD; (ii) they were not in proximity of PFS; (iii) they would have the same traffic impact; (iv) insufficient supporting and community facilities were not a problem; (v) no air ventilation impact; (vi) slopes in those sites were not an issue; and (vii) it was acceptable to have visual openness ratio decreasing from 60% to 10%;

(b) they were not really proposing those alternative sites for residential use, but intended to illustrate what's wrong of the assessments of the current rezoning proposal. It demonstrated that the so-called data was inconsistent to the common understanding; the conclusion based on such data was hard to say correct; and if the data did not reveal the truth, it was not the data's fault, but the people who collected and handled them. He considered that the reason for receiving a large number of adverse representations to the OZP was that the information related to the capacity of traffic infrastructures, air ventilation and greening presented by the Government was not correct. He doubted the assumptions/model adopted and comprehensiveness of the assessments undertaken. He requested that the Board to critically review whether the information presented by the Government or that of the representers/commenters was the actual situation. He had visited the area and took the concerned bus routes in the morning and considered the situation presented by residents was the actual one. He also asked whether the Board and the government representatives had visited the Site;

Public Consultation

(c) there was procedure issue in the proposed rezoning. For example, Youngspiration only knew the number of blocks was reduced from five to four;

(d) Youngspiration sent out about 100 questionnaires to the local residents regarding the rezoning proposal, and more than 90% of the returned questionnaires objected to the rezoning. The views of the interviewees were written down and their voices were recorded in a CD, which were submitted to the Board;

(e) referring to a foam board used by Youngspiration for collecting the views of local residents at bus stop for GMB to Kwai Fong on the use of the Site, he said that four options as shown on the foam board were offered to the local residents which were to use the Site as market, library, recreational park and other opinions. About half of the respondents opted for open

space and half opted for other opinions with mainly 'maintain the status quo' expressed. No respondent asked for residential use at the Site;

(f) there was insufficient time for public consultation. The proposed development could affect the living environment of the residents for more than 20 years, but the residents had less than one day to go through the Paper with about 200 pages. The purpose of urban planning was to make a pleasant living for people, instead of meeting housing target. Every resident in the area was concerned with the rezoning proposal, although not many residents could attend the hearing due to work commitment;

Technical Issues

(g) he doubted whether the Site with the slopes, which was considered not suitable for open space development, could be developed for residential use. The Government had guidelines to require extra safety assessment for slopes with gradients of 15 to 20 degrees. He asked whether and when such assessment had been conducted and if so, the report should be accessible to the public;

(h) the Government should use the public money prudently. It was not reasonable to develop PRH at the Site which had slopes that would incur more development costs. He doubted whether the Government had surveyed each tree in the Site or just taken a few samples; and

(i) the traffic, infrastructure and environmental problems in the district should be resolved first before developing new PRH. As long as there was no solid planning on the mitigation measures to be provided, Youngspiration would maintain their objection to the rezoning proposal.

<u>R924- Cheung Wai Ming</u>

38. Mr Cheung Wai Ming made the following main points:

(a) his grounds of objection were similar to those presented by other representers/comments. Residents spent time and money to attend the hearing session and mostly presented their views in a sensible manner. He

hoped that Members would accept their views. The Paper was compiled by various departments and he believed that Members did not understand the whole Paper;

(b) the Tsing Yi Interchange near Tsing Yi Bridge south was modified several times and it had 12 exit/entrance points connecting other areas over Hong Kong. A lot of the heavy and long container trucks (exceeding 70 feet long) used the Tsing Yi Interchange. The Tsing Yi Interchange could not be further expanded due to geotechnical constraint. A recent incident had already led to traffic blockage in Tsing Yi South and Tsing Yi North. There were a lot of infrastructure networks and pipelines under the Tsing Yi Interchange which needed frequent repairing and maintenance works, leading to closure of some lanes and serious traffic congestion;

(c) his proposal for locating PRH blocks in in Tam Kon Shan, where there were plenty of government lands, was not accepted and was given the reasons that there were slopes and also environmental assessment was needed to be conducted. He considered the real reason was that those sites were reserved for high value development rather than PRH development; and

(d) Mayfair Gardens had a high proportion of children and elderly who needed recreational facilities for physical and mental health; otherwise, there would be a greater pressure on the medical facilities. The only recreational facilities in Tsing Yi were Tsing Yi Park at Tam Kon Shan in Tsing Yi North, which were not sufficient.

[Mr Alex T.H. Lai left this session of the meeting at this point.]

R940- Lau Yuk Hang Alberto

39. Mr Lau Yuk Hang, Alberto made the following main points:

(a) he had no sufficient time to study the Paper in details, and would like to respond to Annex II of the Paper;

(b) the Paper stated that no alternative sites in Tsing Yi could be used for residential use. However, there were two large open-air car parks at Cheung Fai Road located away from the existing residential cluster and were suitable for the PRH development. He suspected the two sites were reserved for logistic development, but the port industry in fact was declining and the sites should be used for other purposes. It was also stated in the Paper that Tsing Yi North were considered not suitable for residential use as it comprised mainly slopes and was located near industrial uses. He asked why the Site with slopes could be used for residential development. The industrial factory buildings along Cheung Fai Road, which were largely vacated or used as warehouses, should be also considered for PRH development;

(c) the four PRH blocks of up to 140mPD were very massive and created a walled type development. With the four PRH blocks, Rambler Crest would be sandwiched between developments. He asked why there would not be any air ventilation concern;

(d) Tsing Yi was close to the port and affected by the emission of the container vessels. The 1,800 trees at the Site, even they were common species, could filter the polluted air by absorbing Carbon Dioxide and suspended particles. Felling of trees would seriously affect the health of the residents;

(e) there was no clinic in Rambler Crest and residents needed to take a 20-minute bus ride to the clinic in Tsing Yi town centre. It illustrated that Tsing Yi South did not have sufficient supporting facilities and the community facilities to be provided in the PRH development did not have any definite development programme. There would be a substantial increase in the population, the deficiency in community facilities would affect thousands of families;

(f) during the peak hours, they needed to wait several buses for boarding and the buses were very packed. There were two GMB routes in Rambler Crest but always had long waiting queues as they also served

hotel guests and workers nearby. Even a new bus route would be provided for the PRH development, he doubted whether it could cope with the increased population of 11,800. The future PRH residents would then use the GMB stop in Rambler crest and compete with them for the already insufficient services; and

(g) in conclusion, he considered that if the problems related to environment, traffic and supporting infrastructure could not be first resolved, the Site should not be developed for other uses including the proposed PRH development.

40. As the presentation from government's representatives, and the representers/commenters/their representatives had been completed, the meeting proceeded to the question-and-answer (Q&A) session. The Chairman briefed attendees that the Q&A session was for Members to better understand the amendments to the OZP and the subject matters of the concerns of the representations/comments. Members would raise questions and the Chairman would invite the representers/commenters/their representatives and/or the government's representatives to answer. The Q&A session should not be taken as an occasion for the attendees to direct questions to the Board, or for cross-examination between parties, although it was understandable that they might not necessarily agree with the responses of others.

Originally Planned Open Space Use at the Site

41. The Vice-chairman asked whether (a) the originally planned open space at the Site was a compensation for the environmental nuisance to the nearby local residents; and (b) DLCS had any programme for the open space development at the Site. In response, Mr Lawrence Y.C. Chau, DPO/TWK, said that according to a paper submitted to the Metro Planning Committee of the Board in 1991 in relation to, among others, the proposed rezoning of the Site to "Open Space", the open space was to provide active and passive recreational facilities for Tsing Yi residents as well as to serve as a buffer area between Mayfair Gardens/Cheung Ching Estate and the Container Terminal No. 9 (CT9). DLCS confirmed that they had no development programme for open space at the Site. In response to a Member's question, Mr Chau said that DLCS had not indicated explicitly to give up the Site

for open space development, but had no objection to rezoning the Site for the proposed PRH development.

42. A Member asked if the Site was developed for residential use, whether there would be other environmental mitigation measures to serve the same buffer area function for the residential developments nearby. In response, Mr Lawrence Y.C. Chau said that whether or not the Site was developed for residential use, the distance between Mayfair Gardens/Cheung Ching Estate and the CT9 remained unchanged and therefore the Site could still serve as a buffer area for the nearby residential developments. In addition, the Rambler Crest, which included hotels and service apartments in design, acted as the major noise/glare screen for Mayfair Gardens/Cheung Ching Estate against the environmental nuisance of CT9.

PFS

43. The Vice-chairman asked what the planning considerations under HKPSG for residential development near PFS were. In response, Mr Lawrence Y.C. Chau said that the concerned PFS had no filling facilities for the liquefied petroleum gas (LPG), and therefore was not a potentially hazardous installation. Based on the preliminary block layout for the proposed PRH development prepared by HD, there would be a separation distance of about 40 m between the PFS and the nearest residential block, which was in line with the requirement of HKPSG in that such PFS should preferably be located in relatively open areas. In the urban areas of Hong Kong, it was not uncommon for a PFS located much closer to the residential developments. Moreover, the Director of Electrical and Mechanical Services and the Director of Fire Services did not consider that there would be any risk and fire safety concerns arising from the PFS for the proposed residential development.

Nullah within the Site

44. In response to the Vice-chairman's question on the development constraints arising from for the nullah within the Site, Mr Lawrence Y.C. Chau said that the Site was large enough to accommodate four PRH blocks without the need to build over the nullah.

45. A Member asked what measures would be taken to mitigate the odour nuisance of the nullah if it remained uncovered. In response, Ms May S.S. Yeung, Architect, HD, said that apart from an emergency vehicular access and a fire exit running over the nullah/

drainage reserve, there would not be any buildings over the nullah/drainage reserve. DSD had no objection to the proposed layout of the PRH development and would take up the maintenance and repair responsibility of the nullah to ensure it would function properly.

Traffic Impact

46. The Vice-chairman asked whether it was appropriate to conduct traffic survey on 31.3.2015, which was close to the Easter Holidays. In response, Mr Chris K.S. Leung, HD's consultant, said that 31.3.2015 was not a public holiday and the Easter Holidays were from 3 to 7 April 2015. The survey conducted on 31.3.2015 was to gather information on the demand on various routes to facilitate forecast of the public transport services demand. It was conducted at Cheung Wang Estate which was a development similar to the proposed PRH development in terms of flat number and location in relation to the nearest railway station. Despite the survey was conducted a few days before Easter Holidays, its findings were useful for analysing the demand for different bus/minibus routes. Traffic surveys were also conducted on 29.1.2015 and 28.4.2015 respectively to quantify the vehicle traffic flows in the vicinity of the Site and to analyse the utilization rate of the existing routes of the franchised bus and minibus near the Site.

47. A Member asked whether it was a frequent phenomenon in the recent years to have traffic blockage in Tsing Yi due to accidents. In response, Mr Chris K.S. Leung said that TIA was for assessing the traffic impact under normal circumstances, but not for the scenario of accidents. Mr Lawrence Y.C. Chau supplemented that the subject senior traffic engineer in TD responsible for Tsing Yi district was not present at the hearing session, and information on the frequency of such traffic blockage in the recent years was not in hand. He would report back to the Board at the hearing session on 26.4.2016, if necessary.

48. A Member and the Chairman asked whether the TIA had considered the traffic impact of the container industry and special characteristics of container trucks. In response, Mr Chris K.S. Leung, said that the TIA had already taken into account the traffic flow of the container industry in the forecast and concluded that all the key junctions would still have spare capacities to cope with the demand. In addition, with reference to Transport Planning and Design Manual, factors had been applied to long vehicles like container trucks which took up larger road space and longer turning time in assessing the junction capacities in the TIA.

Public Transport Services

Current Situation

49. The Chairman asked Mr Poon Chi Shing (R394) to elaborate his proposed enhancement measures to the bus/GMB operators to improve the current situation. In response, Mr Poon said that the GMB operator had been specifically requested to improve the services of the routes No.88G (Rambler Crest - Kwai Fong MTR Station) and 88F (Rambler Crest - Tsing Yi MTR Station) for the Rambler Crest residents. Both TD and the GMB operator said that they could not ascertain the service demand as the guests of the three hotels in Rambler Crest would also use the GMB service and the volume of that patronage was subject to significant fluctuation. In view of the demand for public transport services would further escalate when the logistic centres/port back up uses in Tsing Yi South were completed, he had requested the Government to improve the public transport services, but no measures had been implemented so far. He considered that if enhancement measures had been provided, the residents might not raise such strong objection to the proposed PRH development.

50. A Member asked about the current situation of the public transport services near the Site. In response, Mr Honson H.S. Yuen, CTO/NTSW, TD, said that according to TD's survey conducted in January 2016 at the GMB stop at Rambler Crest, during the morning peak (7:00 to 9:00 a.m.), the frequency of GMB routes No.88F and 88G was on average of a 5-minute interval. For route No. 88F, there were 15 times that one to 15 waiting passengers could not board their first minibus arrived, but could board the next bus with the longest waiting time of around 10 minutes. For route No. 88G, there were 17 times that one to 20 waiting passengers could not board their first minibus arrived, but could board the third minibus with the longest waiting time of around 11 minutes.

51. In response to the Chairman's question, Ms Ma Yuk Chu Judy (R748/C345) said that it took her over 30 minutes to walk from Rambler Crest to Tsing Yi MTR Station. According to her experience, the frequency of GMB route No. 88F during the morning peak was 10 to 15 minutes, rather than 5 minutes as mentioned by TD's representative, and sometimes passengers needed to wait for 30 minutes for boarding.

Impact of the Proposed PRH Development

52. In response to a Member's enquiry on the impact of the waiting time for the two GMB routes upon completion of the proposed PRH development, Mr Honson H.S. Yuen said that as the GMB routes No.88F and 88G could no longer cope with the increased population in future, a new GMB route would be planned to serve the area. In response to the Chairman's enquiry on the details of the new GMB route, Mr Yuen said that the details would be worked out nearer to the completion of the proposed PRH development, but it would likely cater for short trips to nearby districts, such as Tsuen Wan and Kwai Chung, or to the nearest MTR station as feeder services.

53. Mr Chris K.S. Leung supplemented that there were also franchised bus routes in the locality of the Site bounding for the railway stations in the vicinity, which had the potential and capacity to service the proposed development. In particular, the bus route No. 249M embarking from Mayfair Gardens to Tsing Yi MTR Station could also extend its service to the Site as mentioned in the TIA Report.

54. In response to a Member's enquiry on how the public transport services could be improved if the PRH development was implemented, Mr Poon Chi Shing (R394) said that TD's survey conducted in January 2016 was not the peak season for the hotels in Rambler Crest and might not reflect the worst scenario. As the area of Rambler Crest was the last stop for the bus/GMB bounding for the railway stations/other areas and during the peak hours, he expected that the minibuses and buses would be fully occupied no matter how frequent they would be. The problem could only be resolved if special bus routes were provided to embark from the locality of Rambler Crest, but the operator might not consider such routes financially viable.

<u>Environmental Impact</u>

55. In response to two Members' enquiry on the environmental impacts of the operation of CT9 on the proposed PRH development, Mr Lawrence Y.C. Chau said that the EAS being conducted had already assessed various environmental issues and recommended appropriate mitigation measures. Ms May S. S. Yeung supplemented that HD would conduct further studies on the micro-climate, such as indoor/outdoor temperature and sun lighting, at the proposed PRH development to improve its living environment.

56. Another Member asked whether a residential development proposal subject to road traffic noise impact exceeding 70dB(A) was acceptable. In response, Mr Wong Yuk Ming, HD's consultant, said that the standard for road traffic noise impact at residential development, i.e. 70 dB(A), was set out in HKPSG which was for planning purpose rather than as a statutory requirement. In general, a mitigated noise compliance rate of 90%, as in the proposed PRH development, was considered acceptable. Moreover, HD would strive for a higher noise compliance rate during the detailed design stage of the PRH development.

57. In response to the Chairman's enquiry on the design of the windows of the proposed PRH development to mitigate the noise impact, Mr Wong Yuk Ming said that the PRH units would use acoustic windows which could be opened to allow fresh air intake and mitigate the noise nuisance at the same time.

Development Cost

58. In response to the Chairman's enquiry, Ms May S. S. Yeung said that the exact development cost was not available as the design of the proposed PRH development was still refining. However, the Site did not present any exceptional difficulties and its development cost should be comparable to other PRH developments.

GIC, Open Space and Retail Facilities

59. In response to a Member's enquiry on how the shortfall in hospital beds could be addressed, Mr Lawrence Y.C. Chau said that hospital was a regional facility and he understood that Kwong Wah Hospital and Princess Margaret Hospital were planning for redevelopment/expansion to cope with the demand in the region.

60. In response to another Member's enquiry, Mr Lawrence Y.C. Chau confirmed that with reference to Attachment XI to the Paper, the assessment of the provision of GIC facilities and open space was based on the cumulative total of the population of 210,000 in the district. It was concluded that the provisions of all the local GIC facilities and the open space would be sufficient to meet the HKPSG requirements based on the planned total population including those of the proposed PRH development and other forthcoming residential developments.

61. A Member and the Chairman enquired, respectively, how the size of the proposed shopping mall in the PRH development was determined and what facilities would be provided there. In response, Ms May S. S. Yeung said that the appropriate size of the shopping area, i.e. an internal floor area of 2,400 m^2, was worked out by their retail consultant, and shops like eating places, clinic, bakery, etc would be provided in the shopping area.

Block Layout

62. A Member asked whether it was feasible to reduce the building height of the proposed Block 4 in front of Rambler Crest, or to delete the block by transferring its GFA to the remaining three blocks further away. In response, Ms Yeung said that in order to fully utilize the permitted development potential of the Site, four blocks would need to be built close to the maximum building height restriction of 140mPD on the OZP. It was not possible for the remaining three blocks to accommodate all the GFA of Block 4 (over 1,000 units) without exceeding the building height restriction.

63. As Members did not have any further questions, the Chairman said that the hearing procedure on the day had been completed. He thanked the representers, commenters and their representatives and the government representatives for attending the meeting and said that the Board would deliberate on the representations in their absence after completing all the hearing sessions, and would inform the representers and commenters of the Board's decision in due course.

64. The hearing session was adjourned at 6:50 p.m.

1. The meeting was resumed at 9:10 a.m. on 26.4.2016.

2. The following Members and the Secretary were present at the resumed meeting:

Permanent Secretary for Development (Planning and Lands) Mr Michael W.L. Wong	Chairman
Professor S.C. Wong	Vice-chairman
Mr Lincoln L.H. Huang	
Professor K.C. Chau	
Mr Sunny L.K. Ho	
Mr Dominic K.K. Lam	
Dr F.C. Chan	
Mr Peter K.T. Yuen	
Mr K.K. Cheung	
Mr Wilson Y.W. Fung	
Dr C.H. Hau	
Mr Alex T.H. Lai	
Dr Lawrence K.C. Li	
Professor T.S. Liu	
Miss Winnie W.M. Ng	
Ms Sandy H.Y. Wong	
Mr Franklin Yu	

Deputy Director of Environmental Protection (1)
Mr C.W. Tse

Principal Assistant Secretary (Transport) 3
Transport and Housing Bureau
Miss Winnie M.W. Wong

Chief Engineer (Works), Home Affairs Department
Mr Martin W.C. Kwan

Assistant Director (Regional 3), Lands Department
Mr Edwin W.K. Chan

3. The Chairman said that the meeting was a continuation of the hearing of the representations and comments in respect of the draft Tsing Yi Outline Zoning Plan (Tsing Yi OZP) No. S/TY/27 commenced on 21.4.2016.

[Professor S.C. Wong and Mr Dominic K.K. Lam arrived to join this session of the meeting at this point.]

4. The Secretary said that Members' declaration of interests for the representations and comments had been made in the morning session of the hearing on 21.4.2016. No further declaration of interests had been received from Members since then, except that Mr Franklin Yu had declared business dealings with AECOM Asia Company Limited (AECOM) and Mott MacDonald Hong Kong Limited (MMHK) who were consultants of the Housing Department (HD), which would undertake the proposed public housing in respect of two of the amendment items of the Tsing Yi OZP. The meeting agreed that as Mr Yu was not involved in the consultancy work for the proposed public housing, he could stay at the meeting. Members' declared interests were recorded in paragraphs 2 and 3 of the minutes on 21.4.2016.

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

Presentation and Question Sessions

5. The following government's representatives, representers, commenters and their representatives were invited to the meeting at this point:

Government Representatives

Planning Department (PlanD)

Mr Lawrence Y.C. Chau	-	District Planning Officer/Tsuen Wan and West Kowloon (DPO/TWK)
Ms Fonnie F.L. Hung	-	Senior Town Planner/Kwai Tsing (STP/KT),
Miss Annie H.Y. Wong	-	Town Planner/Kwai Tsing (1) TP/KT)

HD and Its Consultants

Ms Emily W.M. Ip	-	Planning Officer (PO)
Ms May S.S. Yeung	-	Architect
Mr Hong Wing Kit	-	Senior Civil Engineer (SCE)
Mr Wong Yuk Ming	-	Environmental Consultant, AECOM (Air Ventilation Assessment Consultant)
Mr Chris K.S. Leung	-	Transport Planner, MMHK
Mr Steven K.H. Tang	-	Principal Environmental Consultant, MMHK

Transport Department (TD)

Mr Honson H.S. Yuen	-	Chief Transport Officer/New Territories South West (CTO/NTSW)

Representers, Commenters and Their Representatives

R17 – 村上純一

R370 – Lau Wai Yin

R744 – Mr Kee

C173 – Chu Ka Leung

Miss Lau Wai Yin] Representer/Commenter and

Mr Chu Ka Leung] Representers' representative

R28 – 何偉文

R157 – 何智賢

R746/C38 – Tang On Kei

C39 – Ho Wing Yin

Miss Tang On Kei - Representer, Commenter and Representers'/Commenters' representative

R87 – Mou Chak Iao - Representer

Mr Mou Chak Iao

R97/C272 – Lai Chung Ming

R834 – 村上皓言

R839 –林明儀

C26 – 林啓洪

C181 – Kee

C189 – Hang Yi

Mr Lai Chung Ming - Representer, Commenter and Representers'/Commenters' representative

R120 – Cheung Kwei Lan

R256 – Zhou Chu

R549 – Sit Yuen Ching

Miss Cheung Kwei Lan - Representer and Representers' representative

R143 – 龐秀琼, Raymond Tang

C66 – Raymond Tang

Mr Raymond Tang	-	Representer and Commenter

R170 – Wong Kar Fai

Mr Wong Kar Fai	-	Representer

R209 – Ng Wai Chi
R317 – Kwong Yuen Ching, Cora
C69 – Maggie Lam

Miss Kwong Yuen Ching, Cora	-	Representer and Representer's/ Commenter's representative
Mr Chan Wai Yip	-	Representers'/Commenter's representative

R373/C5 – Tam Kar Kin Samuel
R635 – Lam Kar Leung Simon
R675 – Cheung Mei Ki
R948/C8 – Tso Ka Lee

Mr Poon Chi Shing	]	Representers'/Commenters'
Mr Ng Chi Wah	]	representatives

R414/C213 – Wong Yu Mei

Ms Wong Yu Mei	-	Representer and Commenter

R426 – 譚嘉諾
C176 – Poon Miu Kuen

Ms Poon Miu Kuen	-	Commenter and Representer's representative

R471 – Yuen Kwok Ping

Yuen Kwok Ping	-	Representer (Attending only)

R561/C223 – Cheung Yuk Chun

Ms Cheung Yuk Chun	-	Representer and Commenter

R575 – Amy Cheung

Ms Amy Cheung	-	Representer

R584 – So Sheung Chun

Mr So Sheung Chun	-	Representer

R589/C342 – Chau Man Hon
R641 – 周志常
R686 – 麥婉萍

Mr Chau Man Hon	-	Representer, Commenter and Representers' representative

R618 – Li Ho Keung

Mr Li Ho Keung	-	Representer

R661 – Chan Yu Pak

Mr Chan Yu Pak	-	Representer (Attending only)

R698 – Chan Sau Kwan

Mr Chan Tsun Shing	-	Representer's representative (Attending only)

R751 – Leo Chow
R757 – Chow Cheuk Hin
R758 – Joanne Choi
R907 – 吳先生
R919/C185 – Ng Ka Ho
C184 – Ha
C186 – Hang Yi

Mr Ng Ka Ho	-	Representer, Commenter and Representers'/Commenters' representative

R775 – Wong Hin Shing	-	Representer
Mr Wong Hin Shing		
R904 – Wong Oi Ling		
Ms Wong Oi Ling	-	Representer
C77 – Yeung Kam Fook		
Mr Yeung Kam Fook	-	Commenter
C101 – Wong Sai Kit		
Mr Wong Sai Kit	-	Commenter
C316 – Chang Ka Tai		
Mr Chang Ka Tai	-	Commenter (Attending only)

6. The Chairman extended a welcome and explained the general procedure of the hearing as follows:

(a) for each hearing session, government's representatives would first brief Members on the background. Afterwards, the representers/commenters or their representatives would be invited to make oral submissions in turn according to their numbers;

(b) as a large number of representers/commenters or their representatives had registered to make the oral submissions, the Board agreed on 29.1.2016 that each of them should be allotted 10 minutes for their oral submission;

(c) there was a timer device to alert the representers/commenters or their representatives 2 minutes before the allotted time was to expire and when the allotted time limit was up; and

(d) question and answer (Q&A) sessions would be held after all attending representers/commenters or their representatives at each

hearing session had completed their oral submissions. Members could direct their questions to government representatives or representers/commenters or their representatives; and after the Q&A sessions, the hearing on that day would be adjourned, and the representers/commenters or their representatives and the government representatives would be invited to leave the meeting. After hearing all the oral submissions from the representers/commenters or their representatives who attended the meeting, the Town Planning Board (the Board) would deliberate on the representations/comments in closed meeting, and inform the representers/commenters of the Board's decision in due course.

[Miss Winnie M.W. Wong arrived to join this session of the meeting at this point.]

7. The Chairman then invited the representative of PlanD to brief Members on the representations and comments with respective to the draft Tsing Yi OZP No. S/TY/27. With the aid of a PowerPoint presentation, Ms Fonnie F.L. Hung, STP/KT, PlanD repeated the presentation that was made in the morning hearing session of the meeting on 21.4.2016 and recorded in paragraph 8 of the minutes of 21.4.2016.

[Miss Winnie W.M. Ng and Ms Sandy H.Y. Wong arrived to join this session of the meeting at this point.]

8. The Chairman then invited the representers, commenters and their representatives to elaborate on their written submissions.

R17 – 村上純一

R370 – Lau Wai Yin

R744 – Mr Kee

C173 – Chu Ka Leung

9. Mr Chu Ka Leung made the following main points:

(a) he was the former Chairman and a current member of the Owners'

Committee (OC) of Rambler Crest and had resided at Rambler Crest for 10 years. He intended to provide some background information of Rambler Crest:

(i) in 1998, Hutchinson Whampoa Properties Limited (Hutchinson) was allowed to develop the Container Terminal No. 9 (CT9) and the site where Rambler Crest now stood was previously a piece of industrial land. To facilitate the rezoning at the site from "Industrial" ("I") to "Commercial" ("C"), which would allow uses including office and hotel/service apartments (SA), an Environmental Impact Assessment (EIA) submitted by Hutchison was accepted by the Board. The site was subsequently granted to Hutchison, involving a land premium of over HK0.3 billion. The "C" site would serve as a buffer between Mayfair Gardens/Cheung Ching Estate and CT9 by reducing the impacts of noise and glare from CT on the nearby residential developments;

(ii) the "C" site, which was not suitable for residential use, was the subject of an approved SA development. As there was a lack of regulations/restrictions for the selling of SA, Rambler Crest had been packaged by the developer as a residential development. The residents were misled when purchasing the flats at Rambler Crest;

(iii) Rambler Crest was completed in 2004 and since then the residents had been adversely affected by the poor air quality, noise and glare impacts from CT9. They had sought help from over ten government departments to resolve the problem, but none of them could offer any help; and

(iv) according to the relevant regulations, any SA development in Hong Kong should be provided with central air-conditioning to reduce noise impact from the surrounding area and occupiers of

SA developments were generally transients who might tolerate a higher noise level on a temporary basis. However, the developer had only provided a so-called central fresh air intake system and equipped each unit with a split-type air conditioner. Over 90% of the residents of Rambler Crest had covered up the central fresh air ducts at their units as the air, which was extracted from 1/F of Rambler Crest to all residential units, was filled with vehicular emissions from those tour coaches gathering outside the three hotels of Rambler Crest. It was also estimated that about 200 tour coaches would go in/out of Rambler Crest daily during peak hours. The residents had suffered from adverse noise impact from CT9 and costly electricity bills for daily use of air conditioners;

(b) he asked why the Government and the Board would agree to the sale of flats at Rambler Crest and wondered if malpractice and coalition between the Government and developer were involved. The request of the residents of Rambler Crest to inspect the EIA submitted by Hutchinson for the rezoning proposed so as to better understand the related assessment criteria was also turned down by the Government on the ground of confidentiality;

(c) due to the construction of CT9, the proposed public rental housing (PRH) development at Tsing Hung Road (the Site) under the current Tsing Yi OZP was originally a compensation measure to serve the residents of Mayfair Gardens/Cheung Ching Estate and to improve the air quality there. It was thus heavily vegetated with about 2,000 trees;

(d) the Government should not hastily accept the Traffic Impact Assessment (TIA) and Environmental Assessment Study (EAS) of the proposed PRH development at the Site, which were highly unsatisfactory, unrealistic and incomplete. In the TIA, for example, the locations of traffic surveys included Cheung Wang Estate which was far from Tsing Hung Road, and both large and small vehicles were included in the assessment,

despite the fact that more than half of the existing vehicles running along the local roads were heavy goods vehicles, given the land uses in this part of Tsing Yi e.g. storage, logistics, shipyards and various chemical/cement/sewage treatment plants, etc. In view of the proximity of the Site to CT9, the finding of the EAS that merely 10% of the units within the proposed PRH development would be subject to noise and glare impacts from CT9 was doubtful;

(e) should all PRH units be equipped with air conditioners and double-glazing windows so as to mitigate the impacts from CT9, the costs of the proposed PRH development would be further increased. Aside from the noise and glare impacts from CT9 and poor air quality, the future residents of the PRH development would be subject to other environmental problems, including noise from aircraft, container storage yards, trailer ferries, heavy traffic in local roads such as Tsing Yi Road where heavy goods vehicles went in/out of the Petrol Filling Station (PFS). All of that would far exceed the acceptable noise level of 70 dB(A)/hour for domestic premises;

(f) the proposed facilities including a kindergarten and a neighbourhood elderly centre at the PRH development would also be subject to noise level beyond the acceptable level of 50dB(A)/hour as stated in Chapter 9 of the Hong Kong Planning Standards and Guidelines (HKPSG);

(g) Members of the Board should not be misled by the findings/recommendations of the technical assessments for the proposed PRH development. The Hutchison's EIA for the rezoning of Rambler Crest indicating that it was not suitable for residential use had already been endorsed by the Board. Allowing the current PRH development next to Rambler Crest would cast doubts on the acceptability of the Hutchison's EIA. Residents of Rambler Crest would urge for a full investigation if the proposed PRH development was agreed by the Board. He requested Members to be mindful of the figures and reports provided by government departments and to assess their accuracy for making a fair

decision;

(h) the Government had jeopardised many existing planning principles and ignored local residents' concerns in its search for housing land. The residents of Rambler Crest did not object to PRH development as they agreed that the needs for public housing should be addressed. However, the Government had bypassed the Kwai Tsing District Council (K&TDC) which had objected unanimously to the proposed PRH development at the Site. This was unprecedented. Members should consider the rationale behind the objection of K&TDC; and

(i) the future residents of the PRH development would hold Members of the Board accountable for their grievances and complaints arising from the fact that the Site was not suitable for residential use. The Site was not suitable due to its proximity to the largest oil depot in Hong Kong, located further to the south of the Site about 1.5 km away. The oil depot would pose serious fire/safety risk/hazard to the future residents. The Broad Environmental Assessment (BEA) attached to the Paper for the PRH development did not mention the oil depot. Members should consider carefully to prevent any disastrous accidents from happening.

R28 – 何偉文

R157 – 何智賢

R746/C38 – Tang On Kei

C39 – Ho Wing Yin

10. With the aid of a visualizer, Miss Tang On Kei made the following main points:

(a) it was unclear as to the basis for the proposed PRH for the Site, since the nearby site of Rambler Crest was previously considered unsuitable for residential use;

(b) while it had been put forth by the Government that Rambler Crest with its hotels could act as a buffer between CT9 and the Site, three blocks of the PRH development would in fact abut CT9 and be directly affected by it;

(c) given the existing hotels in Rambler Crest and the nearby logistics centres, the local roads were congested with large vehicles during the peak hours, including container vehicles, trailers and tour coaches. Referring to the photographs taken from her home during a.m./p.m. periods on 19, 21 to 24.4.2016 as shown on the visualizer, she indicated that the local roads such as Tsing Yi Road and Tsing Hung Road were highly congested due to those vehicles;

(d) there was no longer any supportive representation on the Tsing Yi OZP since the four grounds for the only one supportive representation, including the need for road widening and more GMB routes, had not been upheld by PlanD as recorded in the TPB Paper No. 10085 (the Paper). The Government should listen to the views of the residents and abort the PRH proposal;

(e) she raised the following observations on the Paper:

(i) there were five SA buildings in Rambler Crest, not one SA building as stated in paragraph 6.1.3 (c) of the Paper;

(ii) referring to paragraph 6.3.3 of the Paper, it was stated that the public transport services in the area would be monitored after the population in-take at the PRH development, including the introduction of bus service enhancement measures and strengthening of the existing Green Minibus Bus (GMB) services. She questioned why the monitoring would commence only after but not before the population in-take, and how long would the problem be monitored before measures were taken to address it;

(iii) existing situation of bus services in the local area during the morning peak hours should be provided and examined in the Paper. Residents of Rambler Crest already had difficulty in getting on public transport for leaving/getting to Tsing Yi, and an example of the problematic bus routes was bus route No. 85G from Kwai Fong to Tsing Yi. The bus stop opposite Rambler Crest was the last stop before entering Tsing Yi South Bridge. As such, for the new bus route, whether sufficient buses would be provided to cater for the local population during peak hours and if the Government had already consulted the operators for providing the required buses;

(iv) according to paragraph 6.3.19 of the Paper, extension of the existing bus route No. 249M (Mayfair Gardens – TYRS) to the proposed PRH development was suggested by the Government. The feasibility of that proposal was doubtful since bus route No. 249M had already been extended from Mayfair Gardens in Tsing Yi South to Tsing Yi North;

(v) as it was envisaged that over 80% to 90% of the students in the proposed PRH development would go to schools in the school district of Kwai Tsing, more buses should be deployed for the local bus routes No. 43 and 43A;

(vi) paragraph 6.3.16 of the Paper had stated that 'the traffic impact induced by the proposed PRH development was acceptable from traffic engineering point of view.' That was unrealistic. There were currently several residential developments under construction and once completed, they would add to the congestion problem at Tsing Yi South Bridge for outbound traffic to the Kowloon areas; and

(vii) paragraph 6.3.13 indicated that no adverse air quality impact due to the operation of the PFS at Tsing Yi Road was

anticipated. Why it was only anticipated but not certain that there would be no adverse air quality;

(f) the increase in traffic would give rise to safety concerns on the local roads. Placing the PRH development in close proximity to an existing PFS at Tsing Yi Road was particularly undesirable from the safety perspective. Heavy vehicles had previously tipped over several times at the junction near the PFS;

(g) whether the Government had consulted the occupiers/users of the cargo handling area such as container storage yards regarding the PRH proposal as it would affect them as well. Some of the containers and trailers associated with the cargo handling area were parked along the local roads in this part of Tsing Yi and might need to be relocated due to the PRH development; and

(h) in view of the above, the Site was not suitable for the proposed PRH development. Members of the Board should disregard the findings and recommendations of the technical assessments for the PRH proposal as the nearby site of Rambler Crest was considered unsuitable for residential use in the past.

11. The Chairman said that the presentation made by PlanD's representative earlier at this hearing session was the summary of the departmental findings and recommendations/views. The presentation did not represent the Board's position. The Board would take into consideration all written and oral submissions, including those of the representers, commenters and their representatives, when deciding on the Tsing Yi OZP in a deliberation session to be arranged on another day.

R97/C272 – Lai Chung Ming

R834 – 村上皓言

R839 – 林明儀

C26 – 林啓洪

C181 – Kee

C189 – Hang Yi

12. Mr Lai Chung Ming made the following main points:

(a) he was the current Chairman of the IO of Rambler Crest and would provide further background information on behalf of the residents of Rambler Crest as follows:

(i) the residents of Rambler Crest were first aware of the proposed PRH development in April 2015 through newspapers;

(ii) according to the relevant documents they gathered subsequently, the Government had identified in 2014 a total of 13 sites in the district of Kwai Tsing for public housing purposes;

(iii) during the last 12 months, the residents of Rambler Crest had raised many serious concerns on the findings of various assessments relating to the proposed PRH development. Opposing views to the development were conveyed to the Government, and upon their strong and repetitive requests, a local forum was held on 18.9.2015 where the residents were informed of the development's details. Up to now, the government officials who attended the forum had yet to provide answers to the questions raised by the residents at the forum;

(iv) as the Paper contained refinements to the PRH proposal, the residents were strongly disappointed that they were not informed of these changes beforehand. The Paper also had incorrect information; and

(v) the residents of Rambler Crest had sought views from the neighbours including Mayfair Gardens and Cheung Ching Estate in formulating their grounds of objection in their oral submissions for the hearing, and much of their work was done after office hours in the evenings;

Hearing Arrangements

(b) the representers and commenters were informed in mid-March 2016 to attend the hearing on 1.4.2016, which was later changed to 21 and 26.4.2016. The Paper was provided to them not long before the date of the hearing. He asked if all that were in line with the provision of the relevant Ordinance as it appeared that representers and commenters had not been given sufficient time to prepare their oral submissions;

Opposing Grounds

Open Space Provision

(c) the Site was not suitable for development, as demonstrated by the fact that it had been zoned "Open Space" ("O") on the Tsing Yi OZP to serve as a buffer between CT9 and the residential developments for more than a decade and it was on a slope. Both PlanD and the Lands Department (LandsD) knew that the Site was not suitable for residential development. It was only recently selected for the proposed PRH development in order to meet the supply of land for housing;

(d) government officials had stated that Tsing Yi would still have over 40 ha of open space even after the Site of about 4 ha was developed for other use. Referring to a plan, he said that 90% of the existing "O" sites were in Tsing Yi North, and the Site was the only sizable "O" site in Tsing Yi South. Over 60% of the land in Tsing Yi South were for industrial uses and the Site currently helped purify the air and brought visual relief to the residents in that urbanised environment. The parks and recreational facilities of the "O" sites in Tsing Yi North were inaccessible to the local

residents in Tsing Yi South, as it would take more than 30 minutes to walk there. It would be unfair to them should the Site be developed for other use, which was equivalent to 90% of the "O" zone in Tsing Yi South;

(e) it had been stated in the Explanatory Statement (ES) of Tsing Yi OZP that the planning intention of the "O" zone was '..for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents….' and that 'The area for passive recreational purposes mainly consists of well-wooded slopes and hills which should be preserved in the interest of general amenity.' Using the Site for non-open space purposes was contrary to those statements;

(f) no assessments or appraisals had been conducted by the Government to demonstrate that the Site was the most suitable site out of the 40 ha of "O" sites in Tsing Yi for the proposed PRH development. If not, the Board and residents of Rambler Crest should be provided with such information. At the outset, the Site might appear to be the one that would encounter less of a hurdle than other "O" sites, as the objections came mostly from the residents of Rambler Crest. However, besides Rambler Crest, the residents of Mayfair Gardens and Cheung Ching Estate also objected to the proposed PRH development;

Tree Species

(g) in PlanD's presentation, it was mentioned that there were about 1,800 trees within the Site, and none of them were Old and Valuable Trees or trees of rare species. However, that had no bearing on their value and role in purifying the air and providing greenery and visual relief for the benefits of the local residents. The lack of programme by the Leisure & Cultural Services Department (LCSD) to provide recreational facilities at the Site did not mean that the "O" status of the Site should be removed;

(h) the Board had previously rejected planning applications for developing "O" sites. The rejection grounds were related to the need for preserving the buffer area and visual relief as well as to prevent permanent loss of open space and the creation of undesirable precedent;

Public Consultation

(i) the K&TDC was not properly consulted on the proposed PRH development. In May 2015, it had objected unanimously to the proposed PRH development and it requested further information from the Government. Despite this, the proposed PRH development was being forged ahead, including the submission of the proposed amendments to the Tsing Yi OZP for the Board's consideration. In August 2015, the gazetted OZP was not submitted for discussion in the DC but for DC members to raise their views to the Board;

(j) the questions raised at the forum were not answered. The current PRH proposal differed from previous government projects such as columbarium which would only proceed upon receiving support from DCs. That was unreasonable. The residents of Rambler Crest should have been consulted as their views on the design aspect could potentially help to enhance the PRH proposal. If the PRH development was to go ahead, the design of the PRH scheme should be further improved so as to reduce its impacts on Rambler Crest. The Board should consider this properly;

Visual Impact

(k) the Visual Appraisal (VA) conducted for the proposed PRH development did not include any impact on Rambler Crest even though it would give rise to adverse visual impact and reduce sunlight penetration to Rambler Crest. According to the layout provided by PlanD, the nearest block of the proposed PRH development i.e. Block No. 4 would be 60 metres from the boundary of Rambler Crest. By reducing the number of blocks in the PRH proposal from five to four, it revealed problems in the original design and nullified the previous findings of the assessments that the five-block design was justified on all technical grounds. There would be scope for further improvement and discussion in order to minimise the impacts to Rambler Crest's residents;

Traffic Impact

(l) the consultant of the TIA only conducted traffic surveys on three days. Given the daily experience of the residents of Rambler Crest on the traffic conditions during peak hours, their views were more realistic than those figures presented in the TIA;

(m) the existing public transport services and road network would not be able to support the 4,000 units of the proposed PRH development. The local residents had already suffered from the lack of bus/GMB services and existing traffic congestion. The problem would get worse upon completion of the new residential/logistics developments in the area. The current GMB routes No. 88F and 88G were already serving the hotel guests as well as workers from the container terminal. While provision of additional buses and bus routes had been suggested in the TIA, there was no guarantee that they would in fact be provided. Previous consultation with the GMB companies had revealed that there was a lack of drivers and no GMBs would be added. The residents of Rambler Crest would also not benefit from the provision of new buses, since the bus stop opposite Rambler Crest was the last stop before entering Tsing Yi South Bridge for outbound journeys to Kowloon/Central;

(n) Tsing Yi Station was far from Tsing Yi South. The walking time from Rambler Crest to Tsing Yi Station would be about 30 minutes. Bus/GMB services were therefore necessary. The PRH proposal should not be taken forward until the traffic and transport issue, especially public transport services, was resolved;

Total Costs

(o) the estimated total costs of the proposed PRH development should be released to the public. HD's representative's response at the hearing session on 21.4.2016 that there was no cost difference between building on a flat land and that on slopes was questionable. Construction costs for building on slopes should be 30% to 40% higher than that of flat land, due to more complicated foundation and site formation works. Hence, given the costs of the proposed PRH development, the extra costs would amount to 1.6 to 1.8 billion. HD should be asked on the cost aspect to ensure cost-effectiveness in public spending;

(p) the Head of Geotechnical Engineering Office had pointed out that building on a slope of 20 degrees or more would increase the risk of landslides, and the costs would be higher than that of building on a flat land, while the long-term maintenance costs would also be high. Hence, building on the Site was not desirable; and

(q) Members should consider the justifications/arguments of both sides in making a decision, which should not be affected by the Government's target for meeting the housing needs.

[The meeting was adjourned for a short break of 5 minutes.]

R87 – Mou Chak Iao

13. Mr Mou Chak lao made the following main points:

(a) he was the first batch of residents of Rambler Crest and had resided there with his family for 12 years;

(b) he and his family had to endure living with closed windows daily and long waiting time to get on buses/GMBs, the latter had worsened over the years due to nearby hotel guests;

(c) LCSD indicated that the Site was not suitable for development into a park. due to the safety concern arising from the slope. Only a small-scale park was provided at Tsing Hung Road. Hence, the Government had adopted a double standard by having residential use on the Site and disregarded the need to safeguard the health of the residents. There was no genuine consultation, as the K&TDC was indeed bypassed in respect of the proposed PRH development. The residents of Rambler Crest had no choice but to protest against injustice;

(d) there were other sites available in Tsing Yi and the Site should not be selected; and

(e) Members had a social responsibility and should carefully consider the justifications put forth by the residents.

R143 – 龐秀琼, Raymond Tang

C66 – Raymond Tang

14. Mr Raymond Tang made the following main points:

(a) he grew up in a public housing estate and through his own hard work, he was able to purchase a flat at Rambler Crest in 2013;

(b) he had difficulty in attending the hearing on time that morning as there was a lack of bus services in the area surrounding Rambler Crest. Buses going to Kowloon via Tsing Yi South Bridge often bypassed the bus stop opposite Rambler Crest, which was the last bus stop before Tsing Yi South Bridge, since they were already full;

(c) Rambler Crest, while not being included in the VA of the PRH proposal, it was covered by the Air Ventilation Assessment (AVA). That reflected the Government had adopted a double standard. Besides being incomplete, the technical assessments of the PRH proposal had adopted incorrect methodologies, such as the TIA which only involved a 3-day

traffic survey and such survey was conducted just before public holidays, and a viewpoint of the VA was taken from Lai King, which was far from the Site;

(d) while there were two GMB routes and a shopping mall in Rambler Crest, they were mostly used by the hotel guests, in particular, after 6 p.m. daily. There were insufficient facilities for the proposed PRH development;

(e) given Tsing Yi Station was far from Rambler Crest with walking time of over 35 minutes, bus/GMB services were essential to the local residents, especially the elderly and children. However, the existing bus/GMB services were already inadequate to serve the local residents, let alone the additional PRH population. There was already traffic congestion due to the on-going road works in Tsing Yi. The suggestion to extend the existing bus route No. 249M in the TIA was not feasible as the route was already a circular route with no room for further extension. Instead, the length of that route should be reduced so as to shorten the travelling time for the residents of Mayfair Gardens, Cheung Ching Estate and Rambler Crest. The other suggestion for providing new buses or bus/GMB routes was also not viable, since they would be subject to commercial decisions of the bus companies, the difficulty in hiring drivers for GMBs and the number of hotel guests using the bus/GMB service;

(f) in PlanD's presentation, it was mentioned that none of the trees were of rare species and some were of poor health according to the tree survey conducted by tree experts, implying that the trees could be removed. That was unreasonable. Whether a site visit had been made to inspect the trees at the Site and whether the residents (i.e. users) had been consulted on the conditions of the trees; and

(g) there was no merit for developing the Site. At the public forum, it was put forth by a consultant that the Site was the only site available in Tsing Yi for the proposed PRH development. However, there was a parking lot with containers near Block No. 1 of Rambler Crest, which was larger than

the Site, and might be considered for PRH development. The residents of Rambler Crest should not be unfairly treated.

R120 – Cheung Kwei Lan
R256 – Zhou Chu
R549 – Sit Yuen Ching

15. Miss Cheung Kwei Lan made the following main points:

(a) she was a retiree and was compelled to attend the hearing so as to safeguard the interests of the next generation;

(b) the Government had blatantly ignored the views of the residents of Rambler Crest and the various issues in pursuing the proposed PRH development at the Site;

(c) there was no sound ground to support the development of the Site for the following reasons:

(i) the Site was not suitable for residential use since it was subject to adverse noise and glare impacts from the surroundings and was in close proximity to a PFS. The area also lacked sufficient transport infrastructure. The future PRH residents would suffer as a result;

(ii) the greenery of the Site should be preserved as it had helped purify the air and provided visual relief to the local residents;

(iii) high construction costs for the proposed PRH development due to the related slope works;

(iv) there were other alternative sites in Tsing Yi North where sizable vacant lands were available; and

(v) the technical feasibility of the proposed PRH development was yet to be demonstrated. The AVA, for example, contained predictions on wind directions which might differ from reality;

(d) the residents of Rambler Crest were being unfairly treated under the name of public interest. Their daily living had already been affected by the large number of Mainland visitors in the area. The future PRH residents would further deprive the residents of Rambler Crest of their current facilities and amenities. The Board would need to strike a balance between the interests of all parties and should reject the proposed PRH development; and

(e) Members should act conscientiously and make a fair decision, which should not be affected by the Government's target for meeting the housing needs.

R373/C5 – Tam Kar Kin Samuel
R635 – Lam Kar Leung Simon
R675 – Cheung Mei Ki
R948/C8 – Tso Ka Lee

16. Mr Poon Chi Shing made the following main points:

(a) he was a member of K&TDC and attended the hearing session on 21.4.2016. He clarified that the representers objected to any kind of building development at the Site, not just PRH development;

Previous Hearing Session

(b) government representatives might have been ill prepared for the previous hearing session on 21.4.2016. At that Q&A sessions, HD's representative, for example, had incorrectly stated that the four blocks of the proposed PRH development shared the same building height i.e. 140 mPD. In fact, the correct heights ranged from 125mPD to 140mPD. Government representatives were unclear about the sewage disposal and

only vaguely stated that proposed PRH development would not have any impact on the existing sewage tunnel. According to the related documents, the sewage from the PRH development would directly be disposed into the sewage tunnel and thus generating adverse environmental impacts. As for noise, the consultants could not provide an answer on the extent of the noise level that could be reduced by the installation of double-glazing windows;

Objection from K&TDC

(c) it was highly unsatisfactory that PlanD's presentation earlier at the current hearing session as well as the related documents had misrepresented the views of K&TDC, which stated that K&TDC had no comment on the PRH proposal. In May 2015, a motion was passed at K&TDC that pending further information from the Government, the PRH proposal should be shelved. At a later meeting, K&TDC objected to the PRH proposal, as the information from the Government was too piecemeal and as a result was not discussed by K&TDC. K&TDC had only been provided with a 2-page consultation paper from PlanD and had not been given sufficient time to respond to the various government documents including the Paper. Indeed, K&TDC was being informed, rather than consulted, as far as the PRH proposal was concerned;

(d) Members should note that K&TDC had not rendered support to the PRH proposal and their objection to the proposal was on the ground that the Site was simply not suitable for residential use. In 2004, in measuring the noise level of Rambler Crest due to CT9, the Environmental Protection Department did not opt for doing the measurement when the windows were opened as noise exceedance far beyond the acceptable level was envisaged. Alternative sites should be explored. In fact, PlanD had identified a total of 13 potential sites for housing development which was presented to K&TDC in 2014. K&TDC should be properly consulted on the PRH proposal;

Technical Assessments

(e) residents of Rambler Crest had been very dissatisfied with the ways the Government had handled their concerns. Their requests for additional traffic surveys and viewpoint from Rambler Crest for VA had not been followed up by the departments. The VA did not include the photomontage with the viewpoint from Rambler Crest towards the Site, while inappropriate viewpoints which were far from the Site were included. The TIA did not have any assessment on the new access to the proposed PRH development at the Site. The technical assessments for the proposed PRH development were considered highly unsatisfactory, biased and incomplete;

(f) during the construction of Rambler Crest back in 2004, K&TDC requested for an additional new bus route (i.e. No. 242X), the then Environment, Transport and Works Bureau, in its reply to K&TDC, emphasised that railway remained as the backbone of the public transport and their request was therefore turned down. Hence, the TIA's suggestion for new bus routes to address the traffic impact arising from the proposed PRH development was not feasible. The Transport Department (TD) had over the years implemented various traffic improvement measures in Tsing Yi South, but TD had so far been ineffective in addressing the problem. Only a new bus route No. 948 had recently been added by TD;

(g) furthermore, as revealed in the discussion paper for the Subcommittee on Matters relating to Railways of the Legislative Council, the Tsuen Wan Line and Tung Chung Line were already running at 98% and 84% of their capacities respectively. There was little room for accommodating additional population;

(h) overall, the technical feasibility of the proposed PRH development was yet to be demonstrated. According to a letter from LandsD dated 19.4.2016, HD had applied to LandsD for carrying out a further site investigation at the Site. As the site investigation might reveal further findings on the

suitability of the Site for development, the proposed PRH development should not proceed pending completion of such site investigation; and

(f) many residents of Rambler Crest could not attend the hearing due to the change of the original date of the hearing session from 1.4.2016 to 21 and 26.4.2016. The Paper and the accompanying technical assessments were not comprehensive nor did they respond to the questions raised by the residents. Members should request the submission of full and complete assessments from the concerned government departments for the Board's consideration and seriously consider the grounds put forward by the residents of Rambler Crest.

17. The meeting was adjourned for a lunch break at 1:05 p.m.

18. The meeting was resumed at 2:20 p.m. on 26.4.2016.

19. The following Members and the Secretary were present at the resumed meeting:

Permanent Secretary for Development (Planning and Lands) Mr Michael W.L. Wong	Chairman
Professor S.C. Wong	Vice-chairman
Mr Lincoln L.H. Huang	
Professor K.C. Chau	
Mr Dominic K.K. Lam	
Ms Christina M. Lee	
Mr Stephen H.B. Yau	
Dr F.C. Chan	
Mr Peter K.T. Yuen	
Mr K.K. Cheung	
Mr Wilson Y.W. Fung	
Dr C.H. Hau	
Mr Alex T.H. Lai	
Professor T.S. Liu	
Miss Winnie W.M. Ng	
Ms Sandy H.Y. Wong	
Deputy Director of Environmental Protection (1) Mr C.W. Tse	
Assistant Director (Regional 3), Lands Department Mr Edwin W.K. Chan	

Agenda Item 1 (Continued)

[Open Meeting]

Presentation and Question Sessions (Continued)

20. The following government representatives, and the representers/commenters and their representatives were invited to the meeting at this point:

Government Representatives

Planning Department (PlanD)

Mr Lawrence Y.C. Chau	-	District Planning Officer/Tsuen Wan and West Kowloon (DPO/TWK)
Ms Fonnie F.L. Hung	-	Senior Town Planner/Kwai Tsing (STP/KT)
Miss Annie H.Y. Wong	-	Town Planner/Kwai Tsing 1 (TP/KT1)

Housing Department (HD) and Its Consultants

Ms Emily W.M. Ip	-	Planning Officer (PO)
Ms May S.S. Yeung	-	Architect
Mr Hong Wing Kit	-	Senior Civil Engineer (SCE)
Mr Wong Yuk Ming	-	Environmental Consultant, AECOM (Air Ventilation Assessment Consultant)
Mr Chris K.S. Leung	-	Transport Planner, Mott MacDonald Hong Kong Limited (MMHK)
Mr Steven K.H. Tang	-	Principal Environmental Consultant, MMHK

Transport Department (TD)

Mr Honson H.S. Yuen	-	Chief Transport Officer/New Territories South West (CTO/NTSW)
Mr Patrick K.H. Ho	-	Senior Engineer/Kwai Tsing (SE/KT)

Representers, Commenters and Their Representatives

R17 – 村上純一

R370 – Lau Wai Yin

R744 – Mr Kee

C173 – Chu Ka Leung

Miss Lau Wai Yin	]	Representer/Commenter and Representers'
Mr Chu Ka Leung	]	representatives

R28 – 何偉文

R157 – 何智賢

R746/C38 – Tang On Kei

C39 – 何穎妍

Miss Tang On Kei	-	Representer, Commenter and Representers' representative

R87 – Mou Chak Iao

Mr Mou Chak Iao	-	Representer

R97/C272 – Lai Chung Ming

R834 – 村上皓言

R839 – 林明儀

C26 – 林啟洪

C181 – Kee

C189 – Hang Yi

Mr Lai Chung Ming	-	Representer, Commenter and Representers'/ Commenters' representative

R120 – Cheung Kwei Lan

R256 – Zhou Chu

R549 – Sit Yuen Ching

Ms Cheung Kwei Lan - Representer and Representers' representative

R143 – 龐秀琼, Raymond Tang

C66 – Raymond Tang

Mr Raymond Tang - Representer and Commenter

R170 – Wong Kar Fai

Mr Wong Kar Fai - Representer

R209 – Ng Wai Chi

R317 – Kwong Yuen Ching, Cora

C69 – Maggie Lam

Miss Kwong Yuen Ching, Cora - Representer and Representer's/Commenter's representative

Mr Chan Wai Yip - Representers' and Commenter's representative

R373/C5 – Tam Kar Kin Samuel

R635 – Tam Kar Leung Simon

R675 – Cheung Mei Ki

R948/C8 – Tso Ka Lee

Mr Poon Chi Shing] Representers' and Commenters'

Mr Ng Chi Wah] representatives

R414/C213 – Wong Yu Mei

Ms Wong Yu Mei - Representer and Commenter

R426 – 譚嘉諾

C176 – Poon Miu Kuen

Ms Poon Miu Kuen - Commenter and Representer's representative

R471 – Yuen Kwok Ping

Ms Yuen Kwok Ping - Representer (Attending only)

R561/C223 – Cheung Yuk Chun

Ms Cheung Yuk Chun - Representer and Commenter

R575 – Amy Cheung

Ms Amy Cheung - Representer

R584 – So Sheung Chun

Mr So Sheung Chun - Representer

R589/C342 – Chau Man Hon

R641 – 周志常

R686 – 麥婉萍

Mr Chau Man Hon - Representer, Commenter and Representers' representative

R618 – Li Ho Keung

Mr Li Ho Keung - Representer

R654 – Lam Kwok Kay

Mr Lam Kwok Kay - Representer

R661 – Chan Yu Pak

Mr Chan Yu Pak - Representer (Attending only)

R698 – Chan Sau Kwan

Mr Chan Tsun Shing - Representer's representative (Attending only)

R751 – Leo Chow

R757 – Chow Cheuk Hin

R758 – Joanne Choi

R907 – 吳先生

R919/C185 – Ng Ka Ho
C184 – Ha
C186 – Hang Yi

Mr Ng Ka Ho	- Representer, Commenter and Representers'/ Commenters' representative

R775 – Wong Hin Shing

Mr Wong Hin Shing	- Representer

R904 – Wong Oi Ling

Ms Wong Oi Ling	- Representer

C77 – Yeung Kam Fook

Mr Yeung Kam Fook	- Commenter

C101 – Wong Sai Kit

Mr Wong Sai Kit	- Commenter

21. The Chairman extended a welcome and invited the representers/commenters and their representatives to elaborate on their representations/comments.

R209 – Ng Wai Chi
R317 – Kwong Yuen Ching, Cora
C69 – Maggie Lam

22. With the aid of a PowerPoint presentation, Mr Chan Wai Yip made the following main points:

(a) he displayed a photo showing that Rambler Crest was currently enjoying a view of green landscape over the proposed public rental housing (PRH) site (the Site) at Tsing Hung Road. If the Site was developed for PRH with the nearest building block at about 60m from Rambler Crest, the open view of Rambler Crest would be blocked, which would be similar to the situation as shown in another photo, and air ventilation would be

affected;

(b) while the government representatives pointed out to Members at the last meeting on 21.4.2016 that the proposed PRH development at the Site would not impose insurmountable adverse impacts on the surrounding areas, a paper submitted to the Panel on Environmental Affairs of the Legislative Council in 2013 indicated that air, noise and light pollution could affect people's health and lead to increase in public expenditure on health services. As such, the Government implemented strict environmental control measures to reduce the related pollution. When the planning application for the development of Rambler Crest was considered by the Town Planning Board (the Board) in 1999, the development was required to be equipped with mechanical ventilation system and acoustic insulation glazing in lieu of openable windows to mitigate the noise impact from Container Terminal No. 9 (CT9) and adjacent roads so as to achieve the acceptable noise levels of 60dB(A) and 50dB(A) during day and night times respectively. As the acoustic windows designed by HD for the proposed PRH flats were openable, they would not be able to achieve the same performance on insulation of noise and atmospheric particulates as the non-openable windows of Rambler Crest. On the other hand, it might not be practical to require the PRH residents to use air-conditioning at all times as a mitigation measure. However, if the Board agreed to rezone the Site for PRH development, similar environmental mitigation requirement of installation of non-openable windows should be imposed for the PRH flats;

(c) he wondered if the number of building blocks in the proposed PRH development could be reduced from four to three by increasing the height of each block. However, he worried that if the number of blocks was reduced to three without increasing the building height and reducing the number of flats, the footprint of each block would have to increase, thereby exacerbating the adverse air ventilation and visual impacts. Although HD had proposed to reduce the number of building blocks from five under the original scheme to four under the latest scheme, the number

of flats was instead increased from about 3,800 to 4,400 with corresponding increase in population. As the Site was the only green space for the residents of Tsing Yi South, he requested that no housing blocks should be constructed at the Site and the Site be retained for open space use;

[Ms Sandy H.Y. Wong arrived to join this session of the meeting at this point.]

(d) the Site was currently serving as a buffer between the logistic and container-related uses to the south and the residential use to the north. If it was used for PRH development, the future residents of the Site would be more exposed to the polluting uses in the south than the residents of Mayfair Gardens and Cheung Ching Estate to the north;

(e) while Members had raised concern on the difference in construction cost between development on flat land and on sloping site in the last meeting, the representative of HD indicated that there would not be much difference despite the slope gradient of the Site varied between 20 to 38 degrees. Before the recent change in policy, the Government considered that sloping sites with gradient of more than 20 degrees were not suitable for development. While the recent Policy Address announced that sloping sites with gradient of not more than 25 degrees might also be explored for development, many professionals of the construction industry raised concerns on the policy initiative from the safety point of view. The Head of Geotechnical Engineering Office had pointed out that allowing development on slopes with gradient of 25 degrees, though technically feasible, would have greater danger and incur higher construction and maintenance costs. The Secretary for Development also said that the cost issue was a major concern for development on steeper slopes. As the Site was intended for PRH development, it was expected that the future high maintenance cost of the slopes would be borne by public fund;

(f) while the government representatives were unable to provide Members with information in the last meeting on the number of traffic congestion in Tsing Yi caused by traffic accidents over the past three years, he had gathered some information from the residents that there were at least six serious traffic congestion caused by breakdown, overturning and collision of buses, container vehicles and other vehicles on the nearby roads over the 9-month period from August 2015 to April 2016, hindering the residents of Tsing Yi South to go to work and school. The blockage of the local roads also affected the operation of the nearby logistic uses which were a main economic sector of Hong Kong. The increase in population arising from the proposed PRH development would inevitably exacerbate the current traffic congestion problem;

(g) there were stormwater drainage system, drainage reserve and sewage treatment works on and adjacent to the Site. As the stormwater drainage system was an open channel, it might generate odour and attract children of the future PRH development to go and play there which could be dangerous. Although the government representatives pointed out that appropriate odour treatment measures had been adopted in the adjacent sewage treatment works, it still generated odour nuisance to the residents of Rambler Crest. As the drainage reserve ran across the middle of the Site, it is prone to damage by the construction works of the proposed PRH development;

(h) while the Paper indicated that there would be clinic, day care centre for the elderly and kindergarten provided within the Site and that the GFA of the commercial centre was about 4,000m^2 GFA, he wondered whether all the facilities would be accommodated within the commercial centre or in separate premises. The scale of the proposed commercial centre was similar to the size of Eslite Bookstore in Causeway Bay or Sincere Department Store in Tsuen Wan. It might be too small to serve a population of 12,000;

(i) when assessing the ratio of flow to capacity of the road junctions in the traffic impact assessment (TIA), there was no differentiation on the types of vehicles. However, long vehicles such as container vehicles and buses would take up more road space than cars in general. As Tsing Yi Road was heavily used by container vehicles and buses, the TIA might have over-estimated the road capacity;

(j) the traffic consultants had conducted three surveys on 29.1.2015, 31.3.2015 and 28.4.2015 respectively to study the traffic flows at the adjacent roads and road junctions and the traffic impacts on public transport services. He considered that the one-day duration of each survey might not be able to truly reflect the real traffic situation of the area, in particular the survey on 31.3.2015 which was conducted before the Easter Holidays when schools were already on vacation. The conduct of the surveys at individual locations could not reflect the overall picture. Besides, only buses were studied in the survey of public transport services but minibuses and taxies were not. The road usage by private cars and other commercial vehicles was also neglected;

(k) the future Block 4 of the proposed PRH development would only be 40m away from the Esso petrol filling station (PFS) at Tsing Yi Road, which was too close and dangerous to the future residents. In addition, while Rambler Crest and Mayfair Gardens were already prone to explosion risk of the oil depots in Tsing Yi South, the proposed PRH development was even closer to the oil depots and exposed to such risk;

(l) the Leisure and Cultural Services Department (LCSD) had not indicated that they would forgo the Site for development of an open space. According to the Hong Kong Planning Standards and Guidelines (HKPSG), open space could be active or passive. The Site overgrown with trees was actually a passive open space currently being enjoyed by the nearby residents. The trees on the Site were grown by the residents of Rambler Crest some years ago who had a great passion for those trees;

(m) the technical assessments, in particular the TIA, conducted for the proposed PRH development were hasty and inadequate. Only a broad environmental assessment was conducted but not a formal environmental assessment study (EAS). The air quality and noise impacts of CT9 were not assessed. The air ventilation assessment (AVA) and visual appraisal were not thorough. The impacts of the committed and planned developments nearby were not fully taken into account in the assessments; and

(n) the residents of Tsing Yi South generally opposed the proposed PRH development at the Site. The Board was urged to reject the zoning amendment of the Site for PRH development and revert the Site to its original "Open Space" zoning.

R414/C213 – Wong Yu Mei

23. Ms Wong Yu Mei made the following main points:

(a) she was a housewife living in Rambler Crest. Her duty was to teach her children. It was wrong for the Board to take the Site, which was the only green and breathing space for the residents of Rambler Crest, for housing development. The Board should have sympathy on the residents. If the Board insisted on taking the Site for development, she could no longer tell her children what was right or wrong;

(b) it was absurd that the photomontages of the proposed PRH development as provided in the visual appraisal could not be prepared from the viewpoint of Rambler Crest, which was mostly affected, albeit it was a private development. Members might not be able to understand how Rambler Crest would be affected by the proposed development and how the future residents of the PRH development would suffer from such design;

(c) the flats in Rambler Crest needed to rely on air-conditioning with the

windows closed all the time to mitigate the dust and noise impact from the surrounding traffic and polluting uses. The trees on the Site helped provide fresh air to Rambler Crest;

(d) there was often serious traffic congestion caused by traffic accidents and other emergency cases such as burst of water pipes in the road network around Rambler Crest, causing great disturbance to residents of Tsing Yi South. From July 2015 to January 2016, there were at least eight such incidents. Most of the accidents were related to container vehicles. It was lucky that there were no fire incidents or other emergencies happening in those times of serious traffic congestion, otherwise the lives of the local residents would be at risk. Although the government representatives had pointed out that the vehicular traffic of the container terminal and logistic use would largely bypass the residential area, it was not the case;

(e) although the Government had proposed to increase the number of bus routes and the frequency of the existing public transport services to meet the needs of the future residents, the road capacity of Tsing Yi Road was limited as there were already many bus routes running along the road and the lanes of the road were very often closed for works. It was also unlikely that the road would be widened. The container vehicles also blocked the road frequently when they queued up outside the Esso PFS or made a turn at the roundabouts. With the population intake of the proposed PRH development, the current traffic problem would be exacerbated;

(f) she queried how the proposed commercial centre at the Site could accommodate all the proposed welfare facilities plus the supporting retail and eating place uses for the residents. If the commercial centre could not provide adequate supporting facilities for the future residents, they had to travel to other areas or compete with the current residents for the facilities;

(g) she wondered if the provision of medical services for the new population

had been taken into account in the rezoning proposal. Kwai Tsing and Tsuen Wan districts were mainly served by Princess Margaret Hospital and Yan Chai Hospital but capacities of the two hospitals were nearly saturated. The air of Tsing Yi South was particularly polluted by container vehicles travelling along the roads, which in turn affected the health of the residents. If the Site was used for housing development, it would increase the burden on local medical services;

(h) there were similar sloping sites in the north-western part of Tsing Yi which were larger in size and could be used for PRH development. The cost for developing PRH there should be lower than at the Site. The Board should not take the Site for infill development; and

[Ms Christina M. Lee arrived to join this session of the meeting at this point.]

(i) she had participated in the planting of trees at the Site. Due to the large number of trees on the Site, it was unlikely that all the trees felled for development could be compensated.

R426 – 譚嘉諾

C176 – Poon Miu Kuen

24. Ms Poon Miu Kuen made the following main points:

(a) she did not have enough time to comprehend the Paper which was sent to her only lately;

(b) the TIA was done poorly and inaccurate. It was unreasonable for carrying out a traffic survey on 31.3.2015 before long holidays as students and some people were already on their vacation. The survey venue at Cheung Wang Estate was also inappropriate as Cheung Wang Estate was a terminal for the bus and minibus routes where people could get on board easily, whereas the proposed PRH development was midway down the routes where people were difficult to get on board during morning rush

hours;

(c) residents in Tsing Yi South relied heavily on Tsing Yi South Bridge as their passage to the urban area. If a traffic accident happened on and blocked the bridge, the traffic of Tsing Yi South would be paralyzed. In one morning she needed to spend one and a half hour to go to Tsing Yi MTR Station from Rambler Crest because of a traffic accident blocking the road. On 22.4.2016 after the last meeting, she took a walk from Rambler Crest to Tsing Yi MTR Station with the intention to estimate the walking time for the journey, and found that it would take about 35 minutes,. However, the street environment along the way was unpleasant as it needed to pass by the container vehicle parks and industrial area. As the development proposal at the Site was problematic, all 24 members of the Kwai Tsing District Council (K&TDC) requested the Government to shelve the proposal;

(d) the proposed development at the Site together with the nearby Ching Chun Court development would bring a new population of about 15,000 to the area. As it was expected that many young people would move in to the new developments, the population might further increase in a few years when new babies were born. The proposed commercial centre with a GFA of about 4,000m^2 within the Site was inadequate to serve the needs to the residents;

(e) she agreed that the viewpoints of the photomontages for the proposed development should be in public areas. However, she wondered why some public locations, such as the minibus stop, the access flyover and the podium of Rambler Crest, the Esso PFS and Tsing Yi Institute of Vocational Education (IVE), were not taken as the viewpoints. The selective viewpoints chosen by PlanD for the photomontages were misleading;

(f) at the last meeting a government representative indicated that the Esso PFS was not dangerous to the adjacent residential developments as it was

not for filling of liquefied petroleum gas (LPG). However, according to the HKPSG, the principal function of PFS was to provide fuelling facilities as well as air and water for motor vehicles. In general and unless as otherwise specified, vehicular fuels might mean petrol, diesel, oil, and LPG. Except as otherwise specified, PFS generally refers to conventional PFS, petrol cum LPG filling station and LPG filling station. Besides, for PFS within built-up areas, they should preferably be located in relatively open areas and not surrounded by developments. Where such requirement could not be met, it was desirable that the surrounding buildings of the PFS were only low-rise. Obviously, a development of 140mPD in height was not low-rise and the proposed PRH development at the Site was not meeting the standards under the HKPSG;

(g) as the service apartment blocks of Rambler Crest were blocked by the three linear hotel blocks to their south and east, no breeze could reach the apartment blocks from the south and east. If a new housing block of 140mPD was erected to their west, the ventilation to Rambler Crest would be further obstructed;

(h) while noise level in a residential flat should be measured with window opened, the residents of Rambler Crest were asked by the Environmental Protection Department (EPD) to close their windows before doing the measurement and the noise level so measured was marginally within the standard. She wondered whether the future PRH flats at the Site could meet the noise standard if their windows were of open-type. Although the HKPSG had set out the requirements for mitigating noise and glare impacts, it was not followed by the Government in the planning of the Site for housing use;

(i) when the development of CT9 was planned in the 1990s, the Site was planned as an open space and a buffer for Mayfair Gardens as compensation. However, the government representative said that the proposed PRH development was also a buffer at the last meeting, which was irrational. According to the HKPSG, a buffer area was an area of

land separating incompatible land uses, being of sufficient extent to minimise the potential conflict between them. Those areas may contain non-sensitive structures or uses. Acceptable uses in the buffer area included godown, cold storage, carpark, amenity area and open space. Other less sensitive uses such as commercial and government/institutional facilities could also be considered. Residential use was definitely not an acceptable use in the buffer area; and

(j) while the Paper stated that all the 1,800 trees on the Site were not old and were not valuable trees or of rare species, many of the trees were grown by the residents of Rambler Crest who had a great passion for them. The HKPSG required that no tree should be felled unnecessarily. When trees could not be retained in their original locations, they should be transplanted if feasible. As such, the Government should find a site of similar size in the vicinity to transplant all the trees on the Site if they had to be removed from the Site for development.

R751 – Leo Chow
R757 – Chow Cheuk Hin
R758 – Joanne Choi
R907 – 吳先生
R919/C185 – Ng Ka Ho
C184 – Ha
C186 – Hang Yi

25. A script summarising Mr Ng Ka Ho's presentation was tabled at the meeting for Members' reference. Mr Ng then made the following main points:

(a) he received the bulky Paper only several days before the meeting and had spent a lot of time to comprehend its contents. Compared with the original design of the proposed PRH development that had been released for public consultation, the number of housing blocks at the Site had been reduced from five to four and the orientation of the blocks had also been changed. Some residents of Rambler Crest who had no comment on the

original design scheme might have comments on the new scheme. For instance, his flat could still receive some ventilation and sunlight through the building gap between Blocks 4 and 5 of the original scheme, but it would be totally blocked by Block 4 in the new scheme. Although the AVA report indicated that the air ventilation performance of Rambler Crest might be improved upon development of the Site, he could not imagine how the ventilation would be improved if his flat was facing the solid façade of Block 4;

(b) while PlanD said that the change from five blocks to four blocks was to respond to public views, indeed the change was merely for satisfying the AVA as the 5-block scheme could not achieve an acceptable result on air ventilation;

(c) there were two committed residential developments in the vicinity of the Site, one was Ching Chun Court under construction which would provide 465 flats for a population of over 1,000, and the other was the site at Sai Shan Road currently being put up for sale by tender which would provide about 600 flats for a population of over 2,000. In the TIA, not all the traffic surveys had taken into consideration the new population from the two developments;

(d) three traffic surveys had been carried out for the TIA. The first one was conducted at three road junctions on 29.1.2015 to investigate the vehicular traffic flow. The second one was conducted at Cheung Wang Estate on 31.3.2015 to investigate the passenger demand for public transport services. The third one was conducted at Cheung Ching Estate on 28.4.2015 to investigate the occupancy of franchised bus and scheduled minibus routes. Each of the three surveys was conducted within one day. It was unreasonable for the TIA to draw its conclusion based on the one sample from each survey, which could lead to significant deviation from the actual situation. It was more proper for the surveys to be conducted throughout the five weekdays of a week to obtain more realistic and reliable results;

Paragraph 25(f) amended by TPB on 17.6.2016

(e) the traffic survey of 29.1.2015 was conducted at the Tsing Yi Interchange, the junction of Tsing Yi Road and Ching Hong Road and the junction of Tsing Yi Road and Sai Shan Road. There were continuous road closures in the road sections between those junctions for various works including road repairing works, underground water pipe replacement works and maintenance works of the utility companies on their underground cables and pipelines. The Tsing Yi Interchange was a 2-lane road but one of the lanes was closed for waterworks in the past two years causing great disturbance to the road traffic. However, the TIA did not assess or mention the impact of the temporary road closures on the local traffic;

(f) the TIA estimated that the operational performance of the three road junctions would range from about 57% to 79% during AM peak hours after taking into account the current population and the population from the new developments of the Site, Ching Chun Court and the Sai Shan Road site. It should however be noted that if one of the roads or junctions was blocked by road closure, the relevant road section would become a bottleneck impeding the smooth flow of traffic. In fact, the local roads were already saturated in capacity and they could not sustain any further increase in population;

(g) as there were many large logistics centres in the area, the local roads were heavily used by container vehicles and heavy vehicles. The road space occupied by a container vehicle was equivalent to the space occupied by two to three cars. When a container vehicle make a turn on the road, it would occupy two lanes and hence more road space. Such situations were also not assessed or mentioned in the TIA;

(h) after adding a new ingress/egress point for the proposed PRH development and a new on-street lay-by for buses and minibuses at Tsing Yi Road, the road would be changed from two lanes to one lane and became busier. The TIA did not assess the traffic impact of such a change;

(i) there was a proposal in the TIA to build a slip road connecting Tsing Yi Road with Tsing Hung Road but that proposal was dropped as the traffic flow was estimated to exceed the road capacity slightly after assessment. In fact, some traffic management measures, e.g. allowing only private cars and public transport vehicles to use the slip road, might be considered in order to retain the slip road proposal to help divert some of the traffic from Tsing Yi Road;

(j) the traffic survey conducted at Cheung Wang Estate on 31.3.2015 revealed that the observed passenger demand for public transport services in the busiest AM peak hour at Cheung Wang Estate was 1,776 persons, which was 14.34% of the population of Cheung Wang Estate. Based on the result, it was estimated that the passenger demand of the proposed PRH development was 1,861 persons in the busiest AM peak hour, i.e. 14.34% of the estimated population for the proposed development. However, the one-day survey was conducted before the long Easter holidays when many students and workers were already on their vacation and did not need to go out. From the 2015 statistical data of the Census and Statistics Department, the ratio of employed persons to population was 51.77% and the ratio of students to population was 16.02%, totaling 67.79%. Applying the ratio to the estimated population of the proposed PRH development of about 13,000, about 8,800 persons of the development needed to go to work or school. If 50% of those persons would use public transport, the estimated passenger demand was 4,400 persons, which was much higher than the figure estimated by the traffic consultant. If the survey could be carried out for a longer duration and in the appropriate days, the result might be more plausible;

(k) the survey of 28.4.2015 to investigate the occupancy of bus and minibus routes was carried out at the Ching Tao House stop of Cheung Ching Estate, but the stop where most people would take bus and minibus was the preceding one at Ching Wai House. The location of traffic survey was inappropriate;

Paragraph 25(l) amended by TPB on 17.6.2016

(l) based on the estimated passenger demand for public transport services of 1,861 persons, the traffic consultant further estimated that 15.5 bus capacities was adequate to satisfy the demand from the future population of the proposed PRH development, which had assumed that all passengers would take the same bus route to go to the same destination and had not taken into account the demands from Ching Chun Court and the Sai Shan Road site. However, from his observations at Cheung Ching Estate, Mayfair Gardens and Rambler Crest, half of the people would take bus and the other half would take minibus in the morning. Taking into account people's choice of routes and the additional population from the Site, Ching Chun Court and the Sai Shan Road site and adopting his estimated passenger demand figure, about 24 bus and 176 minibus capacities would be required to meet the public transport service demand of the area upon full development, which was much higher than the estimate made by the traffic consultant;

(m) as regards the study of the occupancy of bus route No. 42A which was the most popular route, the traffic consultant estimated that there would be a shortfall of 1.2 bus capacity after the occupation of the proposed PRH development. However, his estimated shortfall was 8.6 bus capacities adopting his estimated passenger demand figure and taking into account the additional population from the Site, Ching Chun Court and the Sai Shan Road site;

(n) as more and more logistics centres had opened in the area in recent years, the number of container vehicles travelling on the roads in Tsing Yi South had escalated significantly. However, the TIA had totally neglected the traffic flow of container vehicles in the area;

(o) although the Government considered that there was an effective diversion mechanism at the Tsing Yi Interchange for container vehicles coming from Tsing Yi South Bridge to be diverted to the lower section of Tsing Yi Road whilst vehicles to the residential area to be diverted to the upper section of Tsing Yi Road, that was not the real situation. In fact, many

container vehicles would go to the Esso PFS at the upper section of Tsing Yi Road and queued up along the road;

(p) the Government had not liaised with the bus companies and the minibus operators on whether they had the resources to provide additional services to meet the demand from the new population of over 16,000 in the area. When Kwai Luen Estate with four PRH blocks at Kwai Chung was planned several years ago, the Government had also committed that public transport services would be increased to meet the demand from the additional population. However, there was no improvement or increase of services after completion of the development despite the repeated requests of K&TDC. If the public transport services providers had no resources to enhance their services, the traffic of Tsing Yi South would become paralysed shortly;

(q) it was only proposed to provide a total of 180 parking spaces, comprising 126 car parking spaces, 35 motorcycle parking spaces and 19 light goods vehicle parking spaces, for the proposed PRH development at the Site. While the adjacent Cheung Ching Estate had a much larger parking provision of 525 parking spaces for 4,800 flats, it was still insufficient to meet the current parking demand from the residents. It could be expected that due to the lack of sufficient parking spaces in the proposed development, on-street illegal parking would become common which would adversely affect the local traffic;

(r) there was frequent traffic congestion at the upper section of Tsing Yi Road during the morning peak hours due to traffic accidents blocking the road. The traffic congestion delayed the residents' journey to work seriously;

(s) he noticed that the quality of the consultant's employees conducting the traffic surveys varied a lot and some of them were very unprofessional. As the findings of the TIA were unreliable and misleading, he urged that the TIA should be redone;

(t) the Site was subject to severe noise impact from different noise sources, including the preliminary sewage treatment works to its northeast, CT9 to its southeast, the highway of the Stonecutters Bridge to its south and the Esso PFS to its north;

(o) the noise survey conducted by the environmental consultant on 3 spots of the Site on 3.2.2015 revealed that the measured noise levels from the fixed noise source had all exceeded the acceptable noise levels of 60dB(A) and 50dB(A) for day and night times respectively. The exceedance was particularly high at the spot at the northern site boundary which was close to the PFS that operated 24 hours a day. Although the Government indicated that noise mitigation measures such as acoustic windows could be incorporated in the proposed development, it was uncertain how effective the measures would be. It was also strange to note that the consultant had rashly raised the acceptable noise levels for day and night times to 70dB(A) and 60dB(A) respectively in the conclusion of the report in respect of the assessment of the fixed plant noise impact;

(p) the report also concluded that with noise mitigation measures, the traffic noise compliance rate of the flats was estimated to be over 90%. While the acceptable noise levels for residential use owing to road traffic noise source was 70dB(A), residential care home for the elderly (RCHE) was subject to a more stringent noise level of 55 dB(A) under the HKPSG. As the proposed development comprised a RCHE, it should be subject to the noise standard of 55 dB(A) and, as such, the noise non-compliance rate of the flats should be much more than 10% even with mitigation measures;

(q) the Site was located along the flight path and exposed to aircraft noise. However, the noise impact assessment report had not provided any assessment on aircraft noise;

(r) as only a broad environmental assessment report had been done for the proposed development instead of a formal EAS, EPD had indicated that

they had no technical comment on the report as it did not contain any quantitative assessment. It was not the case as mentioned by PlanD that EPD had commented that the proposed development did not have insurmountable environmental problems;

(s) EPD had required the development of Rambler Crest to provide closed windows, mechanical ventilation and air-conditioning as noise mitigation measures to alleviate the noise impact from CT9 in 2004. However, it appeared that all such mitigation measures would not be implemented in the proposed PRH development at the Site;

(t) the Esso PFS at Tsing Yi Road was not a conventional PFS as it contained a lubricating oil storage to serve the container vehicles, which was highly dangerous. The distance between the PFS and Block 4 of the proposed PRH development was only about 40m. If there was an accident in the PFS causing explosion, Block 4 of the proposed development might collapse and it would further affect the buildings of Rambler Crest down the slope. The tragedy was inconceivable. PlanD and HD should be asked to confirm with FSD the potential hazard of the PFS on its surrounding residential uses. It should be noted that the HKPSG had already stated that PFS within built-up areas should preferably be located in relatively open areas and not surrounded by developments, and where such a requirement could not be met, it was desirable that the surrounding buildings of the PFS were only low-rise;

(u) the HKPSG required that unrestricted vehicular access to drainage reserve should be provided at all times. Structures of any kind should generally not be permitted in a drainage reserve unless in exceptional circumstances. However, Blocks 3 and 4 of the proposed development were sited next to the drainage reserve and a vehicular access to Block 4 spanned across the reserve. It was against the requirements under the HKPSG;

(v) Tsing Yi South was short of open spaces and recreational facilities as most of the facilities were located at Tsing Yi North. In 2000, when the Town

Planning Appeal Board considered an appeal case about rezoning a site at Yu Lok Lane, Sheung Wan from open space to residential use, it ruled that the calculation of provision of open space for an area should be on the basis of a 200m walkable distance. As such, it was unreasonable for PlanD to take into account the open spaces which were far away from Tsing Yi South in the calculation of the provision of open space in Tsing Yi South and claim that the provision was adequate;

(w) according to the HKPSG, six children's playgrounds should be provided to serve the current population of 30,000 in Tsing Yi South. However, only three children's playgrounds were provided. Upon completion of the proposed PRH development at the Site, the population of the area would be further increased to 43,000, but no additional children's playground had been planned to serve the population;

(x) the Site was an important green buffer for the residents of Tsing Yi South as it helped screen the noise and air pollution from CT9 and provided a breathing space for the nearby residents;

(y) the cost of construction on slope was high. LCSD had indicated that the Site with its gradient varying from 20 degrees to 38 degrees was too steep and not suitable for development of recreational facilities. However, PlanD considered that the Site was suitable for housing development and the height of the future buildings could be as tall as 140mPD;

(z) it was not easy for the K&TDC members from different political background to oppose the development proposal unanimously and request it to be shelved. The only reason for the unity of all District Council (DC) members was that the proposed development was problematic and unsuitable at the Site;

(aa) he urged the Board to request that the TIA and the noise impact assessment be redone. There should also be studies on the provision of open space and recreational facilities, the impact of the PFS on the

surrounding residential uses and the impact of the proposed development on the drainage reserve as such issues did not comply with the requirements of the HKPSG. Moreover, the EAS should be completed as soon as possible to provide EPD with the quantitative environmental assessment results for comment. The Board should not approve the development proposal until the said assessments and studies were in place; and

(bb) he suggested the deletion of Block 4 of the proposed PRH development from the scheme as Block 4 was close to the PFS, drainage reserve and sewage treatment works and was subject to the most severe noise impact. The site area released could be used for development of other recreational facilities to serve the needs of the local residents.

R561/C223 – Cheung Yuk Chun

26. Ms Cheung Yuk Chun made the following main points:

(a) she lived in Rambler Crest some years ago when she was working in Central. As she could not endure the unreasonably long commuting time from Rambler Crest to her workplace, she moved out later. She moved back to Rambler Crest recently as she had retired. Due to the poor traffic conditions, Rambler Crest was not a suitable living place for the working people;

(b) the residents of Rambler Crest also had to suffer from the persistent operating noise of the nearby container terminal; and

(c) the trees on the proposed housing site provided the residents of Rambler Crest the only breathing space. The roots of the trees could help stabilise the slope. If the trees were removed for housing development, Rambler Crest would be prone to the risk of landslide. The structural safety of the access flyover and building blocks of Rambler Crest would also be affected.

R575 – Amy Cheung

27. Ms Amy Cheung made the following main points:

(a) she opposed the proposed PRH development at the Site as the proposal was unjust and the technical assessments conducted were not exhaustive, and requested that the development proposal be shelved;

(b) while the public might think the residents of Rambler Crest were selfish as they opposed the development proposal, the residents of Rambler Crest, Mayfair Gardens and Cheung Ching Estate were all sufferers indeed. Rambler Crest was developed during the term of the first Chief Executive who strived to boost housing production and slanted towards the developer. The Board should have considered the relevant environmental assessments at that time before approving the development with conditions and allowing it to be sold as a service apartment project. The residents of Mayfair Gardens and Cheung Ching Estate agreed to the development of Rambler Crest at that time in return for the Government's commitment that the Site would be maintained as an open space and buffer and would not be used for any form of development. They also expected that the development of Rambler Crest could help improve the traffic conditions of the area. Unfortunately, after the occupation of the service apartments and opening of the three hotels of Rambler Crest in 2004, more than 5,000 new residents and the hotel guests started to compete with them on the public transport services and road space, but they still had to suffer from the noise impact of CT9. The greenery view of the Site was the only thing that the residents of Mayfair Gardens and Cheung Ching Estate had benefited from the development of Rambler Crest. If the Government pursued the proposed development at the Site, it would not only take away the one and only compensation to the residents of Mayfair Gardens and Cheung Ching Estate, but also bring in

over 12,000 new residents to compete with them for the daily necessities. It was totally unjust to the residents of Mayfair Gardens and Cheung Ching Estate;

(c) she noted that one resident of Cheung Ching Estate supported the zoning amendments for the proposed PRH development. It appeared that the resident had misunderstood that the development of the Site would help the redevelopment of Cheung Ching Estate. However, the Hong Kong Housing Authority (HKHA) had already indicated that they had no plan to redevelop Cheung Ching Estate. If that resident knew the truth, he might join them in objecting to the proposed PRH development;

(d) it was not easy for laymen to understand the technical assessments for the project, which generally concluded that the proposed PRH development would not have insurmountable problems on the area. However, as the residents of the area could not envision the actual impacts of the nearby committed developments of Ching Chun Court and the Sai Shan Road site on their living at the moment, it was unjust to make assumptions of the possible impacts of those developments in the assessment reports;

(e) the environmental assessment report indicated that over 15% of the flats in the proposed PRH development would be subject to a noise level exceeding the noise limit of 70dB(A), and upon implementation of noise mitigation measures, still 10% of the flats would exceed the noise limit. She wondered if the same types of noise mitigation measures currently adopted at Rambler Crest would be implemented for the proposed development. Indeed, the use of mechanical ventilation and air-conditioning as mitigation measures at Rambler Crest were impractical as it would affect the health of residents. She suffered from respiratory problem after living in Rambler Crest. Her doctor had advised her to open the windows of her flat to breath in fresh air. If the proposed PRH flats also had to rely on mechanical ventilation with their windows closed as a noise mitigation measure, the health of the residents would certainly be at risk;

(f) the natural ventilation to the flats of Rambler Crest was already blocked by the three hotel blocks to their south and east. If a new housing block was to be built to the west, it would leave only a narrow gap for Rambler Crest to receive natural ventilation, despite the findings of the AVA report said that the ventilation performance at Rambler Crest would be improved. She wondered if any assessment reports had confirmed that the proposed PRH development would not adversely affect the intake of fresh air for the mechanical ventilation system of Rambler Crest;

(g) the Paper mentioned that Tsing Yi residents would rely on the hospital facilities in the adjacent Tsuen Wan and Kwai Chung districts. With the increase in population of about 20,000 taking into account the new developments of the Site, Ching Chun Court and the Sai Shan Road site in the vicinity, there would be a deficit of 1,166 hospital beds in Tsing Yi. As the Site was only one of the 13 potential housing sites in Kwai Tsing district, she wondered if the medical facilities in the region could sustain all those developments;

(h) development on slope was much more costly than on flat land. The Government should be cautious in the spending of public money and should choose the sites that would be lower in development cost to develop public housing;

(i) she had participated in planting the trees on the Site. The 1,800 trees on the Site would first be sacrificed if the Site was used for PRH development. She hoped that the trees could be preserved;

(j) Tsing Yi South was primarily planned for port back-up uses. The area was not suitable for large-scale housing development. The proposed PRH development at the Site should be shelved. The Government could redevelop Cheung Ching Estate instead to increase the number of housing units and improve the living conditions of the residents of Cheung Ching Estate. As the provision of recreational facilities was concentrated in

Tsing Yi North, the Government should consider using the Site for the development of recreational facilities to serve the residents of Tsing Yi South; and

(k) a more thorough public consultation should be carried out to solicit public views on suitable sites for public housing development in Tsing Yi.

R584 – So Sheung Chun

28. Mr So Sheung Chun made the following main points:

(a) he opposed the proposed PRH development at the Site;

(b) he moved to Rambler Crest in 2012. His flat was poor in penetration of natural ventilation and sunlight. It could only have sunlight in less than 3% of the time in a year. His health and daily life were adversely affected after he had lived in the flat;

(c) his flat only had a narrow view towards the Site. If the proposed PRH development was pursued, his flat would be totally blocked by Block 4 of the development. He could no longer see the sky from his flat and the penetration of natural ventilation and sunlight to his flat would be further worsened;

(d) while the flats in the residential blocks of the proposed PRH development would be packed closely together causing wall effect, the public housing flats in Singapore were much desirable in design as there were gaps between the flats for better air ventilation. If the Government only aimed at maximising flat production at the Site without caring for the importance of air ventilation, the people living in those flats would have their health deteriorating rapidly, affecting the strength of manpower of Hong Kong as a whole.

[The meeting was adjourned for a break of 5 minutes.]

[Mr Dominic K.K. Lam left this session of the meeting at this point.]

R589/C342 – Chau Man Hon

R641 – 周志常

R686 – 麥婉萍

29. Mr Chau Man Hon made the following main points:

(a) he had been living in Rambler Crest since 2004 when the development was first occupied. He felt that he was deceived by the developer as the site of Rambler Crest was not suitable for residential development;

(b) residents in Rambler Crest suffered from the serious noise, air and glare impacts from the adjacent CT9. The guests of the three hotels also created nuisance to the residents and they competed with the residents for public transport facilities;

(c) as the site of Rambler Crest was zoned "Commercial" on the Outline Zoning Plan (OZP), the Government did not regard Rambler Crest as a normal residential development in the planning of supporting facilities for the area, and neglected the needs of those people who lived in over 1,500 flats at the site. Many of the current support facilities, e.g. a zebra crossing at the upper section of Tsing Yi Road and the playground at Tsing Hung Road, were fought for over the years by the residents themselves;

(d) many problems encountered by Rambler Crest were still not yet resolved at the moment. For instance, residents had to wait for a long time to get on board the minibuses in the morning. They were also facing competitions from the workers of the nearby logistics centre which were opened recently for the minibus service;

(e) the proposal to develop PRH at the Site would take away the only green

open space enjoyed by Rambler Crest. Like many of his neighbours, he had participated in the planting of trees on the Site in around 2005/2006. The residents witnessed the growth of the trees each day and had a great passion for them. The trees could not be removed lightly just because they were not old and valuable trees or were not of rare species. If the trees were of poor health, the Government should be responsible for curing them;

(f) as the fresh air intake point of the mechanical ventilation system of Rambler Crest was located on 1/F of each block facing the Site, the residents of Rambler Crest were breathing the oxygen generated by the trees on the Site. If the Government fell all the 1,800 trees on the Site for housing development, it took away the residents' right to breath in fresh air;

(g) Hong Kong was in general in short of hospital beds. In March 2016 when Hong Kong was in the winter influenza season, the occupancy rate of hospital beds at Yan Chai Hospital was 124%. The three hospitals in Tsuen Wan and Kwai Tsing districts, namely Yan Chai Hospital, Princess Margaret Hospital and Kwai Chung Hospital, had a total of 3,212 beds. The total planned population of Tsuen Wan and Kwai Tsing districts was about 816,000. That was equivalent to 3.9 hospital beds for every 1,000 people in Tsuen Wan and Kwai Tsing districts, which was lower than the territory-wide figure of 5.2 hospital beds for every 1,000 people. As Kwai Tsing district was in acute shortage of hospital beds, the Government should not pursue further development of the district without increasing the number of hospital beds correspondingly;

(h) while the three hotel blocks of Rambler Crest helped shield off the glare impact from CT9 to the service apartment blocks, he queried if there would be any other measures such as installation of impermeable curtain to help the proposed PRH development shield off the glare;

(i) while the government representatives had pointed out that the upper

section of Tsing Yi Road was mainly used by private cars and vehicles of the residential area whereas the lower section of Tsing Yi Road was mainly used by container vehicles and other heavy vehicles, that was not the actual situation. Indeed, many container vehicles used the upper section of Tsing Yi Road as they needed to go to the Esso PFS there, and many private cars of Rambler Crest would go to the lower section of Tsing Yi Road as the car park entrance of Rambler Crest was located at Tsing Hung Road; and

(j) many of the traffic accidents in the area were caused by container vehicles as the driving behaviours of the container vehicle drivers were generally poor. They very often did not follow the rules of turning at the roundabouts and caused accidents.

R618 – Li Ho Keung

30. Mr Li Ho Keung said that although he did not understand the Paper, he noted that his neighbours who were present at the meeting all complained about the contents of the Paper as they were incorrect. The development proposal did not follow the relevant planning guidelines. He queried if the Government was transferring benefits to some party or the case involved maladministration.

R654 – Lam Kwok Kay

31. Mr Lam Kwok Kay made the following main points:

(a) he had so far resided in three flats in Rambler Crest. The second flat he had lived faced the direction of CT9. Although the hotel blocks helped shield off some of the noise and glare from CT9 for the flat, he still experienced extreme noise and glare and had to close the windows all the time. Later on, he moved to his current flat on a middle floor, facing the green view of the Site. After living in the new flat for two years, he was shocked by the news that the Site would be used for PRH development which was totally irrational;

(b) he worried that there would be great nuisances to Rambler Crest during the construction period of the proposed PRH development. His parents-in-law who lived in Cheung Ching Estate were experiencing the nuisances from the construction of Ching Chun Court currently. The future housing blocks would also be very close to his flat;

(c) his mother was unwilling to come to live with him in Rambler Crest as the place was short of supporting facilities such as wet market and bank. She had to travel by minibus to Maritime Square at Tsing Yi MTR Station to get the daily necessities, but the hotel guests competed with her for the minibus. She considered that Rambler Crest was not a suitable living place for the elderly;

(d) Tsing Yi South was not suitable for residential use as it was close to CT9 and a number of oil depots. The reason why he would live in Rambler Crest was because of the relatively low housing price due to the unpleasant living environment; and

(e) he noticed that advanced site investigation works were undertaken by the Government at the Site and more than 100 trees had already been removed for the works.

[Miss Winnie W.M. Ng left this session of the meeting temporarily at this point.]

R775 – Wong Hin Shing

32. Mr Wong Hin Shing made the following main points:

(a) he used to support the Government on its polices but he strongly objected to the current development proposal at the Site. The Government should not blindly choose the Site, which was narrow, crowded, sloping and poor in ventilation, for an in-fill PRH development.

(b) there was a global trend for green living. As the Site was heavily polluted by the adverse environmental impacts from CT9 and was poor in traffic conditions, it was not suitable for housing development. Facilities of the area were already competed keenly by the local residents, hotel guests, students of the tertiary initiations and workers of the logistics centres. The introduction of more population to the area would aggravate the problem;

(c) the woodland on the Site had a high conservation value as it served as a green buffer for Tsing Yi South and was the breathing space for the surrounding residential developments. The removal of the woodland was detrimental to the health of the current and future residents;

(d) he and his family members had allergic rhinitis problems. The atmosphere surrounding Rambler Crest was very dusty. Only two windows of his flat, which were facing the Site, could be opened for natural ventilation. The proposed development at the Site would take away their only source of fresh air and sunlight;

(e) with limited access to the area and the proximity of the proposed development with the PFS, the lives of the residents in the area would be at risk; and

(f) the Board should plan for a better environment for people but not to ruin the environment and create more problems to the area.

R904 – Wong Oi Ling

33. Ms Wong Oi Ling made the following main points:

(a) although she opposed the zoning amendments for the proposed PRH development at the Site, she did not oppose the development of PRH for those in need;

(b) she wondered if the future residents of the Site would be made aware of the poor living environment of the area before they moved in. The Government was totally irresponsible if it only provided the flats to the residents to live in but not concerned about the problems of the Site;

(c) the trees on the Site helped stabilise the slopes and save the Government cost on slope maintenance. If the trees were felled for development, slope stability would be affected;

(d) she showed Members a photo of the Site taken from her flat. Block 4 of the proposed PRH development would lie very close to the access flyover of Rambler Crest and the Esso PFS;

(e) there were always road works on the section of road between Tsing Yi Interchange and the roundabout at the junction of Tsing Yi Road and Sai Shan Road. In about one-third of the time of the year, the width of half of the road would be closed for road works by the Government and other utility companies, leaving limited space for vehicles to pass through. The traffic of the area was seriously affected by the frequent road works; and

(f) the residents of Rambler Crest could not accept the housing proposal. The Board should do proper planning for Hong Kong and make Hong Kong a better place for people to live in.

R170 – Wong Kar Fai

34. Mr Wong Kar Fai made the following main points:

(a) a new population of about 15,000 was going to be added to the subject area of 0.5km^2 encircling Rambler Crest, Mayfair Gardens and Cheung Ching Estate, which accounted for about 60% of the current population. He doubted if the Government would provide 60% of additional space of supporting transport, open space and community facilities to the area

correspondingly;

(b) to the immediate east of the service apartment blocks of Rambler Crest was a linear wall of the hotel blocks extending for 300m in length. The flats of Rambler Crest facing east could hardly receive any sunlight all year round. If the Site to the west of Rambler Crest was used for the proposed PRH development, the flats facing west would lose 40% to 90% of their sunlight;

(c) the hotel blocks were already blocking the natural ventilation to Rambler Crest from the east and southeast directions. The proposed PRH development at the Site would further block the winds from the west. While the AVA report indicated that southerly winds could reach Rambler Crest, the site to the immediate south of Rambler Crest at Tsing Hung Road was planned for the development of a multi-story container vehicle park or logistics centre. With the Mapletree Logistics Hub opened recently, a number of heavy vehicles were travelling along the roads to the south of Rambler Crest. The southerly winds to Rambler Crest were actually the dirty exhaust fumes and chemicals emitted from the heavy vehicles;

(d) if residential use was developed close to the planned logistic use, more stringent restrictions would likely be imposed to the future operators of the logistic use and it was unfair to the operators. He had an experience of applying for setting up a small dangerous godown for storage of wines for his business and the application was not approved as the premises was close to residential use;

(e) while the PFSs developed in Hong Kong should have complied with the relevant safety standards stipulated by the Government, the Government should also manage the potential risk associated with the operation of PFSs;

(f) while the service apartments of Rambler Crest were protected by the three

hotel blocks in their front from the noise, air and glare impacts from CT9, Blocks 1 to 3 of the proposed PRH development were directly exposed to CT9 without any buildings in-between to protect them. That was unfair to the future residents. The problems should be stopped from happening at the outset; and

(g) from his research, the area within one km from a container terminal was not suitable for residential use as various poisonous fumes and chemicals were emitted from the heavy machinery and vehicles used in container terminal. Besides, there was no current legislation in Hong Kong requiring vessels to switch off their engine when anchored in order to minimise pollution to the inland areas.

C101 – Wong Sai Kit

35. Mr Wong Sai Kit made the following main points:

(a) he had been living in Tsing Yi since he was a small boy;

(b) it was PlanD's planning vision to bring Hong Kong people a desired living environment, which should encompass a leisure and green public space. However, the proposed PRH development at the Site was not in line with PlanD's advocacy for a desired living environment;

(c) the highly intensive mode of development in the territory in the past hindering the penetration of natural ventilation and sunlight to housing units had led to the outbreak of SARS and was proven to be detrimental to healthy living. The development of the proposed PRH blocks in a congested environment might create the same problem;

(d) a sense of space was an important planning concept. It was not purely measured in terms of the largeness of a residential unit but was a dynamic mix of psychological and physical attributes, including the need for and perception of comfort and privacy, internal layout of the unit, penetration

of natural light and air ventilation, the neighbourhood and the local environment. Such a planning concept was however not taken into consideration in the proposed PRH development;

(e) although some PFSs were located very close to residential buildings in the main urban area, they were indeed the failure of the past due to the lack of proper planning. The Government should not repeat the same faults in the planning of the Site;

(f) good planning should be done by all people. The views of the stakeholders should be taken into account in the planning of the Site. The unanimous opposition of all K&TDC members from different political background to the development proposal was a clear signal to the Government that the people did not want to have the proposed development at the Site as it was inappropriate and problematic; and

(g) the development pace of Tsing Yi South was so fast that the infrastructural provision could not cope with the developments. As a result, traffic problems emerged and the health of the residents were put at risk. The Board should consider carefully what a good planning for people should be.

[Mr Alex T.H. Lai left this session of the meeting at this point.]

C77 – Yeung Kam Fook

36. Mr Yeung Kam Fook made the following main points:

(a) due to the presence of oil depots in the area in the past, four originally planned residential blocks of Mayfair Gardens were omitted when the development was built. He wondered if those four residential blocks could be built at Mayfair Gardens after the development of the Site for PRH;

(b) the distance between the Esso PFS and the housing blocks of the Site was very close. There were previously cases in Hong Kong that PFSs would be relocated because they were too close to residential use;

(c) he always had to compete with the hotel guests for minibus when he went to work. Although the Government had said that the frequency of minibus service could be increased, not many people were willing to be minibus drivers and the current minibus drivers were generally old; and

(d) he used to support the Government on all polices. If the development proposal was to be pursued at the Site, he would oppose the Government in future.

37. As the presentations of the representers, commenters and their representatives had been completed, the meeting proceeded to the question and answer (Q&A) session. The Chairman briefed the attendees that the Q&A session was for Members to better understand the amendments to the OZP and the subject matters of the concerns of the representations/comments. Members would raise questions and the Chairman would invite the representers/commenters/their representatives and/or the government's representatives to answer. The Q&A session should not be taken as an occasion for the attendees to direct questions to the Board, or for cross-examination between parties, although it was understandable they might not necessarily agree with the responses of others.

[Miss Winnie W.M. Ng returned to join and Professor S.C. Wong left this session of the meeting during the Q&A session.]

Environmental Impact

38. In response to the enquiry from a Member when the EAS for the proposed development was undertaken, Mr Hong Wing Kit, SCE, HD, said that an initial EAS based on the latest design scheme of the proposed PRH development had been undertaken. HD was liaising with EPD on how the design of the scheme could be refined to improve the environmental performance of the development. It might take some time to finalise the EAS as the analysis of a large amount of environmental data was necessary. The results of the

initial EAS were largely the same as the broad environmental assessment results presented in the Paper.

39. Noting that a representer had mentioned that the noise standard for RCHE should be 55dB(A) but not 70dB(A) as for normal housing accommodation, the Chairman asked if the information was correct and if there were design measures to ensure that the proposed RCHE at the Site could comply with the noise standard. In response, Mr Steven K.H. Tang, environmental consultant of HD, said that according to the HKPSG, only the diagnostic rooms and wards in a RCHE were subject to the noise standard of 55dB(A) for road traffic noise whilst that for domestic premises was 70dB(A). In response to a further enquiry from a Member on the noise standard for kindergarten, Mr Tang said that it was 65dB(A) for road traffic noise source. In response to the Chairman, Mr Ng Ka Ho (R919/C185) said that the noise standard of 55dB(A) for road traffic noise should apply to hospitals, clinics, convalescences and RCHEs according to the HKPSG but not only to the diagnostic rooms and wards of RCHEs.

40. In response to a Member's request to further clarify the noise standard for RCHE, Mr Steven K.H. Tang confirmed that if the proposed RCHE within the Site was only for residential care purpose without any diagnostic room or ward, its noise standard for road traffic noise source should be 70dB(A).

41. In response to a Member's enquiry on whether the noise standard under the HKPSG referred to the transient noise level or the persistent noise level, Mr Steven K.H. Tang said that for road traffic noise source, the noise level measured was the average level in a one-hour period, whilst for a fixed noise source, such as CT9, it was the average noise level in a half-hour period.

42. Noting that Blocks 1 to 3 of the proposed PRH development would be subject to direct environmental impact from CT9 and the logistic uses in the south, a Member asked if there was any estimation on the additional electricity fee that would be incurred to each flat if the residents had to rely on air-conditioning as a mitigation measure. In response, Mr Lawrence Y.C. Chau, DPO/TWK, PlanD, said that Rambler Crest was planned as a buffer for shielding the residential developments of Mayfair Gardens and Cheung Ching Estate from the noise and glare impacts of CT9. As Rambler Crest was immediately abutting CT9, its

service apartment units were equipped with mechanical ventilation system and acoustic insulation glazing and were shielded by the linear hotel blocks in front as environmental mitigation measures. As regards the part of the Site not screened by Rambler Crest, it was located over 300m away from CT9. The preliminary findings of the EAS conducted by HD indicated that the predicted traffic noise level of some of the flats at the Site would exceed the noise limit of 70dB(A) but over 90% of the flats could comply with the noise limit when provided with noise mitigation measures. Appropriate noise mitigation measures such as acoustic windows, architectural fins and building orientation would be explored with a view to meeting the noise standard a far as possible. The acoustic windows were designed to consist of two glass panels, which enabled them to screen out noise while letting air in.

43. In response to a Member's enquiry, Mr Steven K.H. Tang clarified that with appropriate noise mitigation measures in place, over 90% of the total number of flats in the proposed development could comply with the noise standard of 70dB(A) based on the latest scheme design. One of the possible noise mitigation measures was the installation of acoustic windows which was recognised by EPD as an effective means in reducing about 4dB(A) to 8dB(A) of the noise level in general.

44. The Chairman asked whether those flats not meeting the noise standard in the current scheme design could be identified specifically, and whether there would be measures to help improve the noise mitigation performance of those flats. In response, Mr Hong Wing Kit said that while the design of the proposed development was being refined, the maximum noise level of 73dB(A) was not too bad as compared with other public housing sites developed by HD. HD would target to have 100% compliance with the noise standard through further enhancements during the detailed design stage.

45. In response to a Member's enquiry on whether glare impact of CT9 had been assessed in the preliminary EAS for the proposed PRH development, Mr Lawrence Y.C. Chau said that the EAS did not include assessment on glare impact. However, as the Site was over 300m away from CT9, the glare impact on the Site was comparatively less than that on Rambler Crest.

46. Noting that the environmental assessment conducted for the proposed development was not a statutory environmental impact assessment (EIA) required under the

Environmental Impact Assessment Ordinance (EIAO), a Member asked: (1) whether the environmental assessment was conducted in accordance with the same standards as required for a statutory EIA; (2) what were the assessment criteria on the results of the environmental assessment so conducted; (3) what would be the responsibility on the Government if eventually the flats could not achieve 100% compliance with the noise standard; (4) whether environmental management and audit (EM&A) would be carried out after completion of the proposed development as in a statutory EIA process. Noting also that EPD had not provided specific comments on the broad environmental assessment report prepared by HD as it was only a desktop study without the presentation of substantial environmental data, the Member questioned if the environmental impacts should be re-assessed upon the availability of more concrete environmental data.

47. In response, Mr Lawrence Y.C. Chau said that as the proposed PRH development was not a designated project under the EIAO, the environmental assessment conducted was not following the procedures and technical standards as set out in the EIAO Technical Memorandum. Nevertheless, it was conducted in accordance with the requirements of EPD. For noise mitigation, EPD would take into consideration the site conditions and the scheme design and require the achievement of 100% compliance with the noise standard for all flats as far as possible. HD as the project proponent had the duty to comply with the technical requirements of EPD. With regard to the broad environmental assessment submitted to EPD, they considered that the proposed PRH development was not anticipated to have insurmountable environmental problem. HD was liaising closely with EPD on the EAS to see how their scheme design could be refined and the final EAS had to be endorsed by EPD. Mr Hong Wing Kit supplemented that although EPD did not have a strict requirement on 100% compliance with the noise standard, HD was optimistic about the full compliance with the noise standard in the subject project as the predicted maximum noise level of 73dB(A) would not be difficult to mitigate.

48. Noting that the EAS conducted for the proposed development did not cover the assessment of the glare impact from CT9 but the Site was indeed affected by glare from CT9, a Member asked whether the development proposal would incorporate any design measures to mitigate the possible glare impact. In response, Mr Lawrence Y.C. Chau said that as there was a considerable distance between the Site and CT9, which was similar in distance between the residential developments and the container terminal in Lai King areas of Kwai Chung, the

glare impact was not expected to be significant. As such, no specific glare impact mitigation measures would be provided in the development.

49. In response to a Member's question on whether the construction of single-aspect building blocks at the Site could be an option to mitigate the environmental impacts from CT9, Mr Lawrence Y.C. Chau said that although the use of single-aspect building design was effective in mitigating noise impact from CT9, HD was exploring some better building designs which could comply with the noise standards.

Traffic Impact

50. Noting that Tsing Yi was mainly connected to the main urban area by the north and south bridges, a Member asked if the capacities of the two bridges could sustain all the planned developments in Tsing Yi and whether there was any long-term planning on the use of alternative modes of transport, e.g. ferry or bicycle, to facilitate residents going to the urban area. In response, Mr Patrick K.H. Ho, SE/KT, TD, said that Tsing Yi was well connected to its surrounding districts by roads, with Tsing Yi North and South Bridges connecting Kwai Chung, Stonecutters Bridge connecting West Kowloon, Ting Kau Bridge connecting Northwest New Territories and Tsing Ma Bridge connecting Lantau. If there was accident in any of the external roads, people could still use alternative routes to access other districts. There was no current plan to build a new external road for Tsing Yi. Based on the results of the TIA conducted for the proposed PRH development, which had taken into account the traffic generation from the committed and planned developments nearby in Tsing Yi, Tsing Yi South Bridge was still not reaching to its full capacity upon completion of the developments.

51. Noting that Mr Chau Man Hon (R589/C342) had mentioned that the workers of the newly opened Mapletree Logistics Hub would very often compete with the residents of Rambler Crest for public transport services, the Chairman asked Mr Chau when the conflicts would occur most often. In response, Mr Chau said that Mapletree Logistics Hub operated 24 hours a day. As their workers worked in shifts, they competed with the residents for public transport services all the time.

52. In response to a Member's enquiry on the general traffic movements of container

vehicles in the area, Mr Lawrence Y.C. Chau explained with a site plan that when container vehicles and other heavy vehicles came to Tsing Yi from Tsing Yi South Bridge, they would turn left and travel down the lower section of Tsing Yi Road direct to CT9, the adjacent logistics centres and the oil depots further south. Other vehicles going to the residential developments adjacent to the Site and Tsing Yi IVE would go to the upper section of Tsing Yi Road after passing by the Tsing Yi Interchange. With such a road design, vehicles to CT9 and the industrial area and those to the residential area would largely be separated. In response to the Chairman, Mr Poon Chi Shing (representative of R373 and others) said that as the sites at Tsing Hung Road to the immediate south of Rambler Crest had been developed for logistic use in recent years, more and more container vehicles were using Tsing Hung Road and creating greater noise and air impacts on Rambler Crest. Besides, the traffic accidents involving container vehicles quoted by other representers earlier in their presentations all happened in the upper section of Tsing Yi Road, which demonstrated that container vehicles were actually making use of that part of Tsing Yi Road and they were not separated from the vehicular traffic of the residential area as pointed out by Mr Lawrence Y.C. Chau. Mr Ng Ka Ho (R919/C185) supplemented that many container vehicles were making use of the upper section of Tsing Yi Road as they needed to go to Tuen Mun and Yuen Long districts via Tsing Hong Road and Ting Kau Bridge or to the Esso PFS.

53. Noting that some representers/commenters considered that the conduct of the traffic survey on 31.3.2015 was inappropriate as it was a day before long holidays and that the survey results might not be accurate, a Member asked if the methodology of conducting the traffic survey and the survey results were proper. In response, Mr Lawrence Y.C. Chau said that the traffic survey conducted on 31.3.2015 at Cheung Wang Estate was to help estimate the demand of the proposed development on public transport services. Based on the survey result, it was estimated that the proposed development would have a passenger demand of about 1,800 persons for one peak hour during the morning on the public transport services, which was equivalent to about 4,000 to 5,000 persons per morning. Such a result was consistent with the overall design population of the development. It also revealed that by adjusting the frequency of the existing routes, the existing public transport services would be able to absorb the additional demand generated by the proposed development. An on-street lay-by for buses and minibuses would also be provided at Tsing Yi Road to cater for any future expansion of public transport services. Mr Chris K.S. Leung, traffic consultant of HD, supplemented that the public transport services demand survey was carried out in accordance

with the Transport Planning and Design Manual and the conduct of the survey in one day was in compliance with the normal practice. The survey results obtained had been compared with the similar monitoring data of TD and were found to be consistent. Cheung Wang Estate was selected as the location for conducting the survey as its nature, size and physical characteristics of the surroundings were similar to those of the proposed PRH development. In response to the Chairman, Mr Ng Ka Ho (R919/C185) said that according to his estimate which was based on the statistical data of the Census and Statistics Department, about 8,800 persons out of the anticipated population of about 13,000 in the proposed PRH development had to go to work or school, and about 50% of them (i.e. 4,400 persons) would use public transport services during the busiest AM peak hour. The estimate of HD's traffic consultant on the public transport services demand did not coincide with his estimate.

Tree Felling

54. A Member asked whether the felling of about 1,800 trees on the Site would need to be compensated and, if affirmative, how the felled trees would be compensated. In response, Mr Lawrence Y.C. Chau said that Development Bureau Technical Circular (Works) No. 7/2015 on Tree Preservation for government projects had set out a host of tree preservation considerations, such as tree species, height, trunk diameter, crown spread, amenity value, health, form and structural conditions, suitability for transplanting and conservation status, for the project departments to consider before deciding whether a tree should be preserved, transplanted or felled. Ms May S.S. Yeung, Architect, HD, supplemented that HD would comply with the greening requirements of the planning brief and endeavour to maximise compensatory tree planting proposal on the Site as far as practicable.

Site Suitability

55. Noting that the Site was subject to environmental and traffic impacts and that some representers/commenters had pointed out that sites in Tsing Yi North were more suitable for housing development than the Site, a Member asked if sites in Tsing Yi North had been considered for the said development. In response, Mr Lawrence Y.C. Chau said that sites in Tsing Yi North were generally covered with natural vegetation. There were also existing industrial uses in Tsing Yi North and the traffic impact for housing development

there had not been assessed. As such, there was no current plan for large-scale housing development in Tsing Yi North. However, subject to technical assessments being carried out to ascertain no insurmountable impacts on the environmental, traffic, visual, air ventilation, landscape and other aspects, sites in Tsing Yi North might be considered for housing development in future. As regards the Site, it had previously been occupied by oil depots in the 1990s. There were two existing platforms in the Site and its vegetation emerged after the relocation of the oil depots. Given the pressing demand for housing land and that the proposed PRH development at the Site was not incompatible with its surrounding environment and would not result in insurmountable impacts, the Site was considered suitable for housing purpose.

56. In response to the same Member's question on whether another site at Fung Shue Wo Road to the northwest of Tsing Yi Park could be used for housing development, Mr Lawrence Y.C. Chau illustrated with some past aerial photos that the site was all along a natural slope covered with dense vegetation. It was different from the Site which had been formed into platforms and occupied by oil depots before.

57. Noting that some representers/commenters had mentioned that there were 13 sites identified for housing development in Tsing Yi, a Member asked if the Site was one of those 13 sites, and whether there was an overall programme to guide the development of the sites. In response, Mr Lawrence Y.C. Chau said it was the government policy to identify suitable sites throughout Hong Kong for housing development and those 13 sites were identified in Kwai Tsing district under the endeavour. K&TDC had been consulted on the Government's intention of developing those 13 potential sites for housing purpose. The rezoning of some of the sites, including those at Tai Wo Hau, Lai Kong Street, Cheung Wan Estate and Sai Shan Road for public and private housing developments, had been considered by the Board. The rezoning proposals for some more sites would be submitted to the Board for consideration upon the completion of relevant feasibility studies.

The Site and Surrounding Land Use

58. In response to a Member's enquiry on the planned use of the site to immediately south of the Site and Rambler Crest, Mr Lawrence Y.C. Chau said that the site was currently used as temporary container vehicle park and container storage. According to the Hong

Kong Port Master Plan 2030, the site was proposed for the development of a multi-storey car park to enhance port development in the long term subject to detailed feasibility study.

59. In response to a Member's question on the changes of the surrounding areas of the Site since 1997, Mr Lawrence Y.C. Chau referred to an aerial photo of 1992 and said that the Site and the area to its south were occupied by oil depots at that time while the site of CT9 was still yet to be reclaimed from the sea. Later on, the oil depots were relocated and CT9 was planned and constructed. Rambler Crest was developed as a screen building for CT9, and the area to the south of Rambler Crest was turned into logistics and container-related uses. Mei King Playground was also developed and the Site had become a piece of vegetated vacant land.

60. The same Member asked whether it would be more appropriate from the land use planning point of view to retain the Site, which was well covered with vegetation, as a buffer to separate the container terminal and related back-up uses, industrial depots and oil depots to its south from the residential uses to its north. In response, Mr Lawrence Y.C. Chau said that Rambler Crest was developed as a buffer to shield the residential uses to its northwest from the environmental impacts of CT9. If it could be demonstrated that the proposed PRH development at the Site would not generate unacceptable impacts, there should not be problem with using the Site for housing development.

61. A Member asked whether it had been recorded in any government document that the Site as a buffer was a compensation to the residents of Mayfair Gardens and Cheung Tsing Estate due to the construction of CT9 as alleged by some representers/commenters. In response, Mr Lawrence Y.C. Chau said that the Site was vegetated as a landscape buffer, but it was not a compensation area as there was no concept of compensation in planning terms. In response to the Chairman, Ms Amy Cheung (R575) said that according to paragraph 7.7.4 of the Explanatory Statement of the approved Tsing Yi OZP No. S/TY/26, the open space in front of the existing residential development at Mayfair Gardens would provide a variety of recreational facilities to the residents and the students of the adjacent technical institute, and also served as a buffer area between the residential developments and the container terminal.

The Development Proposal

62. In response to a Member's enquiry on building height, Mr Lawrence Y.C. Chau said that the building height of Rambler Crest was about 143mPD whilst the maximum building height of the proposed PRH development was 140mPD.

63. In response to the Chairman's enquiries on the scale and location of the proposed commercial centre and the floor space of the proposed RCHE within the Site, Ms May S.S. Yeung said that the proposed GFA of 4,000m^2 for the commercial centre did not include the GFA of welfare facilities, including the RCHE. The commercial centre would be located near Blocks 2 and 3 of the development and would have more than one storey of floorspace. As requested by the Social Welfare Department, a RCHE with a net operational floor area (NOFA) of about 1,100m^2 providing 100 places would be provided within the Site.

64. In response to a Member's questions on the design population for Block 4 of the proposed development and its percentage of the total population of the whole development, Ms May S.S. Yeung said that Block 4 would provide about 1,200 flats for accommodating a population of about 3,000, which was about 25% of the total population of the development.

65. In response to a Member's question on whether the Government had considered the option of abandoning the construction of Block 4 at the Site to meet the proposal of some of the representers, Mr Lawrence Y.C. Chau said that in view of the need to increase housing supply and optimise development potential of suitable housing sites, the Site should be developed in accordance with the maximum plot ratio under the OZP if the proposed development would not result in insurmountable impacts.

66. Noting that some representers/commenters had pointed out that the construction works of the proposed development might affect the drainage reserve within the Site, which should be free from building structures, the Chairman asked whether the drainage reserve would be affected. In response, Mr Hong Wing Kit said that drainage reserve was a common feature encountered in public housing sites. HD had already conducted an on-site inspection with the Drainage Services Department (DSD) on the drainage reserve and had agreed with DSD on the required arrangement for maintenance access. No residential blocks of the proposed development would sit on the drainage reserve.

67. In response to a Member's question, Mr Hong Wing Kit said that the drainage

reserve within the Site would remain to be an open channel in future as requested by DSD. Appropriate safety measures would be implemented to prevent residents trespassing into the drainage reserve.

68. A Member asked whether Block 4 of the proposed development could be shifted westwards to span over the drainage reserve so that it would be located farther from Rambler Crest. In response, Ms May S.S. Yeung said that in addition to the drainage reserve, there were also a waterworks reserve and some high-voltage underground electricity pipelines in that area. As such, it was difficult to lay the foundation of building and might not be feasible to relocate Block 4 to that location. Only internal access would be constructed over the drainage reserve under the scheme design.

69. A Member asked if the penetration of sufficient sunlight to the flats was a consideration in the design of the proposed development. In response, Mr Lawrence Y.C. Chau said that while there were no planning standards on sunlight under the HKPSG, the building separation between the proposed development and Rambler Crest was over 60m which was not small.

70. In response to a Member's question on whether the locations of Block 4 and the commercial centre in the proposed development could be swapped, Ms May S.S. Yeung said that the currently proposed location of the commercial centre was near the junction of Tsing Yi Road and Sai Shan Road. The area reserved for the commercial centre was inadequate to accommodate the much larger footprint of Block 4. It was also infeasible to increase the height of Blocks 2 and 3 to accommodate the floor area of Block 4 as the Site was subject to a building height restriction.

71. Noting that Block 4 might not be deleted wholly, a Member asked whether the south-eastern wing of Block 4, which was most proximate to Rambler Crest, could be taken out from the design of the scheme. In response, Ms May S.S. Yeung said that as there were a considerable number of flats in the south-eastern wing of Block 4, the deletion of that wing would mean that the development potential of the Site could not be optimised.

72. In response to a Member's question on whether the building height restriction under the OZP could be increased so that the height of Blocks 2 and 3 could be increased to

accommodate the floor area of Block 4, Mr Lawrence Y.C. Chau said that the building height restriction of 140mPD as stipulated in the OZP had taken into consideration the height profile of the surrounding developments and environment. The proposed relaxation of the building height restriction should be supported by relevant technical assessments on visual, air ventilation and environmental impacts.

Grounds of Supportive Representation

73. Noting that a representer had mentioned that there was some misunderstanding in the only supportive representation to the OZP amendments, a Member enquired on the content of the supportive representation. In response, Mr Lawrence Y.C. Chau said that the supportive representation (i.e. R1) indicated support to Amendment Items A1 and A2 on the grounds that the proposed PRH development at the Site could be used for re-housing the residents of Cheung Ching Estate which should be redeveloped, the provision of parking spaces, commercial use and wet market in the proposed development should be increased, the number of bus and minibus routes should be increased, a new elevated road should be built and Tsing Yi Road should be widened. However, HKHA had no plan to redevelop Cheung Ching Estate and the building of the proposed elevated road was considered not necessary. Nevertheless, the proposals to increase the provision of facilities could be considered and TD would closely monitor the public transport services in the area.

Public Consultation

74. Noting that K&TDC had expressed concerns on the zoning amendments in May 2015 when they were first consulted by PlanD and requested the PRH development proposal to be shelved until there was comprehensive re-planning, and that the second consultation to K&TDC in September 2015 was only by way of circulation of a consultation paper, a Member enquired if it was the usual practice for PlanD to consult DC through circulation of paper. In response, Mr Lawrence Y.C. Chau explained that as it was already approaching the end of the last term of K&TDC in September 2015 and there was no more DC meeting pending the new DC Election, K&DTC Paper No. 30/2015 to further consult the DC members on the zoning amendments was sent to members on 18.9.2015 by circulation.

75. As Members had no more question to raise, the Chairman said that the hearing on

the day was completed. He thanked the government's representatives as well as the representers, commenters and their representatives for attending the meeting and said that the Board would deliberate the representations in their absence on another day and would inform the representers and commenters of the Board's decision in due course. They left the meeting at this point.

76. There being no other business, the meeting was closed at 6:55 p.m.

Minutes of 1110th Meeting of the
Town Planning Board held on 20.5.2016

Present

Permanent Secretary for Development (Planning and Lands) Mr Michael W.L. Wong	Chairman
Professor S.C. Wong	Vice-chairman
Mr Lincoln L.H. Huang	
Professor K.C. Chau	
Mr. Sunny L.K. Ho	
Mr Dominic K.K. Lam	
Mr David Y.T. Lui	
Mr Peter K.T. Yuen	
Mr Philip S.L. Kan	
Mr K.K. Cheung	
Mr Alex T.H. Lai	
Dr Lawrence K.C. Li	
Professor T.S. Liu	
Miss Winnie W.M. Ng	

Ms Sandy H.Y. Wong

Principal Assistant Secretary (Transport) 3
Transport and Housing Bureau
Miss Winnie M.W. Wong

Deputy Director of Environmental Protection (1)
Mr C.W. Tse

Assistant Director/Regional 3, Lands Department
Mr Edwin W.K. Chan

Chief Engineer (Works), Home Affairs Department
Mr Martin W.C. Kwan

Deputy Director of Planning/District — Secretary
Mr Raymond K.W. Lee

Absent with Apologies

Mr H.W. Cheung

Dr Wilton W.T. Fok

Mr Ivan C.S. Fu

Ms Janice W.M. Lai

Mr Patrick H.T. Lau

Ms Christina M. Lee

Mr H.F. Leung

Mr Stephen H.B. Yau

Dr F.C. Chan

Mr Frankie W.C. Yeung

Dr Lawrence W.C. Poon

Mr Wilson Y.W. Fung

Dr C.H. Hau

Mr Thomas O.S. Ho

Mr T.Y. Ip

Mr Stephen L.H. Liu

Mr Franklin Yu

Director of Planning
Mr K.K. Ling

In Attendance

Assistant Director of Planning/Board
Miss Fiona S.Y. Lung

Chief Town Planner/Town Planning Board
Mr Louis K.H. Kau

Senior Town Planner/Town Planning Board
Ms Doris S.Y. Ting

Agenda Item 1

[Open Meeting]

Confirmation of Minutes of the 1110th Meeting held on 21.4.2016 and 26.4.2016

[The item was conducted in Cantonese.]

1. The minutes of the 1110th meeting held on 21.4.2016 and 26.4.2016 were confirmed without amendments.

Tsuen Wan and West Kowloon District

Agenda Item 2

[Closed Meeting (Deliberation)]

Consideration of Representations and Comments in respect of Draft Tsing Yi Outline Zoning Plan No. S/TY/27
(TPB Paper No. 10085)

[The item was conducted in Cantonese]

Deliberation Session

2. The Chairman said that the representations and comments in respect of the draft Tsing Yi Outline Zoning Plan (OZP) No. S/TY/27 were heard on 21.4.2016 and 26.4.2016. The draft minutes of the meetings which had been issued to Members on 12.5.2016 were confirmed at the meeting without amendments and the video recordings of the hearing sessions were sent to Members on 6.5.2016.

3. The Secretary said that Members' declaration of interests were reported at both of the hearing sessions on 21.4.2016 and 26.4.2016. Mr Franklin Yu and Dr C.H. Hau had subsequently declared interests for having business dealings with the Hong Kong Housing Authority (HKHA). Members' declared interests were recorded in paragraphs 2 and 3 of the minutes on 21.4.2016 and in paragraph 4 of the minutes on 26.4.2016

4. Members noted that Mr H.F. Leung, Mr K.K. Ling, Ms Janice W.M. Lai, Mr Patrick H.T. Lau, Dr C.H. Hau, Mr Thomas O.S. Ho, Mr Stephen L.H. Liu, Mr Ivan C.S. Fu, Mr Franklin Yu and Dr Lawrence W.C. Poon had tendered apologies for being unable to attend the meeting. Members agreed that those members whose interests were direct should be invited to leave the meeting. Members also noted that Professor S.C. Wong and Mr Dominic K.K. Lam's interests were indirect and agreed that they should be allowed to stay in the meeting.

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

Further information submitted by R840, R171/C2 and R394/C1

5. The Secretary reported that after the completion of the hearing sessions, the Secretariat of the Town Planning Board (the Board) on 26.4.2016 and 10.5.2016 had received a letter from a representer (R840) and a joint submission from representers/commenters (R171/C2 and R394/C1) respectively providing further information on their submissions after completion of their oral submission at the hearing. R171/C2 and R394/C1 had attached their own records of the question and answer (Q&A) session of the hearing sessions on 21.4.2016 and 26.4.2016 and their further responses to the questions raised by Members and answers provided by the government representatives at the hearing. R171/C2 and R394/C1 stated that the further information was to facilitate the Board to make a decision on the amendments to OZP.

6. Members noted that the content of the further information submitted by R840 and C171/C2 and R394/C1 were similar to or further elaboration of their oral submission, or had already been recorded in the minutes of the hearing sessions. As the further information were submitted after the hearing sessions, they were submitted out-of-time and should be treated as not having been made. Based on the above, the Secretariat would reply R840, R171/C2 and R394/C1 accordingly. Members agreed.

7. To facilitate deliberation, the Secretary briefly recapped the background of the representations and comments in respect of the draft Tsing Yi OZP as follows:

(a) on 7.8.2015, the draft Tsing Yi OZP No. S/TY/27 was exhibited for public

inspection under section 5 of the Town Planning Ordinance (the Ordinance). A total of 961 representations and 350 comments on representations (comments) were received;

(b) the amendments mainly involved rezoning a site between Tsing Yi Road and Tsing Hung Road from "Open Space" ("O") and area shown as 'Road' to "Residential (Group A)4" ("R(A)4") (the Site) for public rental housing (PRH) development; and

(c) apart from one supportive representation, all the remaining representations and comments submitted by the District Council members, Owners' Committee and residents of Rambler Crest and other individuals objected to the proposed PRH development at the Site.

Supportive Representation (R1)

8. The Secretary recapitulated that the representer in support of the proposed amendments had made the following major points in his written submission:

(a) the proposed PRH development at the Site could be used as re-housing site for the residents of Cheung Ching Estate which should be re-developed to provide more public housing;

(b) the provision of parking spaces, commercial use and wet market in the proposed PRH development at the Site should be increased;

(c) mini-bus routes, frequency and routes of bus service should be increased; and

(d) elevated road connecting Tsing Hung Road/Rambler Crest and Tsing Yi Bridge/Kwai Tsing Bridge to and from Kowloon should be built, and Tsing Yi Road should be widened.

9. Members then went through the responses of the relevant government and

departments given in PlanD's presentation and in answering Members' enquiries at the hearing, and/or recorded in the Paper, and noted the following:

(a) the supportive views were noted;

(b) HKHA did not have redevelopment plan for Cheung Ching Estate at this moment;

(c) parking spaces within the Site would be provided in accordance with the requirements of the Hong Kong Planning Standards and Guidelines (HKPSG). There would be approximately 4,000m^2 commercial gross floor area (GFA) within the Site;

(d) the Transport Department (TD) would closely monitor the public transport services and would arrange appropriate enhancement measures when necessary; and

(e) Tsing Hung Road and Rambler Crest were already connected to Tsing Yi South Bridge via Tsing Yi Road. There was no intention for constructing a separate flyover.

Adverse Representations and Comments
(R2 to R961, and C1 to C350)

10. Based on the nature of the concerns raised by the remaining representers and commenters, the Secretary suggested and the meeting agreed that the discussion would be grouped under four main aspects, which covered (a) land use/site suitability/layout; (b) technical assessments including environment, traffic, visual, air ventilation, tree felling, potential risk, building on slope; (c) others issues like supporting facilities, public consultation and procedural matter/meeting arrangement; and (d) representers' proposals. The Chairman said that Members could raise other topics they considered appropriate during the discussion.

Land Use/Site Suitability/Layout

11. The Meeting noted that some representers and commenters had made the following major points in their written and oral submissions:

Land Use

(a) the Site was reserved for open space for the residents nearby to compensate the construction of Container Terminal No. 9 (CT9) and to serve as a buffer against the port back-up facilities;

(b) there was inadequate open space in Tsing Yi. About 90% of the "O" sites were in Tsing Yi North. The Site was the only sizable "O" site in Tsing Yi South and there was insufficient provision of children's playground in the area;

(c) no assessments had been conducted to demonstrate that the Site was the most suitable "O" site in Tsing Yi for PRH development;

(d) no presumption should be made that the Site would not be developed as open space in future even though the Leisure and Cultural Services Department (LCSD) had no programme for the open space development;

Site Suitability

(e) the Site was not suitable for housing development as it would be affected by the air and noise pollutions and glare impact from CT9, surrounding roads and the sewage treatment works nearby. Other suitable sites in Tsing Yi and other parts of Hong Kong for PRH development should be identified;

(f) while PlanD considered that the mountain area of Northern Tsing Yi was not suitable for residential development, the Site with slopes gradient of 20 to 38 degree was proposed for PRH;

Layout

(g) the building gaps between the proposed housing blocks were narrow;

(h) the proposed reduction of five blocks to four blocks without lowering the population would not ameliorate its impact; and

(i) the number of blocks should be further reduced from four to three with no increase in building height, number of flats and footprint of each block.

12. Members then went through the following responses of the relevant government departments given during PlanD's presentation, and/or in answering Member's enquiries at the hearing, and/or recorded in the Paper:

Land Use

(a) the Site was identified as having potential for residential use, taking into account that LCSD had no development programme and Tsing Yi had surplus open space provision. The Site was previously occupied by oil depots before they were relocated to the Tsing Yi South in 1990's. The design of Rambler Crest with hotels and service apartments had acted as the major buffer for Mayfair Gardens/Cheung Ching Estate against the environmental nuisance of CT9. In view of the strong demand for housing and its suitability for residential use, it was proposed to rezone the Site for PRH development;

(b) the other open space developments in Tsing Yi South were Tsing Hung Road Playground, Mei King Playground and Ching Hong Road Playground. In addition, there were local open spaces in the existing PRHs to serve the area;

Site Suitability

(c) although the Site was in close proximity to CT9 and port back-up land, technical assessments had been conducted by the Housing Department

(HD) which confirmed that there would be no insurmountable problems for residential development;

(d) the proposed PRH at the Site was considered compatible with the surrounding residential, commercial and educational developments;

(e) sites in Tsing Yi North were generally covered with natural vegetation while the existing vegetation on the Site was planted after the relocation of the oil depots;

Layout

(f) in refining the layout of the proposed PRH, key building design elements including building separation, building setback and green coverage of the Sustainable Building Design Guidelines would be observed. As illustrated by the Air Ventilation Assessment (AVA), wider building separation (15m to 60m) and set-back (60m to 140m) could be provided if a 4-block scheme was adopted. The air ventilation performance to the immediate west of Rambler Crest would also be improved with the proposed development; and

(g) to fully utilize the development potential of the Site, four blocks would need to be built very close to the maximum building height restriction (BHR) of 140mPD on the OZP. It was not possible for the remaining three blocks to accommodate all the GFA of Block 4 (over 1,000 units) without exceeding the BHR.

Technical Assessments

13. The Meeting noted that the representers and commenters had made the following major points in their written and oral submissions:

General

(a) the technical assessments conducted were very crude. The traffic, environmental and ecological impacts of the proposed PRH, and the mitigation measures proposed should be reassessed;

(b) the scale and details of the proposed PRH development were predetermined and assessments were conducted afterward to justify the proposal;

Environment

(c) the proposed PRH development would impose adverse environmental impacts on noise and air quality, block sunlight penetration, cause loss of trees, and affect the ecology of the natural stream;

(d) the environmental assessment was not acceptable in that 10% of the PRH units would be subject to noise impact exceeding the standard;

(e) it was doubtful whether appropriate measures to mitigate the nuisances of CT9 were effective and would be provided in the proposed PRH development. The costs of the proposed PRH development would be further increased if air conditioners and double-glazing windows were to be adopted as mitigation measures;

(f) glare from CT9 which was operating 24 hours a day would adversely affect the daily lives of most residents;

(g) the open nullah within the Site would cause odour nuisance and would be dangerous to children;

Traffic

(h) the proposed PRH development would impose adverse traffic impacts on the already insufficient public transport services and there was no consultation with the public transport service providers;

(i) the Traffic Impact Assessment (TIA) had under-estimated the traffic demand, the traffic data collected was inadequate and inaccurate, the new access to the Site and a number of newly planned/approved residential developments were not included. Traffic survey taken on 31.3.2015 was inappropriate as it was very close to the long Easter Holiday and the results might not be accurate;

(j) road works near the Site were frequent and only one lane in each direction could be used most of the time leading to regular traffic congestion. Traffic was significantly increased due to the completion of the logistic centre nearby. The traffic would paralyze if there was any traffic accident on the nearby roads. Additional population to the area would further aggravate the traffic congestion;

(k) residents of Rambler Crest had to wait for a long time for green mini-bus (GMB). Implementation of public transport enhancement measures, in particular increase in frequency, was difficult. The proposed extension of the bus route to the proposed PRH development would not solve the problem of the existing residents;

(l) as the ratio of parking provision at the Site was much less than that of the adjacent PRH, on-street illegal parking would be likely and would adversely affect the local traffic;

(m) the MTR Tsuen Wan and Tung Chung Lines were running at 98% and 84% of their capacities respectively. There was little room for accommodating additional population;

Visual

(n) the proposed PRH development would impose adverse visual impact. No photomontage from the viewpoint of Rambler Crest was provided;

(o) the results of the visual appraisal (VA) were misleading as some public locations, such as the minibus stop, the access flyover and the hotel podium of Rambler Crest, the petrol filling station (PFS) and Tsing Yi Institute of Vocational Education (IVE), were not taken as the viewpoints for assessment;

Air Ventilation

(p) the proposed PRH development would impose adverse impacts on air flow and cause wall effect;

Tree Felling

(q) about 1,800 trees at the Site would be removed;

(r) the trees at the Site provided greenery, breathing space and as an environmental buffer against the glare, noise, dust and air pollution impacts of CT9;

Potential Risk

(s) the Site would be subject to potential risks including the potential hazard from the PFS to the northwest;

(t) the PFS was not a conventional PFS as it contained a lubricating oil storage to serve the container vehicles, which was highly dangerous;

(u) the Site was in proximity to the largest oil depot about 1.5 km to the south, which would pose serious fire/safety risk/hazard to the future residents;

(v) a large amount of water flowed down from the slope during the rainy season would cause potential risk. The construction works on the drainage reserve within the Site did not meet the requirement of the HKPSG;

Building on Slope

(w) the Site on a slope was not suitable for housing development. There were potential risks of landslide;

(x) PlanD was using contradictory site selection criteria. While the Site was considered not suitable for open space development due to steep slope gradient, it was now proposed for residential development; and

(y) high construction, maintenance and management costs were expected due to the special design to mitigate the pollutions from CT9 and the slope safety issue.

14. Members then went through the following responses of the relevant government departments given during PlanD's presentation, and/or in answering Member's enquiries at the hearing, and/or recorded in the Paper:

General

(a) preliminary technical assessments conducted had confirmed that there would be no insurmountable technical problems. Taking into account local concerns, refined assessments were conducted to ascertain the technical feasibility of the proposed PRH development and confirmed that there would be no insurmountable environmental, traffic, visual, air ventilation and landscape impacts. The results of the technical assessments were considered acceptable by concerned departments including TD, the Environmental Protection Department (EPD) and the Chief Town Planner/Urban Design and Landscape (CTP/UD&L), PlanD;

Environment

(b) according to the Broad Environmental Assessment (BEA), the proposed PRH development with suitable mitigation measures would not have

adverse environmental impacts. The Director of Environmental Protection (DEP) advised that the proposed PRH development was not anticipated to have any insurmountable environmental problem;

(c) HD was conducting an Environmental Assessment Study (EAS) comprising air quality and noise impact assessments to identify the necessary mitigation measures. HD would also conduct further studies on the micro-climate, such as indoor/outdoor temperature and sunlight penetration, to improve the living environment of the proposed PRH development;

(d) while a mitigated noise compliance rate of 90% was considered acceptable, HD would target to have 100% compliance with the noise standard through further enhancements at the detailed design stage;

(e) appropriate noise mitigation measures such as noise barriers, architectural fins, acoustic windows/balconies and setback of building blocks would be explored and implemented to mitigate the noise impact;

(f) assessment on glare impact was not required in the EAS. However, as the Site was over 300m away from CT9, the glare impact on the site was comparatively less than that on Rambler Crest;

(g) the preliminary tree survey report conducted by HD concluded that no old and valuable tree (OVT) was found and the existing trees were mainly common species. Tree felling application and compensatory tree proposal would be submitted in accordance with the relevant government requirements;

(h) the Drainage Services Department (DSD) had advised that the water channel bisecting the Site was a nullah. Apart from an emergency vehicular access and a fire exit running, there would not be any buildings over the nullah/drainage reserve. Appropriate safety measures would be implemented to prevent trespassing into the drainage reserve. DSD had

no objection to the proposed layout of the PRH development and would take up the maintenance and repair responsibility of the nullah to ensure that it would function properly;

Traffic

(i) TIA had been conducted and was considered acceptable by TD. The existing roads would still perform at acceptable levels and the impact on journey time would be low. The traffic impact induced by the proposed PRH development was acceptable from traffic engineering point of view. The TIA had taken into account the proposed PRH development and planned/committed developments in the vicinity, and it concluded that all the key junctions would have spare capacities to cope with the traffic demand. Improvements to Tsing Yi Road were also proposed to enhance traffic movements and pedestrian flows;

(j) although the existing public transport services could absorb the additional demand, TD would closely monitor the public transport services in the area and enhance the existing services if necessary. According to the traffic survey conducted in January 2016, the frequency of the two GMB routes at Rambler Crest was on average of a 5-minute interval during the morning peak. The longest waiting time of the two GMB was around 10 and 11 minutes respectively;

(k) the traffic demand survey was carried out in accordance with the Transport Planning and Design Manual and survey in one day was in compliance with the normal practice. The survey was conducted at Cheung Wang Estate which was a development of similar scale to the proposed PRH development. Despite the survey was conducted a few days before Easter Holidays, its findings were useful for analysing the demand for different bus/minibus routes. There were also surveys conducted on 29.1.2015 and 28.4.2015 to quantify the vehicle traffic flows and to analyse the utilization rate of the existing public transport services near the Site;

(l) parking spaces would be provided in the Site in accordance with HKPSG;

(m) Tsing Yi was well connected to the surrounding districts by roads. If there was an accident in any of the external roads, people could still use alternative routes to access other districts;

Visual

(n) the VA revealed no substantial visual impact would be imposed by the proposed PRH development. The proposed BHR of 140mPD would not be incompatible with the surroundings;

(o) regarding the criteria of choosing vantage points, the Town Planning Board Guidelines on 'Submission of Visual Impact Assessment for Planning Applications to the TPB' (TPB PG-No.41) had been followed. Photomontages from various public viewpoints including the northeastern corner of Tsing Hung Road Playground which was very close to Rambler Crest were prepared to illustrate the possible visual impact of the proposed PRH development. It would result in insignificant visual impact on the public viewers and would generally not be incompatible with the existing built environment, local character and the surroundings in visual terms. According to TPB PG-No.41, it was not practical to protect private views without stifling development opportunity and balancing other relevant considerations;

(p) from some short or medium range viewpoints, the visual openness and part of the open sky view would be blocked to some extent. However, the visual impact of the proposed PRH development would be mitigated by providing visual corridors through visual enhancement measures such as building gaps, variation of building heights, open space, green coverage and greening measures;

Air Ventilation

(q) the AVA revealed that the proposed PRH development would impose negligible impact on the breezeway at Tsing Yi Road near Rambler Crest. Adverse impact on Rambler Crest was not expected under major prevailing wind directions from the south;

(r) ventilation performance of Mayfair Gardens, Mei King Playground, the Tsing Yi IVE, and Cheung Ching Estate would be affected. Substantial effort had been made to alleviate the potential ventilation impact by incorporating mitigation measures including preserving the existing breezeways/air paths and optimising building separations;

Tree Felling

(s) as there were existing residential developments nearby, the proposed PRH development was not incompatible with the landscape character of the surrounding area;

(t) the Site was previously occupied by oil depots in 1990's. Existing trees were mainly common species with average form and low amenity value. Some of them were of poor health. Tree felling application and compensatory tree proposal would be submitted and HD would comply with the greening requirements and endeavour to maximise compensatory tree planting proposal on the Site as far as practicable;

Potential Risk

(u) there would be a separation distance of about 40m between the PFS and the nearest residential block of the proposed PRH development. In the urban areas, it was not uncommon for a PFS located much closer to the residential developments;

(v) the Director of Electrical and Mechanical Services (DEMS) advised that there was no liquefied petroleum gas (LPG) supply at the PFS and the

PFS was not a Potential Hazard Installation (PHI);

(w) the Director of Fire Services (DFS) advises that the operator of the PFS ought to comply with the relevant fire safety regulations and the PFS would not impose fire safety impact;

(x) although oil depots were found in Tsing Yi South, the Site did not encroach into any Consultation Zone of any PHI;

(y) HD advised that the drainage reserve would not be adversely affected. DSD advised that the stormwater from the catchment area could be conveyed to the stormwater drains along Tsing Hung Road and also the existing nullah. Proper drainage system would be proposed at the design stage by HD;

Building on Slope

(z) the Civil Engineering and Development Department (CEDD) advised that the Site was not subject to natural terrain hazard and the existing geotechnical features had no past instability record. CEDD confirmed that the proposed PRH development would not impose insurmountable geotechnical problem onto the surroundings. HD would be required to investigate and study the stability of those geotechnical features and carry out any necessary slope stabilization/modification works;

(aa) HD advised that to meet the public housing need of the society, all suitable sites would be considered, and public housing projects would be developed under the principles of optimisation of the land use, maximisation of cost-effectiveness and sustainability; and

(bb) as the Site did not present any exceptional difficulties, HD considered that its development cost should be comparable to other PRH developments.

Other Issues

15. The Meeting noted that the representers and commenters had made the following major points in their written and oral submissions:

Supporting Facilities

(a) there are no large retail facilities nor sufficient community facilities, in particular hospital beds, to support the proposed increase in population. The existing retail facility was being operated at capacity and the community facilities were insufficient. The proposed community facilities at the proposed PRH development could not meet the demand in Tsing Yi South;

(b) the proposed 4,000m^2 commercial floor space would not be sufficient to cater for the substantial population size of the proposed PRH development;

(c) sufficient transport, recreational and community facilities should be provided at the proposed PRH development;

Public Consultation

(d) the objection of Kwai Tsing District Council (K&TDC) to the proposed PRH development was disregarded. The Government should first submit the draft proposals to DC to collect local views which should then be relayed to the Government for amendment and further consultation. The Government did not follow the established practice;

(e) K&TDC was previously consulted on the rezoning proposal with a very brief paper of a few pages without details on the proposed scheme. K&TDC objected to the proposed amendments of the OZP unanimously and passed a motion to request the Government to re-plan the use of the Site in a comprehensive manner;

(f) more time for public consultation should be allowed and a more effective approach for public engagement should be adopted;

(g) the major development parameters of the proposed PRH had been revised without prior local consultation;

Procedural Matter/Meeting Arrangement

(h) the meeting date was changed suddenly which rendered many representers/ commenters unable to attend the hearing;

(i) voluminous paper was received a few days before the hearing meeting. Soft copy of the Paper was only available on the day before the meeting. Representers/commenters did not have sufficient time to understand the paper and prepare for the oral submissions;

(j) the allotment of 10-minute presentation time for each representer/ commenter was not fair; and

(k) the technical reports were in English without translation.

16. Members then went through the following responses of the relevant government departments given during PlanD's presentation, and/or in answering Member's enquiries at the hearing, and/or recorded in the Paper:

Supporting Facilities

(a) there would be approximate 4,000m^2 commercial GFA within the proposed PRH development to enhance the provision of retail facilities in the area. The appropriate size of the shopping area was worked out by HD's retail consultant, and eating places, clinic, bakery, etc would be provided to serve the local population;

(b) there was currently no shortfall in open space and major community

facilities in Tsing Yi. Although there would be a deficit of 1,166 hospital beds, the provision of hospital beds would be considered on a regional basis. The Social Welfare Department (SWD) had proposed new facilities to be provided in the proposed PRH development which would serve not just the new population but also the existing residents. Those community facilities included kindergarten, Neighbourhood Elderly Centre, Integrated Support Service for Persons with Severe Physical Disabilities, Day Care Centre for the Elderly, Residential Care Home for the Elderly, Special Child Care Centre, and Early Education and Training Centre. Their provision was subject to detailed design and funding availability;

Public Consultation

(c) public consultation had been carried out in accordance with the Ordinance;

(d) K&TDC was consulted on 8.5.2014 on 13 identified housing sites including the Site. K&TDC was consulted again on the proposed amendments for the Site on 14.5.2015. Views collected were incorporated for Metro Planning Committee (MPC)'s consideration on 17.7.2015. The proposed amendments to the OZP were exhibited for public inspection in accordance with the provision of the Ordinance which was a statutory public consultation process;

(e) during the exhibition period, K&TDC was further consulted by circulation on 18.9.2015 on the amendments to the OZP as there was no more DC meeting pending the new election, and no comment was received. A local forum was also held on 18.9.2015 to brief the locals of the zoning amendments. Their concerns were mainly the same as those in the adverse representations and comments. Refinement to the layout and technical assessments had been conducted to ensure that the proposed PRH development was technically feasible;

(f) K&TDC members' comments on comprehensive planning for supporting transport, environmental and community facilities had been taken into consideration in scheme design. HD had liaised with the departments concerned to include appropriate welfare facilities in the development; and

(g) the proposed preliminary layout of the PRH development was refined to address the concerns of the locals raised at the local forum on 18.9.2015.

Procedural Matter/Meeting Arrangement

17. The Secretary briefed Members on the following major responses in respect of the procedural matter and meeting arrangement:

(a) since a large number of representers/commenters had registered to attend the hearing meeting to be held on 1.4.2016, the hearing meeting had to be re-scheduled to cater for the total speaking time required. The repesenters and commenters were informed of the rescheduled hearing date on 22.3.2016;

(b) according to the Procedure and Practice of the Board, the representers/commenters would receive the agenda for the hearing and copy of the relevant Paper seven days before the hearing. The courier company delivered the Paper on 14.4.2016 but a lot of representers/commenters were not available at the corresponding address on that day. As a result, the Paper could only be delivered successfully to some of the representers /commenters on 16.4.2016. The soft copy of the Paper together with attachments were uploaded to the Board's website before the hearing;

(c) given the large number of representations and comments received, the Board had agreed on 29.1.2016 to adopt a 10-minute time limit to ensure efficient conduct of the hearing. This approach was consistent with the hearing of other OZPs. Extension of the presentation time might be

allowed upon request and each request would be considered on a case by case basis; and

(d) there was a Chinese translation for the Paper which had summarised all the major findings of the technical reports.

Representers' Proposals

18. The Meeting noted that the representers and commenters had made the following major points in their written and oral submissions:

(a) the zoning of the Site should remain unchanged; and

(b) the development intensity and building height of the proposed PRH development should be reduced, and Block 4 of the proposed development should be deleted.

19. Members then went through the following responses of the relevant government departments given during PlanD's presentation, and/or in answering Member's enquiries at the hearing, and/or recorded in the Paper:

(a) the Site was vacant and there was no programme for open space development at the Site. There was surplus provision of open space in Tsing Yi. The Site was identified as having potential for residential development to meet housing needs. The proposed PRH development at the Site was considered compatible with the residential, commercial and educational developments in the surrounding; and

(b) it was technically feasible and environmentally acceptable to develop the Site for PRH development with a domestic/non-domestic PR 6/9.5 and BHR of 140 mPD. To fully utilize the development potential of the Site, four blocks would need to be built.

20. The Chairman invited Members to express their views on various aspects of

concern raised by the representers and commenters.

Land Use/Site Suitability/Layout

21. A Member considered that the proposed PRH development at the Site was acceptable from land use perspective. However, as Block 4 of the proposed development was too close to Rambler Crest, consideration might be given to deleting that block or relocating it farther away.

22. Having visited the site recently, a Member considered that the Site was not suitable for development. The existing hotels in Rambler Crest which served as an environmental buffer against the glare impact of CT9 and the noise impact of Tsing Yi Road were already very close to the residential blocks of Rambler Crest. Should the Site be developed for PRH development with the 4-block layout, the congested living environment of the residents of Rambler Crest would be further worsened. If the Site had to be used for residential development, only the north-eastern part of the Site, where Block 4 was located, should be considered though that area was still barely acceptable.

23. Another Member also considered that the Site was not very suitable for residential development as substantial mitigation measures would have to be implemented to address the adverse environmental impacts of CT9.

24. A Member was also concerned about the noise and glare impacts generated by the round-the-clock operation of CT9 and other container-related uses to the south-east of the Site. While HD had revised its layout from five blocks to four blocks with a view to minimising the adverse impacts, only 90% noise compliance rate was achieved. Consideration might be given to further reducing the number of flats so as to facilitate a more optimal layout and building design which could mitigate the glare and noise impacts more effectively. That might help to reduce the impacts on the future residents of the Site.

25. A Member said that the area bounded by the upper and lower sections of Tsing Yi Road was originally planned as a buffer area between CT9 and Cheung Ching Estate to avoid any undesirable interface between the industrial uses in the east and the residential developments in the west. While the existing sewage treatment plant had continued to serve

its original buffer function, some of the land within the original buffer area had been developed/planned for other uses such as Rambler Crest and container-related uses. The Site which was the only piece of undeveloped land in the original buffer area should better remain intact and be retained as an open space from land use planning point of view. Nevertheless, if the Site had to be used for PRH development, the north-eastern part of the Site should be retained as an open space to enhance the visual amenity and air ventilation of the surrounding residential developments such as Mayfair Gardens, Rambler Crest and Cheung Ching Estate.

26. Noting some representers' concerns on the adverse visual impact of the proposed PRH development, the Vice-chairman said that in the highly developed context of Hong Kong, it was not practical to protect private views and the potential adverse visual impact on the existing developments should not be a material consideration of the Board. The adequacy of the building separation of 60m between the proposed PRH development at the Site and Rambler Crest was subjective and consideration might be given to revising the building design and layout of the proposed PRH development to further increase the building separation distance. He continued to say that while the Site was subject to some constraints, they were not insurmountable for the proposed PRH development upon the implementation of mitigation measures. Given that there was a very long waiting list for public housing, the provision of PRH at the Site would help address the acute demand for public housing and might provide a better living environment for those people currently residing in partitioned units. Should the Site be considered acceptable for the PRH development, HD should be requested to devise further mitigation measures in order to satisfactorily address the glare and noise impacts on the future residents. On building layout and design, he opined that the future residents should be given a choice of whether to live in a flat with open sea view in the proposed PRH development even though they might be subject to more glare impact. In terms of land use compatibility, the proposed three residential blocks at the south-western part of the Site was considered acceptable while the block at the north-eastern part would worth further review. To minimise potential impacts on the residents of Rambler Crest, HD should consider reviewing the development intensity and parameters of the Site.

27. Another Member who had also visited the site said that the Site appeared to be smaller and narrower and located closer to the existing PFS and Rambler Crest than that shown on the photos of the Paper. The proposed PRH development at the Site would be rather congested visually, in particular when the Site was on a sloping ground.

28. In response to the Chairman's question, the same Member said that the layout for Block 4 was visually more congested than that of the other three blocks due to the steeper gradient in that part of the Site. The Member further said that Tsing Yi Road was partially closed for maintenance during the site visit and it was noted that some container vehicles were also using the upper section of Tsing Yi Road. The existing road network in the area was busy and undesirable. Regarding the suitability of the Site, the Member wondered if the Board should only allow the proposed PRH to be developed on a suitable site or on a site with no insurmountable technical problems.

29. The Chairman said that in assessing whether the Site was suitable for PRH development, the Board would examine the merits of the Site and consider factors such as land use compatibility and the findings of various technical assessments. However, it would not be necessary for the Board to be satisfied that the Site was the only suitable site for residential development in Tsing Yi.

30. A Member asked about the lease term for the PFS abutting the Site and the container vehicle park to the south of the Site. In response, Mr Edwin W.K. Chan, Assistant Director/Regional 3, Lands Department, said that while he did not have the lease for the concerned PFS site in hand, the lease term for a site in the New Territories would normally be up to 2047. The Secretary supplemented that the container vehicle park was under short term tenancy normally for a shorter period, say three to five years and on renewable terms. The Chairman said that the long-term use of the concerned container vehicle park site, as indicated by PlanD's representative during the Q&A session, was for the development of a multi-storey car park.

31. In response to the same Member's question on whether it was possible to enlarge the Site by including part of the existing container vehicle park site, the Chairman said that the current planning intention of the area located to the east of Tsing Sha Road was for some container-related uses instead of residential development. The Secretary added that the existing container vehicle park site was reserved for a multi-storey car park under the Port Master Plan 2030 and the development of which was subject to further study.

32. A Member said that in view of the scarce land resources, there was a genuine

need for public housing development. The assessment on the suitability of the Site for PRH should take into account whether the future residents would consider that their living environment had been improved. Given the high-density development context of Hong Kong, the blocking of private views should not be a material consideration of the Board and should not constitute a valid reason not to proceed with the zoning amendment. While the Site which was close to CT9 would be subject to a number of development constraints in terms of glare, noise and traffic, such technical concerns were not insurmountable and could be tackled by the implementation of mitigation measures at the detailed design stage.

33. Another Member said that it was the duty of the Board to assess the suitability of the Site for PRH taking into account all planning considerations and the findings of the technical assessments. Considering that the preliminary technical assessments conducted for the Site had not yet satisfactorily addressed the concerns of the representers and commenters, it was considered premature to make a decision on whether the amendments should be supported at this stage. The Member wondered if it was possible to request HD to carry out further technical assessments and to revise the layout to address the concerns raised by the representers and commenters. In response, the Chairman said that the Board would, after the completion of the hearing procedure, deliberate on the representations and comments based on the information available, unless the Board came to the view that some essential information had to be provided before an informed decision could be made. The submission of further information by concerned parties would often require a fresh round of hearing procedure to be conducted.

34. Another Member said that the Site might not be optimal for residential development having regard to its interface with CT9 and other container-related uses. The concern of the residents of Rambler Crest on the blocking of private views was not a valid consideration given that no private views could be guaranteed Hong Kong. The Member further said that while the proposed block 4 at the Site was not unacceptable, the proposed blocks 1 to 3 would be exposed to the noise and glare impacts of CT9.

35. A Member concurred with other members' views that a balanced decision had to be made taking into account the suitability of the Site for residential developments as well as the demand for more public housing to address the imminent need of the community. The Member said that the concern of the representers and commenters on the congested layout

and adverse impact on their private views were not material considerations of the Board. The suitability of the Site for residential development was supported by the technical assessments carried out by HD which were considered scientific and reliable. Quoting the example of a comprehensive development of residential, hotel and commercial developments in the vicinity of container terminals in SheKou, the Member considered that with proper and careful planning and design, the proposed residential development at the Site was considered not incompatible with the existing CT9 and other container-related activities in the area.

36. Having considered that Rambler Crest had already created a wall effect in the area, a Member said that the infill development at the Site with a congested layout would further worsen the environment.

37. A Member suggested that in future a site visit might be arranged by the Secretariat for Members to have a better understanding of the site context. The Member said that while the acute demand for public housing was fully noted, the subject zoning amendments should duly take into account the views of the affected parties. The Site was not suitable for residential development for the reasons that the Site might be subject to potential risk due to its close proximity to the existing PFS; there were strong objections from K&TDC and local residents; lack of satisfactory measures to compensate for the loss of 1,800 trees due to the proposed development; and the existing traffic congestion of the area would be further aggravated, both during the construction and operation stage.

38. In response to Member's concern on the compensatory measures for those affected trees within a development, Mr C.W. Tse, Deputy Director of Environmental Protection (1) said that according to the tree preservation and compensatory planting proposals promulgated by the Greening, Landscape and Tree Management Section (GLTMS) of the Development Bureau, the existing OVT within a development should be preserved, and transplanted if unavoidable. For those trees which had visual and amenity value, in-situ compensatory planting for those affected trees was required. For common tree species, any felling of those trees had to be compensated by replanting the same number of trees either on-site or off-site in order to maintain the total number of trees within the territory. Compensatory planting should be of a ratio of not less than 1:1 in terms of number, and size of the affected trees would also be taken into account in deriving the ratio.

39. Another Member said that the acute demand for more housing supply was well noted but it was also important to assess the suitability of the Site for residential development taking into account all planning consideration. After relocation of the oil depots, the Site was reserved for open space development. The green area had effectively served as a buffer area between the polluting container terminal and associated uses to the east and the existing residential developments such as Mayfair Gardens and Cheung Ching Estate to the west. The Site was considered spatially important in the area in that the existing direct views from the elevated access road of Rambler Crest towards Tsuen Wan would be preserved. Besides, the existing trees on the Site, which helped to filter the dust and particulates of the air, would improve the air quality of the area. Although there was no OVT within the Site and the trees within the Site were considered of low conservation value, the landscape and buffer value of the Site should not be ignored. In view of the above and the strong local objection, the Member considered that the rezoning of the Site should not be supported and PlanD should be requested to identify another suitable replacement site for PRH. A similar decision had previously been made by the Board in 2013 after considering the representations and comments of the Ma On Shan OZP which involved very strong local objection against the rezoning of a "Government, Institution or Community" site to residential use at On Chun Street near Horizon Suite Hotel.

40. A Member concurred with the above view that the Site had played an important buffer function in the area by separating the industrial uses and the residential/educational uses. The use of the Site for residential development which would result in direct interface between two incompatible uses was undesirable.

41. Another Member said that while the Site was not totally suitable for residential development, housing development at the north-eastern part of the Site was considered more acceptable given that Rambler Crest had served as a buffer mitigating the adverse impacts of CT 9. Consideration might be given to exploring other development options such as releasing the sewage treatment plant site for residential development or increasing the developable area of the Site by relocating the existing PFS to its south-western part.

42. A Member said that whilst the Site might not be ideal for residential development, it was not unsuitable for such development. The separation distance between Block 4 of the proposed PRH development and Rambler Crest was acceptable, while the blocking of views

as presented by the local residents was not a material consideration. The Member was more concerned about the industrial/residential interface of the Site. The building form and disposition of Blocks 1 to 3 under the current layout was undesirable as they might be subject to significant noise and glare impacts of CT9. Should appropriate mitigation measures be devised which could satisfactorily address the impacts, the proposed PRH development at the Site would be acceptable.

43. Another Member remarked that planning should be carried out in a comprehensive manner for the betterment of the community and improvement of the environment. While the Board would have to determine whether the Site should be rezoned for PRH development, some information such as the availability of alternative sites within Tsing Yi district, if any, might help Members to make an informed decision.

44. The Chairman observed that there were clearly different views on the Site. Whilst some Members considered that the Site might not be suitable for residential development, some opined that the Site could be used for PRH development given that the technical constraints were not insurmountable. Some Members also noted that there could be scope to revise the site layout to further mitigate possible impacts.

45. In response to a Member's question, the Chairman said that should the Board decided to propose amendments to the zoning of the entire/part of the representation site, the proposed amendments would be gazetted for further representations in accordance with the provisions of the Ordinance.

46. As requested by the Chairman, the Secretary briefed Members on the statutory procedures relating to the further representations. After consideration of the representations and comments, should the Board decide to propose amendments to the plan to meet /partially meet the representations, the proposed amendments would be gazetted for further representations. Upon receipt of adverse further representations, a hearing of the further representations (further hearing) would be arranged and the further representers, the original representers whose representations were previously met/partially met and concerned original commenters would be invited to attend. After completion of the further hearing, the Board would decide whether the proposed amendments should be confirmed or varied. The OZP together with all the representations, comments and further representations would be

submitted to the Chief Executive in Council (CE in C) for approval.

47. The Chairman supplemented that in accordance with the Ordinance, the submission of the OZP to CE in C for approval was subject to a statutory time limit of nine months after the expiry of the exhibition period. An extension of six month might be sought from the Chief Executive if additional time was required to complete the process.

48. The Vice-chairman said that while there was no dispute to the buffer function of the Site in the existing context, the site to its south currently planned for container-related uses could also serve as a buffer area in the future context if those container-related uses was non-polluting industrial uses and the potential industrial/residential interface could be addressed. The Board might further consider the technical feasibility of the Site before proceeding to decide whether the proposed PRH development at the Site was acceptable.

49. One Member reiterated the view that the Site was not suitable for residential development having regard to its unique site characteristics serving as the buffer zone for the area. The use of the Site for residential development would neither benefit the local residents nor improve the general environment of the area. While the proposed PRH development at the Site might help to address some of the public housing demand, it was important to ensure that the Site would provide a liveable environment for the future residents. The OZP amendment, if approved, would have a negative image on the land use planning of Hong Kong.

50. A Member remarked that it might be worthwhile to invite Members to express their view on the rezoning first before proceeding to assess the technical details of the Site. Another Member held a different view and considered that a decision should only be made after thorough discussion of all other aspects. Even if it was eventually concluded that the Site as a whole might not be suitable for residential development, the option of using part of the Site for residential development should not be precluded.

51. The Vice-chairman also considered that to proceed with the discussion on the technical aspects would allow Members to take into account all relevant planning consideration in making a decision.

52. After further deliberation, Members agreed to proceed with the discussion on the technical aspects of the Site.

Technical Assessments

Traffic

53. A Member said that the Site was not suitable for residential development from traffic viewpoint. During the site visit, it was found that Tsing Yi Road was very narrow and busy and was used by container vehicles. A large section of the road was closed for maintenance resulting in traffic congestion. The proposed four additional residential blocks and the commercial centre would attract more traffic into the area and the existing traffic congestion would be further aggravated. The TIA conducted for the Site had not taken into account the road safety aspect which was an important consideration in assessing the suitability of the Site for residential development.

54. A Member noted the concerns of some representers over areas such as the selected date for conducting traffic survey, but observed that, despite such concerns, the TIA conducted had already complied with the relevant government requirements. It was anticipated that the existing road network would have adequate capacity to cater for the traffic generated from the proposed PRH development on the Site. However, there might be concern on the service level and adequacy of public transport services in future which were not a planning issue per se.

55. Another Member raised concern on the findings of the TIA given the inappropriate survey date and incomplete assessment as presented by the representers. The government department's response that the heavy vehicles would only use the lower section of Tsing Yi Road was unconvincing noting that the existing PFS along the upper section of Tsing Yi Road had attracted a number of container vehicles thus causing traffic congestion. The Member considered that concerned government departments should have provided more effective responses to address the concerns raised by the representers on the traffic aspect.

56. A Member suggested that traffic survey on rainy days should be included in the TIA in order to have a more comprehensive assessment on the overall traffic impact.

57. Noting the representers' concern on the traffic data collected, a Member said that such discrepancies, if any, could be minimised/offset through data calibration or some modelling techniques during the TIA process.

58. Based on a visit of the Site, a Member considered that some representers' concerns on the traffic congestion and the inadequate public transport facilities might be valid.

59. The Vice-chairman remarked that the deliberation of the subject matter by the Board should take into account all planning considerations including the results of the technical assessments which were more objective and scientific, rather than basing on one's own perception which could be rather subjective. He then made the following major points on the technical aspects of the Site:

(a) in response to the concerns raised by some representers that the TIA had underestimated the traffic demand which was based on the 'traffic survey' conducted on a day preceding the Easter Holiday, he clarified that the 'traffic survey' as mentioned by the representers was the survey on public transport services instead of the traffic flow survey which was conducted on a typical day which complied with the established practice of conducting a TIA ;

(b) according to the findings of the TIA, the traffic flow of the area was acceptable, even with the proposed PRH development in place. Moreover, the traffic flow of the container industry, with adjustment factors applied to container vehicles, had also been duly taken into account in the assessment;

(c) while some representers queried on the appropriateness of assessing the public transport demand by conducting a survey at Cheung Wang Estate, he explained that such approach was reasonable in that surveying a public housing development of similar scale within the same district could help to obtain a more realistic assessment on the future public transport demand for the PRH development at the Site;

(d) given that TD had advised that the existing public transport services could cater for the additional demand arising from the proposed PRH development and that TD would closely monitor the public transport services in the area before and after population in-take, it might not be appropriate for the Board to be over-concerned with the provision and operation details of the public transport services;

(e) noting that some representers were concerned about the road safety problem associated with a large number of container vehicles in the area, evidence should be provided to demonstrate that the accident rates of container vehicles were higher than other vehicle types, some accident black spots were found in the area, and that the accidents at those black spots were related to container vehicles; and

(f) the expert comments provided by the concerned government departments on the acceptability of the technical assessments should be respected unless there were other scientific findings contrary to the assessment results. In this regard, the Board should rely on the expert advice of TD on whether the traffic l concerns of the Site could be effectively mitigated.

60. A Member opined that the traffic concerns raised by the representers were not insurmountable having regard that the traffic congestion would be improved upon completion of road works at Tsing Yi Road, and the lack of public transport services would be closely monitored by TD.

61. A Member concurred with the Vice-chairman's views that the technical assessments had provided an objective and scientific analysis on the feasibility of the proposed development. Noting that the representers were concerned about the uneven distribution of public transport facilities between the northern and southern part of Tsing Yi, the Member wondered if any improvement measures could be implemented to address the concern.

62. The Chairman noted that the hearing procedure had been completed. Unless the

Board took the view that some essential information was required before they could form a decision on the matter, the usual practice would be for the Board to come to its decision on the best of the best available information.

Environment

63. Noting that the noise compliance rate for the proposed PRH development was only 90% and additional mitigation measures would only be devised by HD at the detailed design stage, a Member raised concern on the environmental acceptability of the proposed PRH development said that further study had to be conducted to address the noise problem before proceeding with the proposed development. Regarding the glare impact of CT9 on the future residents of the Site, although the assessment on glare impact was not a mandatory requirement for EAS, the Member considered that such adverse impact could not be effectively mitigated by the separation distance of 300m between CT9 and the future PRH at the Site, in particular when the operation of CT9 was round-the-clock throughout the year. The Member had reservation on the proposed rezoning if the above technical concerns could not be satisfactorily addressed.

64. Another Member said that more concrete environmental mitigation measures should be provided to demonstrate that the adverse noise and glare impacts could be effectively addressed and the Site was suitable for residential development.

65. A Member said that if there were no effective mitigation measures to address the glare and noise impacts on the proposed PRH development, the mental health of some future residents of the Site might be adversely affected due to their long-term exposure to glare and noise nuisance.

66. Another Member said that HD might need to provide clarification on whether the internal air ventilation of the residential units would be affected by the provision of acoustic windows which was a kind of noise mitigation measure.

67. The Vice-chairman said that in view of the lack of some objective assessment criteria on the glare impacts in Hong Kong, it might be difficult for the Board to assess whether the glare impact generated by CT9 was acceptable.

68. A Member considered that the Site which would be subject to adverse glare impact might be undesirable but not totally unsuitable for residential development. Those people on the waiting list for public housing could decide whether the living environment of the proposed PRH development at the Site was acceptable to them.

69. To address some representers' argument that mechanical ventilation system would have to be installed for the PRH development in order to mitigate the noise impacts of Tsing Sha Road and CT9, Mr C.W. Tse said that the Site was not unsuitable for residential development from environmental perspective. With the implementation of appropriate environmental mitigation measures such as single aspect building design, acoustic windows, etc, it was technically feasible for the Site to achieve a 100% noise compliance rate. The adoption of mechanical ventilation as in the case of Rambler Crest was only one of the possible mitigation measures to address the noise impact. DEP considered that appropriate measures to mitigate the potential noise impact on the Site would be worked out by HD at the detailed design stage.

Tree Felling

70. A Member said that although no OVT was found within the Site, the landscape and amenity value of the existing trees could not be fully compensated by the measures required by the GLTMS.

71. Another Member said that although the proposed PRH development at the Site which involved extensive felling of trees would adversely affect the environment of the local area, the greenery of the Tsing Yi district as a whole would not be significantly reduced. Compensatory planting within the Site or elsewhere within the district was required.

Building on Slope

72. A Member considered that the concern on the slope stability of the Site as raised by some representers could be satisfactorily mitigated albeit the north-eastern part of the Site currently proposed for Block 4 would require substantial site formation works and the construction of a large retaining wall due to its steep gradient.

73. Given the site constraints, a Member opined that the Site might not be desirable but not absolutely unsuitable for residential development. The Member considered that the Board should not make a judgement on behalf of the potential residents that the Site was not suitable for habitation. Full information on the constraints of the Site should be disclosed to the general public who could make their own decision on whether they would live in the PRH development at the Site. Moreover, the existing site constraints might be overcome in future due to technological advancements.

74. In anticipation that more time would be required to complete the deliberation, the Chairman requested Members to express their views on whether the discussion should continue in the afternoon or on an alternative date.

75. After further deliberation, Members agreed that the deliberation session of the hearing would be adjourned at the moment and be continued on an alternative date to be fixed. To assist the Members to recall the main points of discussion at the meeting, the draft minutes of the meeting would be circulated to Members for reference before the resumption of the deliberation session.

76. The meeting was adjourned at 1:15 p.m..

Minutes of the 1110th Meeting of the

Town Planning Board held on 17.6.2016

Present

Permanent Secretary for Development (Planning and Lands) Mr Michael W.L. Wong	Chairman
Professor S.C. Wong	Vice-chairman
Professor K.C. Chau	
Mr Sunny L.K. Ho	
Ms Christina M. Lee	
Mr Stephen H.B. Yau	
Dr F.C. Chan	
Mr David Y.T. Lui	
Mr Peter K.T. Yuen	
Mr Philip S.L. Kan	
Mr K.K. Cheung	
Mr Wilson Y.W. Fung	
Mr Alex T.H. Lai	
Dr Lawrence K.C. Li	

Ms Sandy H.Y. Wong

Principal Assistant Secretary (Transports)
Transport and Housing Bureau
Miss Winnie M.W. Wong

Deputy Director of Environmental Protection (1)
Mr C.W. Tse

Assistant Director of Lands (Regional 3)
Mr Edwin W.K. Chan

Deputy Director of Planning/District — Secretary
Mr Raymond K.W. Lee

Absent with Apologies

Mr Lincoln L.H. Huang

Mr H.W. Cheung

Dr Wilton W.T. Fok

Mr Ivan C.S. Fu

Ms Janice W.M. Lai

Mr Dominic K.K. Lam

Mr Patrick H.T. Lau

Mr H.F. Leung

Mr Frankie W.C. Yeung

Dr Lawrence W.C. Poon

Dr C.H. Hau

Mr Thomas O.S. Ho

Mr T.Y. Ip

Mr Stephen L.H. Liu

Professor T.S. Liu

Miss Winnie W.M. Ng

Mr Franklin Yu

Mr K.K. Ling
Director of Planning

Mr Martin W.C. Kwan
Chief Engineer (Works), Home Affairs Department

In Attendance

Assistant Director of Planning/Board (Atg.)
Ms Lily Y.M. Yam

Chief Town Planner/Town Planning Board
Mr Louis K.H. Kau

Senior Town Planner/Town Planning Board
Mr T.C. Cheng

Agenda Item 1

[Open meeting]

Confirmation of Minutes of the 1110th Meeting held on 20.5.2016

[The meeting was conducted in Cantonese.]

1. The minutes of the 1110th meeting held on 20.5.2016 were confirmed without amendments.

Agenda Item 2

Matters Arising

[The meeting was conducted in Cantonese.]

(i) Amendments to the Confirmed Minutes of the 1110th Meeting held on 21.4.2016 and 26.4.2016

2. The Secretary reported that the minutes of the 1110th meeting held on 21.4.2016 and 26.4.2016 were confirmed by the Town Planning Board (the Board) on 20.5.2016, and had been uploaded to the Board's website. On 31.5.2016 and 15.6.2016, two emails in respect of the concerned confirmed minutes from a group of representers/commenters (R751, R757, R758, R907, R919/C185, C184 and C186) represented by R919/C185 and a representer/commenter (R637/C176) were received. They proposed a number of amendments to paragraph 41 of the minutes of 21.4.2016, paragraphs 25, 48 and 53 of the minutes of 26.4.2016. The proposed amendments were mainly related to details of their presentation and responses from government representatives.

3. As the minutes were not recorded in verbatim, but a summary of the points discussed, the Board considered that the proposed amendments by the representers/ commenters to include details of the presentation and responses were not necessary.

[Ms Christina M. Lee arrived to join the meeting at this point.]

4. The Board also agreed to rectify some typographical errors identified by the representers/commenters regarding some figures quoted in paragraphs 25(f) and 25(l) of the minutes of 26.4.2016 and to include two Members that had been left out inadvertently in the list of Members present at the 1110th Meeting held on 21.4.2016 and 26.4.2016. The proposed revisions to the minutes were tabled for Members' consideration and the meeting agreed that page 1 of the minutes of 1110th meeting held on 21.4.2016 and 26.4.2016 and paragraphs 25(f) and 25(l) of the minutes of 26.4.2016 should be amended in the following manners :

Page 1 of the Minutes of 1110th Meeting of the Town Planning Board held on 21.4.2016 and 26.4.2016

"**Present**

. . . .

Mr Dominic K.K. Lam

Ms Christina M. Lee

Mr Stephen H.B. Yau

Dr F.C. Chan

. . . ."

Paragraphs 25(f) and 25(l) of the Minutes of 1110th Meeting of the Town Planning Board held on 26.4.2016

"(f) the TIA estimated that the operational performance of the three road junctions would range from about ***57%*** to 79% during AM peak hours . . . . ;"

"(l) . . . . Taking into account people's choice of routes and the additional population from the Site, Ching Chun Court and the Sai Shan Road site and adopting his estimated passenger demand figure, about ***24*** bus and ***176*** minibus capacities would be required . . . . ;"

Tsuen Wan and West Kowloon District

Agenda Item 3

[Closed Meeting (Deliberation)]

Consideration of Representations and Comments in respect of the Draft Tsing Yi Outline Zoning Plan No. S/TY/27
(TPB Paper No. 10085)

[The meeting was conducted in Cantonese]

Deliberation Session

5. The Secretary said that Members' declaration of interests for the representations and comments were reported at both the hearing sessions on 21.4.2016 and 26.4.2016 as well as the deliberation session on 20.5.2016, and were recorded in paragraphs 2 of the minutes on 21.4.2016, paragraph 4 of the minutes on 26.4.2016 and paragraph 3 of the minutes on 20.5.2016. Subsequently, Mr Franklin Yu declared that he no longer had business dealings with Hong Kong Housing Authority (HKHA), AECOM Asia Company Limited and Mott MacDonald Hong Kong Limited. The declaration of interest was updated and shown in the PowerPoint presentation for Members' information.

6. Members noted that Mr Ivan C.S. Fu, Ms Janice W.M. Lai, Mr Dominic K.K. Lam, Mr Patrick H.T. Lau, Mr H.F. Leung, Dr Lawrence W.C. Poon, Dr C.H. Hau, Mr Thomas O.S. Ho, Mr Stephen L.H. Liu, Mr Franklin Yu, Mr K.K. Ling and Mr Martin K.C. Kwan had tendered apologies for being unable to attend the meeting. Members also noted that Professor S.C. Wong's interests were indirect and agreed that he should be allowed to stay in the meeting.

Request for minutes of the Metro Planning Committee meeting

7. On 24.5.2016 and 15.6.2015, a representer/commenter (R919/C185) requested the Board to provide a copy of the minutes of the Metro Planning Committee (MPC)

meeting held on 6.12.1991 on the proposed zoning amendments to the Tsing Yi Outline Zoning Plan (OZP). As the meeting was held before the commencement of the Town Planning (Amendment) Ordinance 2004 (the Amendment Ordinance), the MPC minutes in question was a 'Restricted' document. According to the established practice, the minutes would not be released but a gist of the relevant minutes could be provided to the representer/commenter. After deliberation, the Board agreed that the MPC minutes should not be released but the representer/commenter should be informed of the gist of the relevant minutes;

Further information received from representers/commenters

8. On 20.5.2016 and 15.6.2016, the Secretariat received submissions from representers/commenters (R394/C1 and R919/C185, R394/C1 and R171/C2 and R637/C176) providing further information regarding their submissions. As the hearing sessions of the representations and comments were completed, the Board agreed that those further submissions from the representers/commenters should be treated as not having been made according to the Town Planning Ordinance (the Ordinance);

Letters from Legislative Councillors and Kwai Tsing District Council members

9. The Secretary reported that three letters from Legislative Councillors Dr. Hon Kwok Ka Ki, Hon. Michael Tien, JP and some Kwai Tsing District Council (KTDC) members regarding the draft Tsing Yi OZP were received on 14.6.2016, 16.6.2016 and 15.6.2016 respectively. Those letters were submitted out of time, and they were tabled for Members' information; and

Petition letter from a KTDC member and Incorporated Owners of Rambler Crest

10. The Secretary also reported that a petition letter from a KTDC member and the Owners' Committee of Rambler Crest regarding the draft Tsing Yi OZP was received earlier in the morning. The petition letter was identical to a further submission received after the completion of the hearing of the representations and comments. The petition letter was circulated to Members for information at the meeting.

11. The Chairman said that Members might not be present in all previous sessions of the meeting for the consideration of representations and comments on the draft Tsing Yi OZP. He asked and Members confirmed that they had suitably acquainted themselves with the issues discussed by referring to the relevant minutes of meeting and/or video recordings of the meeting. He said that the deliberation would follow the framework as agreed in the last session on 20.5.2016 and continue the discussion on the supporting facilities, public consultation, procedural matter/meeting arrangement and representers/commenters' proposals.

12. With the aid of a PowerPoint presentation, the Secretary briefly recapitulated the issues raised by the representers/commenters and the responses from the government representatives related to the supporting facilities, public consultation, procedural matter/meeting arrangement and representers' proposal as recorded in paragraphs 16 to 19 of the minutes on 20.5.2016.

13. In response to a Member's query on the timing of the delivery of Town Planning Board (TPB) paper and whether the representers/commenters had been notified about the availability of the relevant TPB paper on the Board's website, the Secretary said that it was the normal practice for TPB paper to be delivered to representers/commenters 7 days before the meeting. However, in the present case, a significant number of the TPB papers could not be delivered to the specified address provided by the representers/commenters and they were returned to the Secretariat. To ensure the timely availability of the TPB paper to the representers/commenters, the Secretariat had currently adopted the practice of advising the representers/commenters well in advance before the scheduled hearing that the relevant TPB paper would be made available at the Board's website. The Chairman supplemented that there were adequate channels to notify representers/commenters of the availability of the TPB paper and the issues raised by representers/commenters on the meeting procedures/arrangement were similar to those raised in the representations on other OZPs, which had been considered previously by the Board.

14. While the representers/commenters' views on the supporting facilities, public consultation, procedural matter/meeting arrangement were noted, Members generally considered that the responses from government representatives on those aspects had adequately addressed the relevant concerns.

Suitability of the representation site for the proposed public rental housing development

15. The Chairman said that some representers were of the view that the representation site (the site) should not be rezoned for public rental housing (PRH) development while some considered that the development intensity and building height of the proposed PRH development should be reduced, or that Block 4 of the proposed PRH development as shown in the schematic layout should be deleted. He invited Members to give their views on whether the site was suitable for the proposed PRH development and whether the proposed development intensity/layout needed to be modified should Members consider PRH development at the site acceptable.

16. A Member said that it was difficult to decide whether the proposed PRH development would be acceptable without first examining possible modifications to the layout. Another Member did not support the proposed PRH development having regard to the strong objection from the local residents to any residential development at the site. The Member said that the Board should consider the amendments to the OZP as presented in the Paper, as the Board might not be in a position to determine which alternative layout of the proposed PRH development would be the most appropriate. In response, the Chairman said that the Board could determine suitable development restrictions to be imposed on a particular site with justifications and decide whether the scale of the proposed PRH development should be reduced as proposed by some representers/commenters.

17. The Secretary supplemented that in carrying out the plan-making function under the Ordinance, the Board should take full account of the representations and comments on the representations in deciding whether any amendment to the OZP should be proposed to meet/partially meet the representations/comments. If further amendments to the OZP were proposed, they would be gazetted for further representation and the Board

would hold a meeting to consider any further representations received, in which the original representers and commenters would also be invited to attend. The Board would then decide whether to amend the OZP by the proposed amendments in question, or by any further variation to the proposed amendments. The plan-making process would be completed when the draft OZP was submitted to the Chief Executive in Council for approval after the consideration of the representations/comments.

18. A Member said that Rambler Crest was shielded by the adjacent hotel development on the east from the glare and noise generated from Container Terminal No. 9 (CT9). However, the proposed PRH development at the site would be exposed to adverse light pollution from CT9. The proposed PRH development would also be subject to noise and air pollution from the existing open-air container vehicle park to the south. The site was originally zoned "Open Space" ("O") to serve as a buffer to mitigate air, noise and light pollution from CT9. Should the site be used for PRH development, the future residents there would suffer. The Member further said that according to an article by the Proceedings of National Academy of Sciences regarding a long-term study on a group of primary school students, the learning ability of the concerned students living near open space was generally better than those students not living near open space, possibly due to the screening effect of the open space on harmful pollutants which might affect the health of the students. The Member considered that the site was not suitable for PRH development and the zoning should retain as "O" to provide buffer from CT9 and the port back-up uses in the vicinity. The Planning Department (PlanD) had previously withdrawn a rezoning proposal in Ma On Shan for residential development as there was unanimous objection from local residents and the District Council. An alternative site was subsequently identified for the proposed residential development. The Member considered that an alternative site should be explored to replace the proposed PRH development at the site.

19. The Vice-chairman said that the site was subject to physical constraints and pollution from CT9 and it was not an ideal site for development. However, impacts from CT9 such as noise and light pollution could be mitigated technically through modification of the site layout and building design. In view of the long waiting list for PRH and the

pressing demand for housing supply, the proposed PRH development at the site was not unacceptable and would be able to improve the living condition of those in need.

20. Another Member considered that the major concerns of the representers/commenters on the proposed PRH development were related to traffic, noise and light pollution, and air quality. Additional population generated from the proposed PRH development would increase the demand for transportation facilities, which would in turn provided further justification to enhance green minibus (GMB) services and help resolve the problem of inadequate transportation facilities. From the Rambler Crest residents' perspective, Block 4 of the proposed PRH development would block their views and was undesirable. However, from the future PRH residents' perspective, Block 4 would be shielded from the light and noise pollution of CT9 by Rambler Crest. For Blocks 2 and 3, by adopting a linear building design with the main building façade facing away from CT9, the light and noise pollution from CT9 might be minimised. Block 1 was comparatively less desirable as it was close to the road on both sides. As a steady public housing supply was important to meet the pressing housing demand, the proposed PRH development would be acceptable with modifications.

21. Another Member said that the Ma On Shan case quoted by another Member might not be comparable to the current zoning amendments. The Member further said that it was not uncommon that residents living near the proposed PRH development would object to the proposal, but the Board should balance those views against the overall needs of the community. As it was difficult to find suitable site for residential development in the urban area, the site should not be given up easily.

22. A Member said that the overall benefit of the community should be considered and there was a need to identify sites for PRH development. Although the site was not the most ideal for development, given that there was an acute shortage of housing supply and the site could provide PRH flats for those in need, the proposed PRH development was considered acceptable in principle. However, the development intensity of the proposed PRH development could be subject to further discussion. Two other Members said that while the site was subject to various constraints, it was technically feasible for such constraints to be addressed and PRH development would help ameliorate

the acute housing problem of the community. One Member further said that the Board should facilitate the proposed PRH development to meet the housing demand and let those in the public housing waiting list to decide whether they would choose to take up the flats there.

23. A Member asked whether the Board could request the provision of specific facilities such as public transport interchange at the site to address some of the concerns raised by the local residents. In response, the Chairman said that the Board could determine on planning matters, such as the zoning of a site. Whilst decisions on the provision of specific facilities might be beyond the Board's jurisdiction, the Board could request the concerned government departments to consider the provision of relevant facilities as reflected in the representations and comments. In the past, the Board had issued letters to government departments to urge them to follow up on various issues which could not be addressed through land use zonings on the OZP.

24. A Member supported the Chairman's suggestion that relevant government departments should be requested to address the public concerns on traffic, transportation services and adverse impacts from CT9.

25. Another Member said that the Board should take a holistic view and consider whether the proposed PRH development at the site was suitable for the future residents, its impact on the existing residents and the overall housing need of Hong Kong. Although there were no technically insurmountable problems for the proposed PRH development, the site was not an ideal site for development. However, the Board could determine a better overall layout for the development. The Board should also consider whether the issues raised by the representers/commenters, e.g. inadequate community and transportation facilities and adverse impact from CT9, could be resolved. While the future residents of the proposed Block 4 might be shielded from the noise and light pollution generated by CT9, it would be located in a rather congested space due to the topography of the area and hence not desirable. The Member considered the rezoning of the site for PRH development acceptable subject to deleting Block 4 and changing the layout/design of Blocks 1-3 to mitigate the adverse noise and light pollution from CT9.

26. A Member said that while the hotel development to the east of Rambler Crest provided a buffer for Rambler Crest against the noise and light pollution generated by CT9, there was no such buffer for the proposed PRH development at the site. The proposed Blocks 1-3 would be directly facing the existing container vehicle park. Although there was a pressing demand for PRH development, the site was not suitable for PRH development due to its various constraints.

27. Another Member said that it was difficult to find a suitable site for PRH development without constraints. The noise and light pollution problem could be resolved technically through building design. The site was considered acceptable for the proposed PRH development.

28. A Member asked whether suitable noise buffer could be incorporated in the future development at the container vehicle park site to the southeast of the site in order to address the noise and light pollution problems to Blocks 1-3 of the proposed PRH development. The Member considered that the proposed PRH development was acceptable subject to modification of the building design/site layout and a reduction in its scale. The Member was also concerned about the effectiveness of the proposed acoustic windows which might not allow natural ventilation.

29. In response, the Chairman said that the Board was to consider representations/comments on the amendments to the draft Tsing Yi OZP. The development of the container vehicle park site in the vicinity, which was not an amendment item of the OZP, should be considered separately. Nevertheless, should Members consider it useful, the Board could convey the Member's suggestion to relevant departments for consideration when the container vehicle park site was developed in future. Mr C.W. Tse, Deputy Director of Environmental Protection (1), supplemented that there was a new type of acoustic window design, which was widely adopted in private residential developments, would enable noise mitigation and natural air ventilation at the same time. His department was liaising with Housing Department to examine the feasibility of using this new type of acoustic windows in future PRH development. With proper building design, e.g. the provision of building fins, noise would not be an insurmountable problem. In response to a further query from the Chairman, Mr Tse

confirmed that should the proposed PRH development proceed, the building plans would be circulated to the Environmental Protection Department for comment and the proposed noise mitigation measures would have to be provided to their satisfaction.

30. Another Member also considered that technical assessments had been carried out for the proposed PRH development at the site and all requirements of relevant departments would need to be met. Hence, the proposed PRH development would be acceptable and its design and layout could be further enhanced at the detailed design stage.

31. A Member said that the representers/commenters' concerns on procedural matters and meeting arrangement were not relevant as the Secretariat had made such arrangements in accordance with the established practice. The lost of view of residents in Rambler Crest should not be taken as an issue as there was no right to a view under the law. Also, fire hazard and the presence of a petrol filling station should not be an issue as there were petrol filling stations near residential developments throughout the territory. However, the site was not considered suitable for PRH development as it would be subject to adverse noise and glare impacts. As the proposed PRH development was meant for the under-privileged class, who had no choice on their living place, rezoning the site for PRH development would have significant implication on the future residents whose welfare should be safeguarded. The Member also considered that compensatory tree planting was not effective as some trees would be planted off-site and there was no effective mechanism for monitoring the implementation. The suggestion of the Board to issue letters to government departments requesting for the provision of improvement measures would not be legally binding and hence might not be useful.

32. A Member said that the Board should take note of the unanimous objecting views of the local residents, and consider to what extent those views would be taken into account. In response, the Chairman said that Members should take into account all relevant planning considerations in making a decision. Another Member said that the Board had listened carefully to the views expressed by the representers/commenters and in general agreed that there was a pressing demand for PRH development.

33. The Chairman said that Members' views were diverse, with some Members accepting the rezoning of the site, some accepting the rezoning only with modifications, and others not accepting the rezoning at all. He recapitulated that the Board should decide whether to uphold or not to uphold the representations, i.e. the site would either remain as "O" or be rezoned from "O" to "Residential (Group A) 4" ("R(A)4"), or to partially uphold the representations by proposing amendments to the zoning. The Chairman then invited Members to have a show of hands to indicate their views on the above. The majority of Members considered that the representations should be partially upheld by amending the zoning boundary of the site to facilitate a more acceptable PRH development at the site.

Proposed amendment to the zoning boundary of the site

34. The Chairman then invited Members to give their views on how the zoning boundary of the site should be amended.

[Mr Stephen H.B. Yau and Mr Alex T.H. Lai left the meeting at this point.]

35. A Member said that as the site was not ideal for development in view of the various constraints, opportunity should be taken to explore how various issues as raised by the representers/commenters could be addressed. In response, the Chairman said that apart from amending the zoning boundary of the site, Members could suggest improvement measures which would be consolidated by the Secretariat in the form of a draft letter to the concerned government departments for follow up, where appropriate. The draft letter would be submitted for Members' consideration before it was issued.

[Dr Lawrence K.C. Li left the meeting at this point.]

36. A Member asked whether HKHA should be requested to revise the design/layout of the proposed PRH development before the Board could decide on the zoning boundary of the site. In response, the Chairman said that it would be up to HKHA to work out a scheme in compliance with the revised zoning boundary agreed by the Board.

37. A Member said that Blocks 1 to 3 of the proposed PRH development should be retained and the zoning boundary might follow the water works reserve (WWR) as indicated in the schematic layout of the proposed PRH development (Figure B.1 of Appendix A of the Final Traffic Impact Assessment Report submitted by HKHA) at Appendix VI of the Paper so that the area to the east of the WWR would be reverted to "O" to maximise the number of trees to be preserved. The Vice-chairman supported the deletion of Block 4 and said that the existing Tsing Hung Road Playground could be integrated with the area to be reverted to "O" to form a larger open space development.

38. A Member considered that from the perspective of the future PRH residents, Block 4 would be least affected by the noise and light pollution from CT9 because of Rambler Crest serving as a buffer. There was also a reasonable gap between Block 4 and the adjacent residential developments. On the contrary, Block 1 at the southwestern corner should be deleted as it would be adversely affected by Tsing Yi Road and the elevated Tsing Sha Highway.

39. The Secretary said that Members could make reference to the physical features of the site in making a decision on the zoning boundary. He said that there would be significant constraints to build over the land situated between the WWR and the drainage reserve (DR) within the site. The Chairman supplemented that Members could also take into account the location of the ingress/egress to the site, which was located on the southwestern side of the site, in considering the proposed zoning boundary adjustment.

40. A Member was of the view that only Block 4 with slight modification to its design by deleting the east and west wings should be built as Blocks 1 to 3 would be subject to noise and light pollution from CT9.

41. Another Member said that the schematic layout of the proposed PRH development was a 2-dimensional plan and could not reflect the topography of the site where Block 4 was proposed. Block 4 would be situated at a lower level of the site which might impose design constraints for any building development. As such, Block 4 should be deleted and the area retained would be able to serve as a breathing space in the area.

42. The Secretary supplemented that the roads surrounding the site were at different levels and the ingress/egress to the site would be provided from Tsing Yi Road at the southwestern end of the site. As the portion of the site bounded by the WWR and the DR could not be built-over, the alignment of those reserves might serve as a reference for aligning the zoning boundary of the revised "R(A)4" zone.

43. The Vice-chairman said that if Blocks 1 to 3 were deleted and only Block 4 was proposed, it would be far away from the proposed ingress/egress point at Tsing Yi Road and might be inconvenient to the future residents. On the contrary, retaining Blocks 1 to 3 but deleting Block 4 would be able to have synergy effect as Blocks 1 to 3 were close to retail and welfare facilities in the area. Another Member suggested that the WWR and the DR could be re-aligned to avoid any constraint on the layout design.

[The meeting was adjourned for a short break of 5 minutes.]

44. With regard to the amendment to the zoning boundary of "R(A)4", the Chairman recapitulated that Members' views generally concentrated on either deleting Block 4 on the northeastern end of the site or deleting Block 1 on the southwestern end of the site.

45. A Member said that considering the synergy effect of the provision of facilities for the existing and future residents, retaining Blocks 1 to 3 would be a better option. Another Member said that while there were merits for the two alternatives, deleting Block 4 would also be able to partially address the concerns of the residents of Rambler Crest although the Board should not be preserving private views. The Chairman noted that Members generally agreed to retain the part of the site where Block 4 was proposed as open space.

46. Regarding the delineation of the zoning boundary, a Member said that the "O" zone should be maximised by aligning the zoning boundary as close to Block 3 as possible. In response, the Secretary said that the physical features of the site, such as the alignments of the WWR and DR could be used as a reference for the revised zoning

boundary. He further said that as the proposed "R(A)4" zone was subject to a maximum plot ratio restriction, the site area of the "R(A)4" zone would have implication on the number of flats to be provided. To strike a balance, the zoning boundary should be suitably adjusted so as not to unduly affect the flat production. A Member supported that in delineating the zoning boundary, consideration should be given to a larger "R(A)4" zone to ensure flat production.

47. A Member emphasized that the proposed deletion of Block 4 of the PRH development was not to address the lost of view from Rambler Crest. The Chairman agreed, noting that the Board considered the noise, air ventilation, light pollution and traffic issues could be resolved technically. As there was a pressing need for housing supply and land suitable for housing development in Hong Kong was scarce, the proposed PRH development at the site was considered acceptable. The reduction of the "R(A)4" zone would enable a consolidated open space on the northeastern part of the site to serve as a buffer, taking into account convenience to future residents in terms of accessibility and synergy effect with retail and welfare facilities in the area.

48. After deliberation, the Board noted the supportive view of Representation No. R1. The Board also decided to partially uphold the Representations No. R2 to R961 and considered that the Plan should be amended to partially meet the representations, having regard to the physical features of the site including the WWR and DR in revising the zoning boundary of the "R(A)4" zone.

49. The Secretary said that the revised OZP would be submitted to the Board for consideration at the next meeting before gazetting. The Chairman said that the amended OZP would be gazetted for further representation for 3 weeks and the Board would consider the further representations, as appropriate. The Board would also consider drafting a letter to concerned government departments after further representations on the OZP, if any, were considered.

50. After deliberation, the Board decided not to uphold the remaining part of Representations No. R2 to R961 and the reasons were :

"(a) Land suitable for housing development in Hong Kong is scarce and there is a need for optimising the use of land available to meet the pressing demand for housing land. Rezoning of suitable sites for residential development is one of the multi-pronged approaches to meet housing and other development needs. Planning is an on-going process and the Government will continue to review various land uses and rezone sites as appropriate for residential use.

(b) With good transport network and residential, commercial and educational development nearby, the site is considered suitable for residential development. The proposed development intensity and building height are technically feasible and will not have insurmountable problems. The zoning amendment of the site will contribute to the Government's effort in meeting the pressing need for housing land supply in the short term.

(c) The proposed public housing development under the zoning amendments would not generate unacceptable impacts in terms of traffic, environment, ecological, landscape, infrastructure, air ventilation and visual impacts on the surrounding areas.

(d) Part of the site has been retained as a buffer, taking into account convenience for future residents and synergy effect with retail and welfare facilities in the area. There are no Old and Valuable Trees within the remaining part of the site and the existing trees are mainly common species. Tree preservation and landscaping will be required following the established procedures.

(e) The planned provision of major GIC facilities and open space in the district including those at the site are generally sufficient to meet the demand of the future population as well as additional demand from the new housing development.

(f) The statutory and administrative procedures in consulting the public on the proposed zoning amendments have been duly followed. The exhibition of OZP for public inspection and the provisions for submission of representations and comments form part of the statutory consultation process under the Town Planning Ordinance."

51. There being no other business, the meeting was adjourned at 5:05 p.m.

TOWN PLANNING BOARD

TPB PAPER NO. 10140

FOR CONSIDERATION BY
THE TOWN PLANNING BOARD ON 8.7.2016

PROPOSED AMENDMENT TO
THE DRAFT TSING YI OUTLINE ZONING PLAN (OZP) NO. S/TY/27
ARISING FROM THE CONSIDERATION OF REPRESENTATIONS AND COMMENTS
ON THE DRAFT TSING YI OZP NO. S/TY/27

TPB Paper No. 10140
for consideration by
the Town Planning Board
on 8.7.2016

PROPOSED AMENDMENT TO THE DRAFT TSING YI OUTLINE ZONING PLAN (OZP) NO. S/TY/27 ARISING FROM THE CONSIDERATION OF REPRESENTATIONS AND COMMENTS ON THE DRAFT TSING YI OZP NO. S/TY/27

1. Purpose

This paper is to seek Members' agreement that:

(a) the proposed amendment to the draft Tsing Yi Outline Zoning Plan (OZP) No. S/TY/27 set out at **Annex I** is suitable for publication for public inspection under section 6C(2) of the Town Planning Ordinance (the Ordinance); and

(b) the revised Explanatory Statement (ES) of the OZP (**Annex II**) is suitable for publication together with the draft OZP.

2. Background

2.1 On 7 August 2015, the draft Tsing Yi OZP No. S/TY/27 was exhibited for public inspection under section 5 of the Ordinance. During the two-month exhibition period, a total of 961 representations were received. On 20 November 2015, the Town Planning Board (the Board) published the representations for three weeks for comments. Upon expiry of the publication period on 11 December 2015, a total of 350 comments were received.

2.2 After hearing of the representations and comments on the OZP (TPB Paper No. 10085) on 21 and 26 April 2016, the two deliberation sessions were held on 20.5.2016 and 17.6.2016. Notwithstanding that the Board considered the representation site suitable for the proposed public rental housing (PRH) development, it decided to partially uphold the adverse representations (i.e. **R2 to R960**) by rezoning the northern portion of the "Residential (Group A)4" ("R(A)4") zone back to "Open Space" ("O").

3. Adjustment of the Zoning Boundary

3.1 The current "R(A)4" zone **(Plan Ha-1)** covers a drainage reserve, an underground 132kV cable and an underground waterworks reserve (**Plan Ha-2**). They form part of the development constraints for the proposed PRH development.

3.2 According to the Drainage Services Department, the drainage reserve in the middle of the representation site is composed of an open nullah, together with embankment slope on both sides. It is visually distinctive when compared with the underground waterworks reserve and the underground 132kV cable and hence can be used as a reference in delineating the zoning boundary of the "R(A)4". As it is

not intended to have any development atop the drainage reserve, it is not included in the "R(A)4" zone.

3.3 In view of the above, it is proposed to rezone the northern portion of the representation site including the drainage reserve from "R(A)4" to "O" (**Plan Ha-3**). The planning intention of the "O" zone is primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

3.4 As a result, the area of the "R(A)4" zone will be reduced from 4.29 ha to about 2.29 ha. It is estimated that the reduced "R(A)4" zone could produce about 2,900 flats.[1]

4. Proposed Amendment to the draft OZP

4.1 Proposed Amendment to Matters shown on the OZP (**Annex I**)

Amendment Item A (about 2.0 ha)
Rezoning of the northern portion of the "R(A)4" zone to "O".

4.2 The ES of the draft OZP has also been updated to reflect the latest site area and location of the respective zones. Relevant extracts of the revised ES (with proposed additions highlighted in ***bold and italics*** and deletion ~~double-crossed-out~~) are at **Annex II** for Members' consideration.

5. Decision Sought

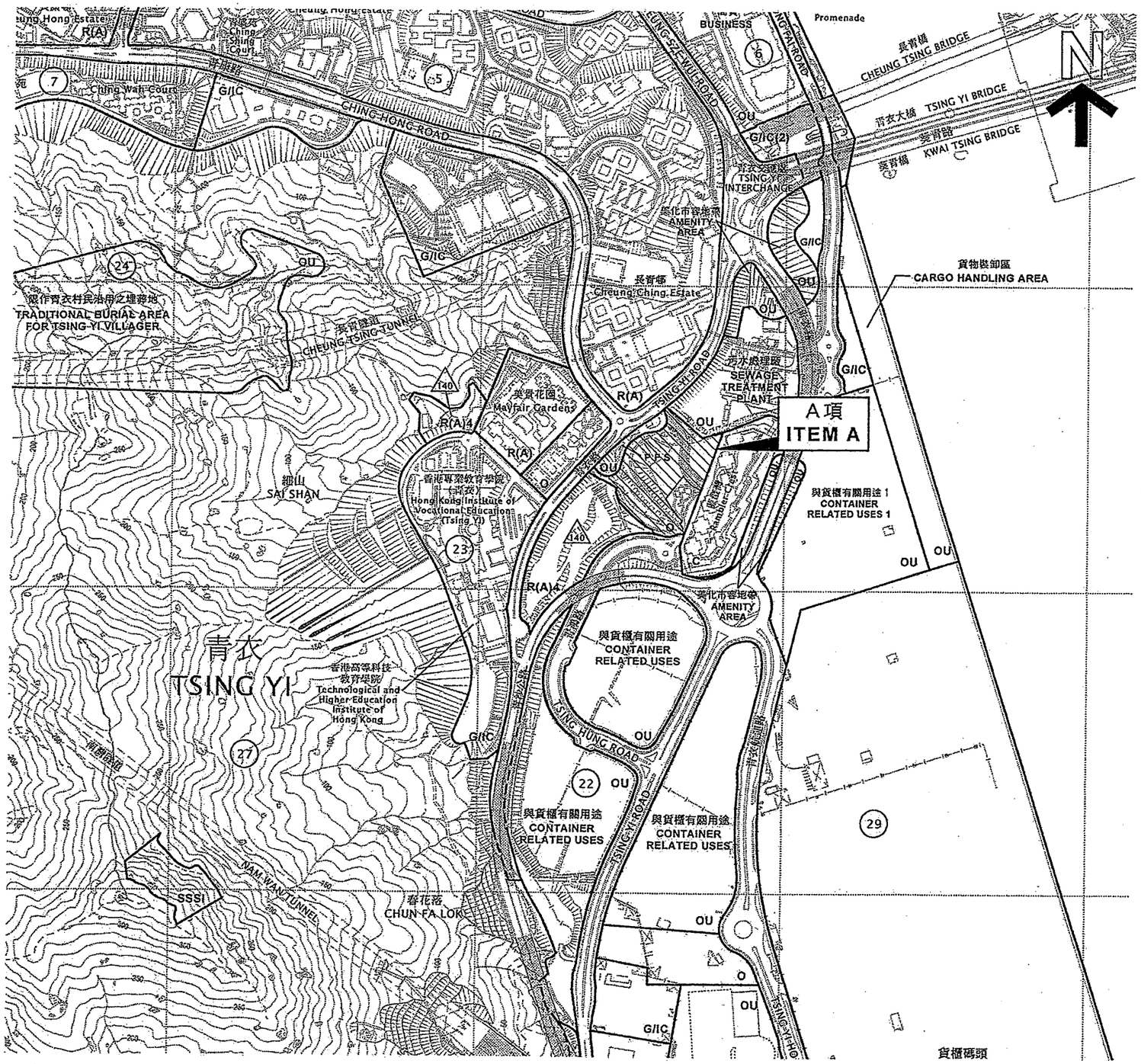
Members are invited to agree that the proposed amendment to the draft Tsing Yi OZP No. S/TY/27 as shown at **Annex I** is suitable for publication for public inspection in accordance with section 6C(2) of the Ordinance and the revised ES at **Annex II** is suitable for publication together with the draft OZP.

6. Attachments

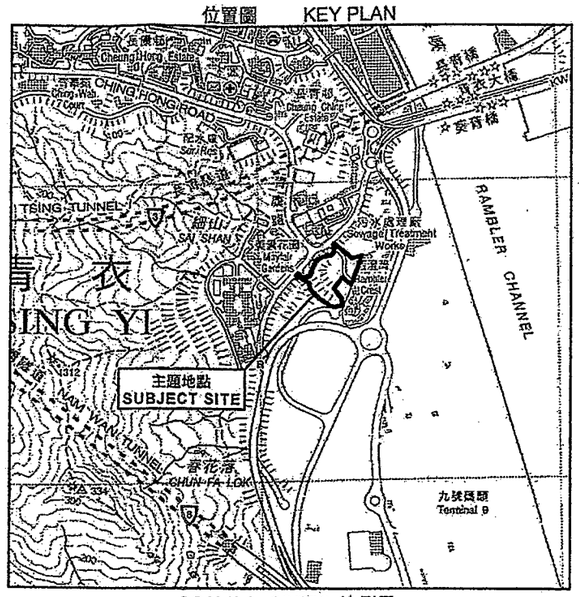
Annex I	Proposed amendment to the draft Tsing Yi OZP No. S/TY/27
Annex II	Proposed revision to the Explanatory Statement of the draft Tsing Yi OZP No. S/TY/27 in relation to Amendment Plan No. R/S/TY/27-A1 (paragraphs 7.2, 7.2.8, 7.7 and 7.7.5)
Plan Ha-1	Site Plan
Plan Ha-2	Development Constraints
Plan Ha-3	Adjustment of the "R(A)4" zone

PLANNING DEPARTMENT
JULY 2016

[1] According to Housing Department's schematic design shown to the Board at the representation hearing, the estimated flat number of Blocks 1, 2 and 3 is about 2,900.



位置圖 KEY PLAN



SCALE 1 : 20 000 比例尺

草圖編號 S/TY/27 的建議修訂
PROPOSED AMENDMENT TO DRAFT PLAN No. S/TY/27

根據城市規劃條例第6C(2)條公布的建議修訂
PROPOSED AMENDMENT PUBLISHED UNDER SECTION 6C(2) OF THE TOWN PLANNING ORDINANCE

A項 ITEM A

把「住宅(甲類)4」地帶改劃為「休憩用地」地帶
REZONING FROM "RESIDENTIAL (GROUP A)4" TO "OPEN SPACE"

(參看附表)
(SEE ATTACHED SCHEDULE)

根據城市規劃條例第6C(2)條公布
對草圖編號 S/TY/27 作出的建議修訂

PROPOSED AMENDMENT TO DRAFT PLAN No. S/TY/27 PUBLISHED UNDER SECTION 6C(2) OF THE TOWN PLANNING ORDINANCE

SECRETARY, TOWN PLANNING BOARD 城市規劃委員會秘書

青衣分區計劃大綱草圖編號 S/TY/27 的建議修訂
PROPOSED AMENDMENT TO DRAFT TSING YI OUTLINE ZONING PLAN No. S/TY/27

SCALE 1 : 7 500 比例尺

米 METRES 200 0 200 400 600 800 METRES 米

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

圖則編號 PLAN No. R/S/TY/27 - A1

PROPOSED REVISION TO THE EXPLANATORY STATEMENT OF THE DRAFT TSING YI OZP NO. S/TY/27 IN RELATION TO AMENDMENT PLAN NO. R/S/TY/27-A1

7.2 Residential (Group A) ("R(A)") - Total Area : ~~103~~*101*.17 ha

7.2.1 This zoning is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

7.2.2 This zoning includes public rental housing, subsidized sales flats and private residential developments. Developments or redevelopments within the "R(A)" zone are subject to a maximum domestic plot ratio of 5.0 or a maximum non-domestic plot ratio of 9.5, or the plot ratio of the existing building, whichever is the greater. In calculating the gross floor area (GFA) for these developments/redevelopments, land for free-standing purpose-designed buildings that are solely for accommodating school or other government, institution or community (GIC) facilities, including those located on ground and on building podium, shall be deducted in calculating the relevant site area.

7.2.3 Existing public rental housing developments include Cheung Ching Estate, Cheung Hong Estate, Tsing Yi Estate, Cheung Fat Estate, Cheung On Estate, Cheung Hang Estate, Cheung Wang Estate, Easeful Court and Broadview Garden (part). Within these public rental housing estates, adequate community facilities, retail facilities and open spaces are provided in accordance with planning standards.

7.2.4 Existing subsidised sales flats include Ching Tai Court, Ching Nga Court, Ching Wah Court, Ching Wang Court, Ching Shing Court, Serene Garden, Tivoli Garden, Greenview Villa and Broadview Garden (part). The new Home Ownership Scheme development Ching Chun Court in Cheung Ching Estate is under construction. Adequate community facilities are provided within all housing estates in accordance with approved planning briefs.

7.2.5 Private developments include Tierra Verde, Villa Esplanada, Tsing Yi Garden, Greenfield Garden, Grand Horizon and Mayfair Gardens.

7.2.6 The MTR Airport Express/Tung Chung Line Tsing Yi Station site (i.e. Tierra Verde and Maritime Square) is zoned "R(A)1". Any development/ redevelopment at this site is restricted to a maximum domestic gross floor area (GFA) of 245,700m^2 and a maximum non-domestic GFA of 47,625m^2, of which not less than 1,431m^2 are for kindergarten and day nursery uses.

7.2.7 The Villa Esplanada at Nga Ying Chau is zoned "R(A)2". Any development/redevelopment at this site is restricted to a maximum domestic GFA of 205,630m^2 and a maximum non-domestic GFA of 3,550m^2. A public transport terminus, which is not accountable for GFA, is also provided within the site.

7.2.8 A proposed private residential site at the junction of Liu To Road and Hang Mei Street is zoned "R(A)3". Another proposed private residential site to the immediate west of Mayfair Gardens and a proposed public housing site ~~to the west of Rambler Crest~~ ***at Tsing Hung Road*** are zoned "R(A)4". In order to prevent excessively tall or out-of-context buildings and to provide better control on the building heights of developments, building height restrictions are imposed taking into account the topography, foothill setting, site levels, local character, existing predominant land use, building height profile and the compatibility in terms of building height with the surrounding areas. Both the "R(A)3" and "R(A)4" zones are subject to a maximum domestic plot ratio of 6.0 or a maximum non-domestic plot ratio of 9.5, or the plot ratio of the existing building, whichever is the greater. The "R(A)3" zone is subject to a maximum building height of 200mPD and the "R(A)4" zone is subject to a maximum building height of 140mPD. A public transport terminus shall be provided in the development within the "R(A)3" zone to re-provision the existing green minibus terminus at the site, which is accountable for plot ratio calculation.

7.2.9 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratio/ GFA may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.

7.2.10 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the plot ratio/GFA/building height restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

7.7 Open Space ("O") - Total Area : ~~43~~*45*.47 ha

7.7.1 This zoning is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. Adequate reservation for district open space has been made on the Plan. The area for passive recreational purposes mainly consists of well-wooded slopes and hills which should be preserved in the interest of general amenity.

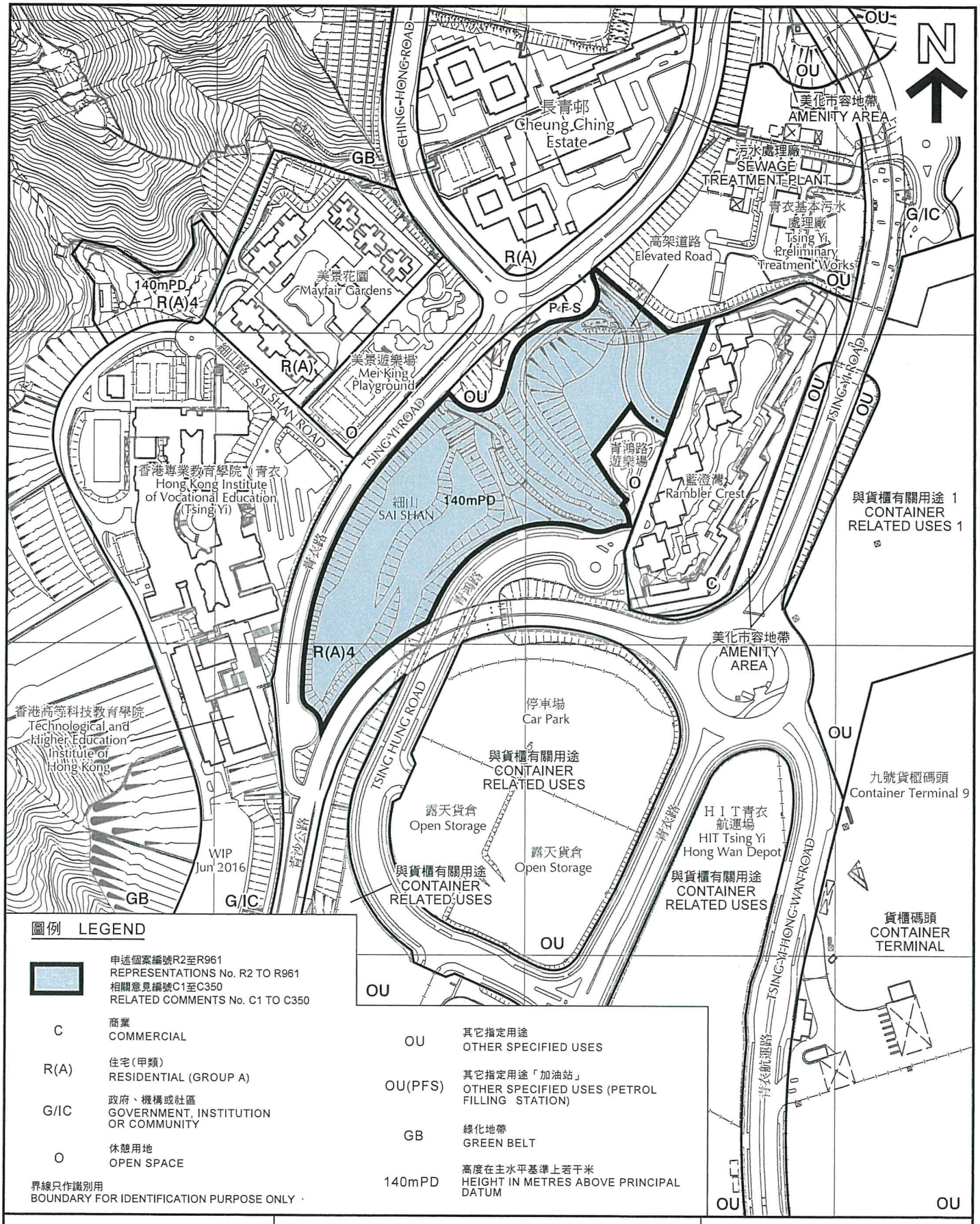
7.7.2 The Tsing Yi Park (the town park) with an area of about 7 ha has been developed in Area 2. Another special feature is a waterfront promenade running along the coast of Area 3 in the east to Area 8 in the north. The portion of the promenade in Area 3 is linked up with the town park by several footbridges, which is an essential recreational focus for Tsing Yi residents.

7.7.3 The Tsing Yi Northeast Park located to the west of Ching Tai Court and Cheung On Estate has been developed as a district open space forming part of the waterfront promenade. Apart from providing additional recreational facilities, it can also serve as a noise buffer between the boatyards and the adjacent housing developments.

7.7.4 The open space in front of the existing residential development at Mayfair Gardens provides a variety of recreational facilities to the residents and the students of the adjacent technical institute.

*7.7.5 **The open space bounded by Tsing Hung Road, Rambler Crest, Tsing Yi Sewage Treatment Plant and Tsing Yi Road would serve the nearby residential developments, including Rambler Crest, Cheung Ching Estate and Mayfair Gardens. The southeast portion of the "O" zone is already developed as Tsing Hung Road Playground.***

7.7.~~5~~*6* Apart from the district open space, local open spaces are also provided in other zones to meet local demands.



圖例 LEGEND

	申述個案編號R2至R961 REPRESENTATIONS No. R2 TO R961 相關意見編號C1至C350 RELATED COMMENTS No. C1 TO C350	OU	其它指定用途 OTHER SPECIFIED USES
C	商業 COMMERCIAL	OU(PFS)	其它指定用途「加油站」 OTHER SPECIFIED USES (PETROL FILLING STATION)
R(A)	住宅(甲類) RESIDENTIAL (GROUP A)	GB	綠化地帶 GREEN BELT
G/IC	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY	140mPD	高度在主水平基準上若干米 HEIGHT IN METRES ABOVE PRINCIPAL DATUM
O	休憩用地 OPEN SPACE		

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2016年6月28日擬備，所根據的資料為測量圖編號10-NE-5C及D和10-NE-10A, B, C及D

EXTRACT PLAN PREPARED ON 28.6.2016 BASED ON SURVEY SHEETS No. 10-NE-5C & D AND 10-NE-10A,B,C & D

平面圖 SITE PLAN

就青衣分區計劃大綱草圖編號S/TY/27
提出的申述個案編號R2至R961及
相關意見編號C1至C350作出進一步考慮

FURTHER CONSIDERATION OF REPRESENTATIONS No. R2 TO R961 AND RELATED COMMENTS No. C1 TO C350 TO THE DRAFT TSING YI OUTLINE ZONING PLAN No. S/TY/27

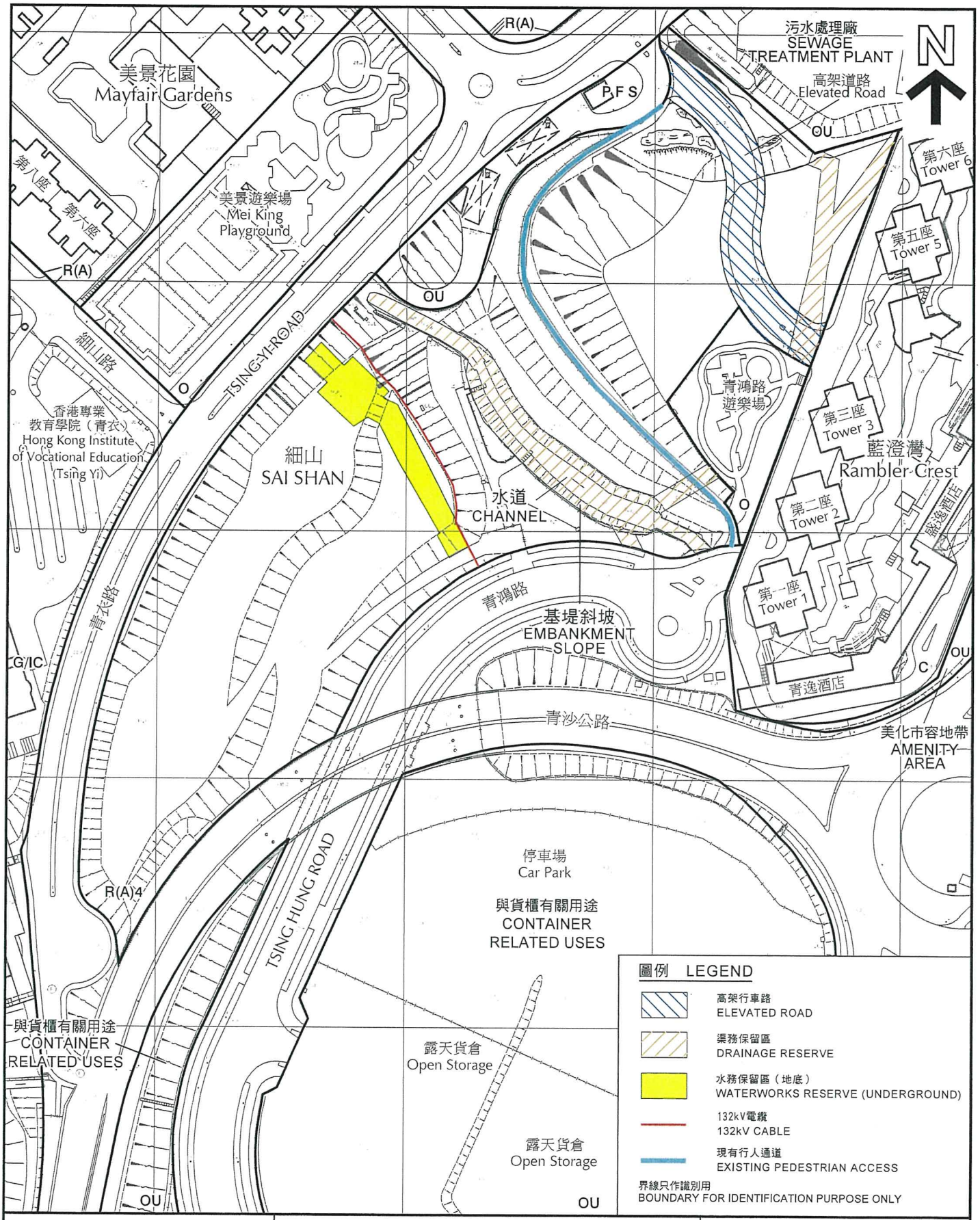
SCALE 1 : 4 000 比例尺

米 METRES 80 0 80 160 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
R/S/TY/27

圖 PLAN
Ha-1



本摘要圖於2016年6月28日擬備，所根據的資料為測量圖編號10-NE-5C及D和10-NE-10A及B

EXTRACT PLAN PREPARED ON 28.6.2016 BASED ON SURVEY SHEETS No. 10-NE-5C & D AND 10-NE-10A & B

發展限制 DEVELOPMENT CONSTRAINTS

就青衣分區計劃大綱草圖編號S/TY/27
提出的申述個案編號R2至R961及
相關意見編號C1至C350作出進一步考慮

FURTHER CONSIDERATION OF REPRESENTATIONS No. R2 TO R961 AND RELATED COMMENTS No. C1 TO C350 TO THE DRAFT TSING YI OUTLINE ZONING PLAN No. S/TY/27

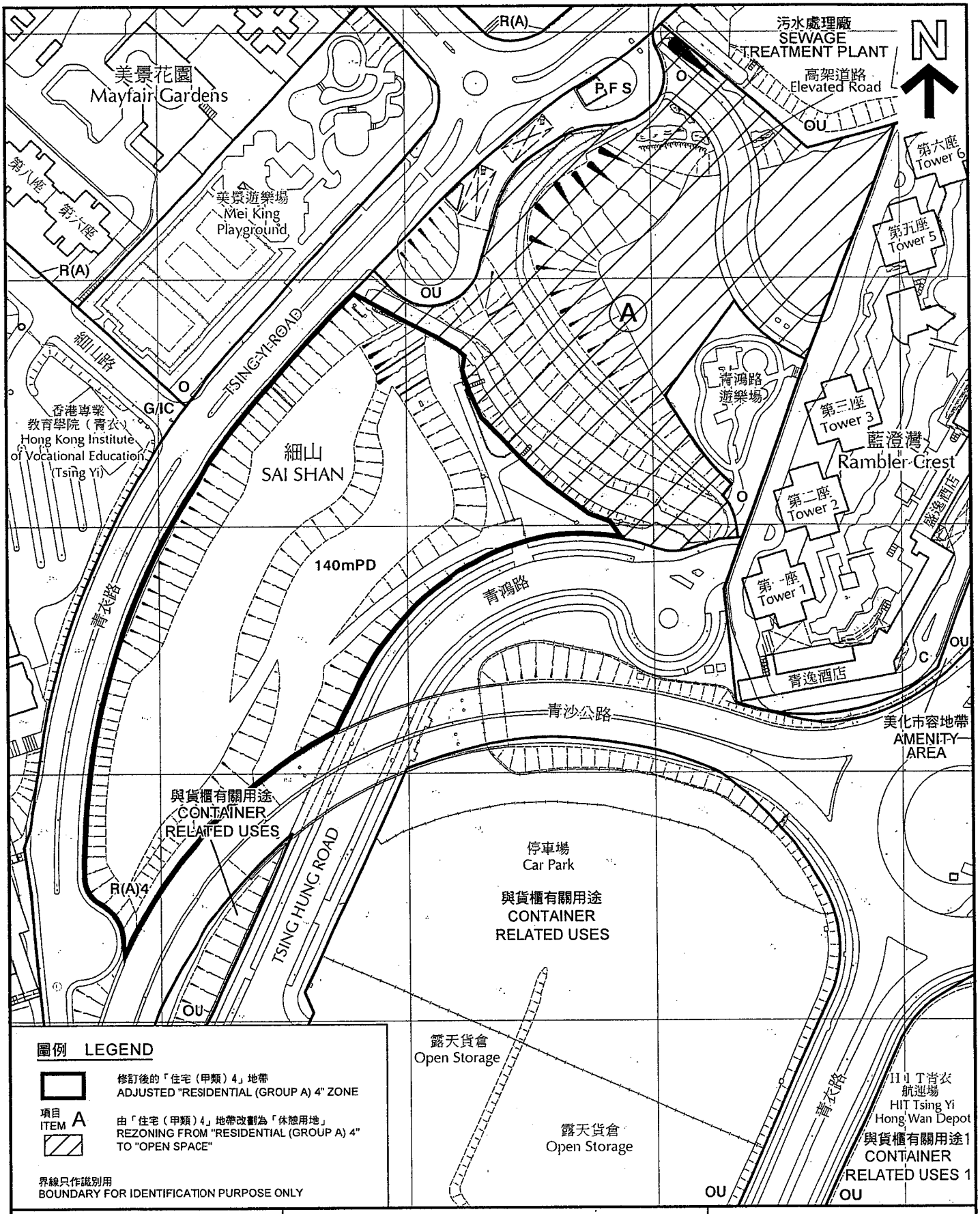
SCALE 1 : 2 000 比例尺

米 METRES 40 0 40 80 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
R/S/TY/27

圖 PLAN
Ha-2



本摘要圖於2016年6月28日擬備，所根據的資料為測量圖編號10-NE-5C及D和10-NE-10A及B

EXTRACT PLAN PREPARED ON 28.6.2016
BASED ON SURVEY SHEETS No.
10-NE-5C & D AND 10-NE-10A & B

「住宅（甲類）4」地帶的修訂
ADJUSTMENT OF "RESIDENTIAL (GROUP A) 4" ZONE

就青衣分區計劃大綱草圖編號S/TY/27
提出的申述個案編號R2至R961及
相關意見編號C1至C350作出進一步考慮
FURTHER CONSIDERATION OF REPRESENTATIONS No.
R2 TO R961 AND RELATED COMMENTS No. C1 TO C350
TO THE DRAFT TSING YI OUTLINE ZONING PLAN No. S/TY/27

SCALE 1 : 2 000 比例尺

米 METRES 40 0 40 80 米 METRES

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
R/S/TY/27

圖 PLAN
Ha-3

remote location and site constraints of the Area, providing additional GIC facilities (e.g. kindergartens, primary and secondary school classrooms) would not be justified nor practicable. Since the travelling time to TWNT by vehicles would only take about 20 minutes, it was envisaged that the local population could make use of the existing/planned facilities there.

154. After deliberation, the Board:

(a) agreed that the draft Chuen Lung and Ha Fa Shan OZP No. S/TW-CLHFS/B (Appendix I of the Paper) together with its Notes (Appendix II of the Paper) was suitable for consultation with the TWDC and the TWRC;

(b) agreed that the ES (Appendix III of the Paper) was suitable to serve as an expression of the planning intentions and objectives of the Board for various land use zonings of the draft Chuen Lung and Ha Fa Shan OZP No. S/TW-CLHFS/B and the ES had been issued under the name of the Board; and

(c) agreed that the ES (Appendix III of the Paper) was suitable for consultation with the TWDC and the TWRC together with the draft OZP.

155. The Chairman thanked PlanD's representatives for attending the meeting and they left the meeting at this point.

[Dr Lawrence K.C. Li left the meeting at this point.]

Agenda Item 8

[Open Meeting]

Proposed Amendment to the Draft Tsing Yi Outline Zoning Plan No. S/TY/27 Arising from the Consideration of Representations and Comments on the Draft OZP No. S/TY/27
(TPB Paper No. 10140)

[The item was conducted in Cantonese.]

156. The Secretary reported that that the proposed amendment (Item A) to the Tsing Yi Outline Zoning Plan (OZP) No. S/TY/27 arising from the consideration of representations and comments on the draft OZP was related to a proposed public rental housing (PRH) development to be undertaken by the Housing Department (HD), which was the executive arm of the Hong Kong Housing Authority (HKHA). AECOM Asia Company Limited (AECOM) and Mott MacDonald Hong Kong Limited (MMHK) were the consultants of HD. The following Members had declared interests in the item:

Mr H.F. Leung	-	being a member of the Tender Committee of HKHA
Mr Jeff Y.T. Lam *(as Deputy Director of Lands)*	-	being a representative of the Director of Lands who was a member of HKHA
Mr K.K. Ling *(as Director of Planning)*	-	being a member of the Strategic Planning Committee (SPC) and Building Committee of HKHA
Mr Martin W.C Kwan *(as Chief Engineer (Works), Home Affairs Department)*	-	being a representative of the Director of Home Affairs who was a member of the SPC and the Subsidised Housing Committee of HKHA
Ms Janice W.M. Lai Mr Patrick H.T. Lau Dr C.H. Hau	]]]	having current business dealings with HKHA and AECOM
Mr Thomas O.S. Ho Mr Stephen L.H. Liu	]]	having current business dealings with HKHA
Mr Ivan C.S. Fu	-	having past business dealings with HKHA and current business dealing with AECOM

Mr Dominic K.K. Lam Mr Franklin Yu	]]	having past business dealings with HKHA, AECOM and MMHK
Dr Lawrence W.C. Poon	-	his spouse being an employee of HD but not involved in planning work
Professor S.C. Wong *(The Vice-chairman)*	-	being the Chair Professor and Head of the Department of Civil Engineering of the University of Hong Kong (HKU) where AECOM had business dealings with some colleagues and had sponsored some activities of the Department before

157. Members noted that Dr C.H. Hau and Mr Dominic K.K. Lam had tendered apologies for being unable to attend the hearing while Ms Janice W.M. Lai, Mr Thomas O.S. Ho, Mr Stephen L.H. Liu, Mr H.F. Leung, Mr Patrick H.T. Lau and Mr Ivan C.S. Fund and Dr Lawrence W.C. Poon had already left the meeting. Members agreed that the interests of Mr K.K. Ling, Mr Jeff Y.T. Lam and Mr Martin W.C Kwan were direct and they should be invited to leave the meeting temporarily for the item. Members also agreed that the interests of Mr Franklin Yu and Professor S.C. Wong were indirect and they should be allowed to stay in the meeting. Furthermore, as the Board had decided to partially uphold the adverse representations by amending the draft Tsing Yi OZP No. S/TY/27 on 17.6.2016, the meeting agreed that those Members who had not attended the deliberation session on 17.6.2016 should be allowed to stay in the meeting but should refrain from participating in the discussion.

[Mr Jeff Y.T. Lam, Mr K.K. Ling and Mr Martin W.C Kwan left the meeting temporarily at this point.]

158. The Secretary briefly introduced the Paper. After hearing the representations and comments on the draft Tsing Yi OZP No. S/TY/27 on 21 and 26.4.2016, two deliberation sessions were held on 20.5.2016 and 17.6.2016 to consider the representations and comments. At the deliberation session on 17.6.2016, the Board decided to partially uphold 959 adverse representations (R2 to R960) by rezoning the northern portion of the "Residential (Group A)4" ("R(A)4") zone back to "Open Space" ("O"). The Paper was to seek Members' agreement that the proposed amendment to the draft OZP, which was shown as Amendment Item A on Plan No.

R/S/TY/27-A1 (Annex I of the Paper), was suitable for gazetting under section 6C(2) of the Town Planning Ordinance (the Ordinance). The amended OZP would be gazetted for further representations for three weeks and the Board would consider the further representations, as appropriate. Details regarding the delineation of the revised zoning boundary of "R(A)4" with reference to the existing drainage reserve were provided on Plans Ha-1 to Ha-3 of the Paper.

159. In response to a Member's enquiry on why the proposed amendment was for rezoning the northern portion of the representation site back to "O" given that it was already zoned "O" under the OZP, the Secretary said that the current proposed amendment was to reverse the original proposed amendment (i.e. originally proposed amendment from "O" to "R(A)4") to the draft Tsing Yi OZP No. S/TY/27 for that part of the representation site. The current proposed amendment to the draft OZP would be gazetted for further representations under section 6C(2) of the Ordinance. Upon consideration of the further representations, the Board would decide whether to amend the draft OZP, either by the proposed amendments as gazetted or in other manner that the Board considered appropriate. The Vice-Chairman asked whether the zoning boundary delineated between the two "O" zones, one covering the northern portion of the representation site and the other covering the playground at Tsing Hung Road, would be deleted in the future. In reply, the Secretary said that should the proposed rezoning of the northern portion of the representation site back as "O" be confirmed upon consideration of the further representations, there would not be any zoning boundary dividing the two as they would be under the same "O" zone.

160. In response to an enquiry from the same Member about the timing for issuing a letter to the concerned government departments to relay the concerns of the local residents as discussed on 17.6.2016, the Chairman said that it was the established practice of the Board to issue such a letter after the completion of the entire representation consideration process.

161. After deliberation, the Board agreed that the proposed amendment to the draft Tsing Yi OZP No. S/TY/27 as shown at Annex I of the Paper was suitable for publication for public inspection in accordance with section 6C(2) of the Ordinance and the revised Explanatory Statement at Annex II of the Paper was suitable for publication together with the draft OZP.

[Mr Jeff Y.T. Lam, Mr K.K. Ling and Mr Martin W.C Kwan returned to join the meeting at this point.]

Fanling, Sheung Shui & Yuen Long East District

Agenda Item 9

[Open Meeting]

Request for Deferment of Review of Application No. A/YL-NSW/242
Proposed Comprehensive Development with Wetland Enhancement (including House, Flat, Wetland Enhancement Area, Nature Reserve, Visitors Centre, Social Welfare Facility, Shop and Services) as well as Filling of Land/Pond and Excavation of Land in "Other Specified Uses" annotated "Comprehensive Development and Wetland Enhancement Area 1" and "Site of Special Scientific Interest (1)" Zones, Lots 1520 RP, 1534 and 1604 in D.D.123 and Adjoining Government Land, Nam Sang Wai and Lut Chau, Yuen Long, New Territories
(TPB Paper No. 10132)

[The item was conducted in Cantonese.]

162. The Secretary reported that the application was submitted by Kleener Investment Limited, Nam Sang Wai Development Company Limited, Community Wetland Park Foundation Limited and Lut Chau Nature Reserve Foundation Limited, with the first two being subsidiaries of Henderson Land Development Company Limited (HLD), and Masterplan Limited (Masterplan), AECOM, LWK & Partners (HK) Limited (LWK), MVA Hong Kong Limited (MVA) and Urbis Limited (Urbis) were five of the consultants of the applicants. The following Members had declared interests in the item:

Ms Janice W.M. Lai	-	having current business dealings with HLD, AECOM and Urbis

SCHEDULE OF PROPOSED AMENDMENT TO THE DRAFT TSING YI OUTLINE ZONING PLAN NO. S/TY/27 MADE BY THE TOWN PLANNING BOARD UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)

I. Amendment to Matters shown on the Plan

Item A - Rezoning of the northern portion of a site between Tsing Yi Road and Tsing Hung Road from "Residential (Group A)4" to "Open Space".

Town Planning Board

22 July 2016

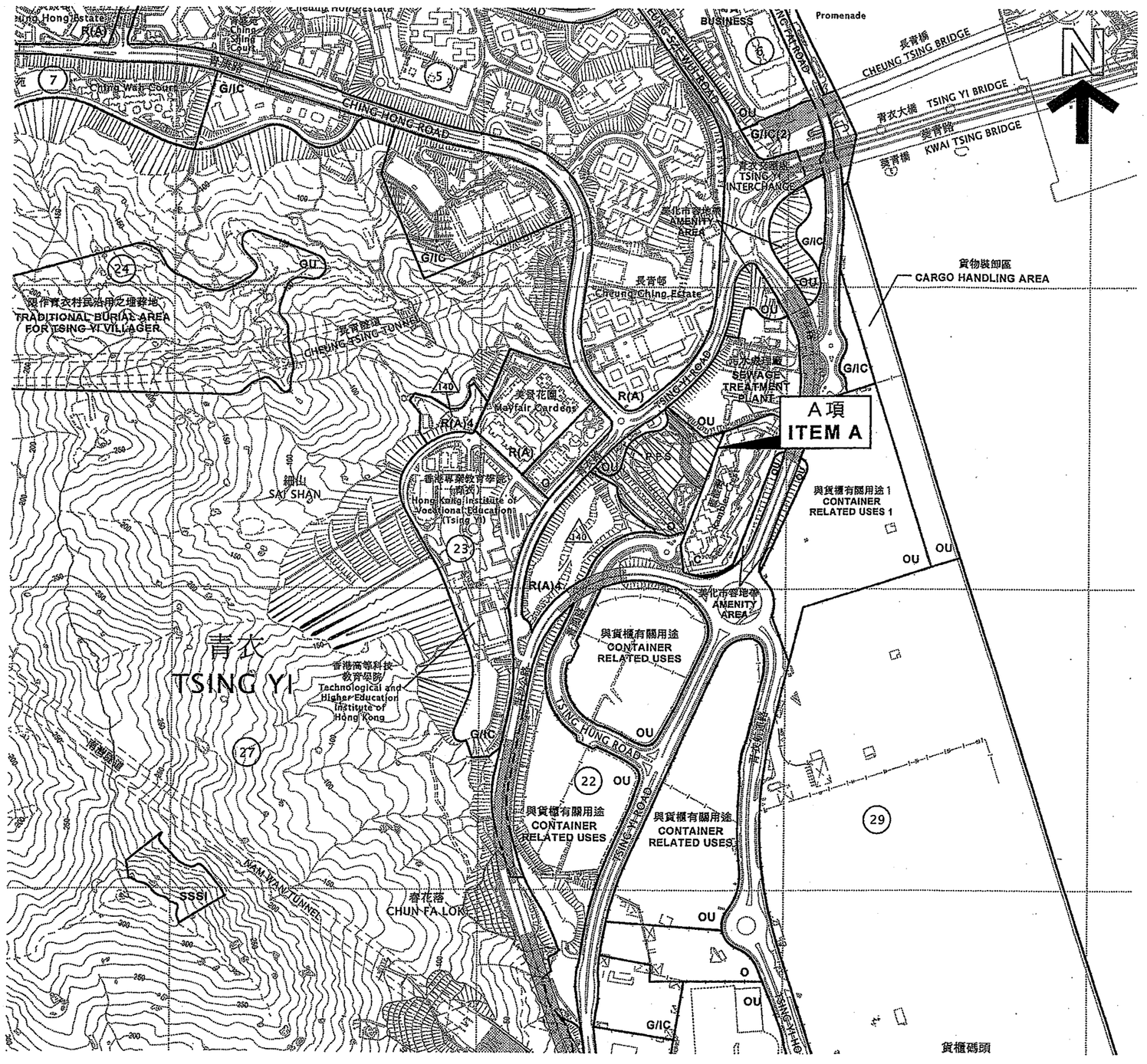
城市規劃委員會根據城市規劃條例(第 131 章)
建議對青衣分區計劃大綱草圖編號 S/TY/27
所作修訂項目附表

I. 就圖則所顯示的事項作出的修訂項目

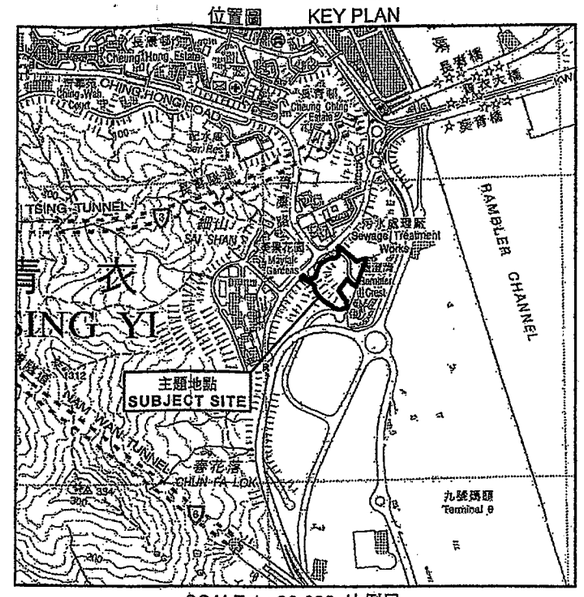
A 項 — 把位於青衣路及青鴻路之間的一塊用地的北面部分由「住宅(甲類)4」改劃為「休憩用地」地帶。

城市規劃委員會

2016 年 7 月 22 日



位置圖 KEY PLAN



SCALE 1 : 20 000 比例尺

草圖編號 S/TY/27 的建議修訂
PROPOSED AMENDMENT TO DRAFT PLAN No. S/TY/27

根據城市規劃條例第6C(2)條公布的建議修訂
PROPOSED AMENDMENT PUBLISHED UNDER SECTION 6C(2) OF THE TOWN PLANNING ORDINANCE

A項 ITEM A

把「住宅(甲類)4」地帶改劃為「休憩用地」地帶
REZONING FROM "RESIDENTIAL (GROUP A)4" TO "OPEN SPACE"

(參看附表)
(SEE ATTACHED SCHEDULE)

2016年7月22日根據城市規劃條例第6C(2)條公布對草圖編號 S/TY/27 作出的建議修訂

PROPOSED AMENDMENT TO DRAFT PLAN No. S/TY/27 PUBLISHED UNDER SECTION 6C(2) OF THE TOWN PLANNING ORDINANCE ON 22 JULY 2016

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

青衣分區計劃大綱草圖編號 S/TY/27 的建議修訂
PROPOSED AMENDMENT TO DRAFT TSING YI OUTLINE ZONING PLAN No. S/TY/27

SCALE 1 : 7 500 比例尺

米 METRES 200 0 200 400 600 800 METRES 米

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

圖則編號 PLAN No. R/S/TY/27 - A1

Proposed Amendments to the Explanatory Statement of the Draft Tsing Yi Outline Zoning Plan No. S/TY/27 in relation to Amendment Plan No. R/S/TY/27-A1

(This does not form part of the proposed amendment to the draft TsingYi Outline Zoning Plan No. S/TY/27)

Paragraphs 7.2, 7.2.8, 7.7, 7.7.5 and 7.7.6 of the Explanatory Statement are proposed to be amended:

7. LAND USE ZONINGS

7.2 Residential (Group A) ("R(A)") - Total Area : ~~103~~*101*.17 ha

7.2.1 This zoning is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

7.2.2 This zoning includes public rental housing, subsidized sales flats and private residential developments. Developments or redevelopments within the "R(A)" zone are subject to a maximum domestic plot ratio of 5.0 or a maximum non-domestic plot ratio of 9.5, or the plot ratio of the existing building, whichever is the greater. In calculating the gross floor area (GFA) for these developments/redevelopments, land for free-standing purpose-designed buildings that are solely for accommodating school or other government, institution or community (GIC) facilities, including those located on ground and on building podium, shall be deducted in calculating the relevant site area.

7.2.3 Existing public rental housing developments include Cheung Ching Estate, Cheung Hong Estate, Tsing Yi Estate, Cheung Fat Estate, Cheung On Estate, Cheung Hang Estate, Cheung Wang Estate, Easeful Court and Broadview Garden (part). Within these public rental housing estates, adequate community facilities, retail facilities and open spaces are provided in accordance with planning standards.

7.2.4 Existing subsidised sales flats include Ching Tai Court, Ching Nga Court, Ching Wah Court, Ching Wang Court, Ching Shing Court, Serene Garden, Tivoli Garden, Greenview Villa and Broadview Garden (part). The new Home Ownership Scheme development Ching Chun Court in Cheung Ching Estate is under construction. Adequate community facilities are provided within all housing estates in accordance with approved planning briefs.

7.2.5 Private developments include Tierra Verde, Villa Esplanada, Tsing Yi Garden, Greenfield Garden, Grand Horizon and Mayfair Gardens.

7.2.6 The MTR Airport Express/Tung Chung Line Tsing Yi Station site (i.e. Tierra Verde and Maritime Square) is zoned "R(A)1". Any development/redevelopment at this site is restricted to a maximum

domestic gross floor area (GFA) of 245,700m² and a maximum non-domestic GFA of 47,625m², of which not less than 1,431m² are for kindergarten and day nursery uses.

7.2.7 The Villa Esplanada at Nga Ying Chau is zoned "R(A)2". Any development/redevelopment at this site is restricted to a maximum domestic GFA of 205,630m² and a maximum non-domestic GFA of 3,550m². A public transport terminus, which is not accountable for GFA, is also provided within the site.

7.2.8 A proposed private residential site at the junction of Liu To Road and Hang Mei Street is zoned "R(A)3". Another proposed private residential site to the immediate west of Mayfair Gardens and a proposed public housing site ~~to the west of Rambler Crest~~ ***at Tsing Hung Road*** are zoned "R(A)4". In order to prevent excessively tall or out-of-context buildings and to provide better control on the building heights of developments, building height restrictions are imposed taking into account the topography, foothill setting, site levels, local character, existing predominant land use, building height profile and the compatibility in terms of building height with the surrounding areas. Both the "R(A)3" and "R(A)4" zones are subject to a maximum domestic plot ratio of 6.0 or a maximum non-domestic plot ratio of 9.5, or the plot ratio of the existing building, whichever is the greater. The "R(A)3" zone is subject to a maximum building height of 200mPD and the "R(A)4" zone is subject to a maximum building height of 140mPD. A public transport terminus shall be provided in the development within the "R(A)3" zone to re-provision the existing green minibus terminus at the site, which is accountable for plot ratio calculation.

7.2.9 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratio/GFA may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.

7.2.10 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the plot ratio/GFA/building height restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

7.7 Open Space ("O") - Total Area : ~~43.47~~***45.48*** ha

7.7.1 This zoning is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. Adequate reservation for district open space has been made on the Plan. The area for passive recreational purposes mainly consists of well-wooded slopes and hills which should be preserved in the interest of general amenity.

7.7.2 The Tsing Yi Park (the town park) with an area of about 7 ha has been developed in Area 2. Another special feature is a waterfront promenade running along the coast of Area 3 in the east to Area 8 in the north. The portion of the promenade in Area 3 is linked up with the town park by several footbridges, which is an essential recreational focus for Tsing Yi residents.

7.7.3 The Tsing Yi Northeast Park located to the west of Ching Tai Court and Cheung On Estate has been developed as a district open space forming part of the waterfront promenade. Apart from providing additional recreational facilities, it can also serve as a noise buffer between the boatyards and the adjacent housing developments.

7.7.4 The open space in front of the existing residential development at Mayfair Gardens provides a variety of recreational facilities to the residents and the students of the adjacent technical institute.

7.7.5 ***The open space bounded by Tsing Hung Road, Rambler Crest, Sewage Treatment Plant and Tsing Yi Road would serve the nearby residential developments, including Rambler Crest, Cheung Ching Estate and Mayfair Gardens. The southeastern portion of the "O" zone is already developed as Tsing Hung Road Playground.***

7.7.~~5~~*6* Apart from the district open space, local open spaces are also provided in other zones to meet local demands.

就修訂圖則編號 R/S/TY/27-A1 而建議對《青衣分區計劃大綱草圖編號 S/TY/27》的《說明書》作出的修訂

(此修訂不構成建議對《青衣分區計劃大綱草圖編號 S/TY/27》所作修訂的一部分)

建議對《說明書》第 7.2, 7.2.8, 7.7, 7.7.5 及 7.7.6 所作的修訂如下：

7. 土地用途地帶

7.2 住宅(甲類)：總面積 ~~103~~ *101*.17 公頃

7.2.1 此地帶的規劃意向，主要是作高密度住宅發展。在建築物的最低三層，或現有建築物特別設計的非住用部分，商業用途屬經常准許的用途。

7.2.2 此地帶內包括租住公屋、補助出售房屋及私人住宅發展。在「住宅(甲類)」地帶內的發展或重建計劃，最高住用地積比率和最高非住用地積比率分別限為 5.0 倍及 9.5 倍，或現有建築物的地積比率，兩者中以數目較大者為準。就這些發展／重建計劃計算總樓面面積時，純粹用於提供學校或政府、機構或社區設施的特別設計的獨立建築物，不論是位於地面或樓宇平台，其所佔用地的面積都會從地盤面積中扣除。

7.2.3 現有的租住公屋發展包括長青邨、長康邨、青衣邨、長發邨、長安邨、長亨邨、長宏邨、青逸軒及偉景花園(部分單位)。當局根據規劃標準，在這些公共租住屋邨內提供足夠的社區設施、零售設施及休憩用地。

7.2.4 現有的資助出售房屋包括青泰苑、青雅苑、青華苑、青宏苑、青盛苑、海悅花園、宏福花園、綠悠雅苑及偉景花園(部分單位)。在長青邨推展的新居者有其屋計劃項目青俊苑，現時在興建階段。有關方面根據已核准的規劃大綱，在各屋邨內提供足夠的社區設施。

7.2.5 私人發展包括盈翠半島、灝景灣、青怡花園、翠怡花園、海欣花園及美景花園。

7.2.6 港鐵機場快 ／東涌 青衣站的用地(即盈翠半島及青衣城)劃為「住宅(甲類)1」地帶。在這塊土地上的任何發展／重建計劃的最大住用總樓面面積限為 245 700 平方米，而最大非住用總樓面面積限為 47 625 平方米(其中至少 1 431 平方米須撥作幼稚園及日間託兒所用途)。

7.2.7 位於牙鷹洲的灝景灣劃為「住宅(甲類)2」地帶。在這塊土地上的任何發展／重建計劃的最大住用總樓面面積限為 205 630 平方米，而最大非住用總樓面面積限為 3 550 平方米。該地點亦設置了一個公共車輛總站，有關的面積不會計入總樓面面積之內。

7.2.8 在寮肚路／亨美街交界擬作私人住宅發展的用地劃為「住宅(甲類)3」地帶；而位於美景花園西鄰另一塊擬作私人住宅發展的用地和位於~~藍澄灣以西~~*青鴻路*一塊擬作公營房屋發展的用地，則劃為「住宅(甲類)4」地帶。為了避免發展項目過高或與環境不相協調，並對發展項目的建築物高度作出更妥善規管，當局經考慮地形、山麓布局、地盤水平、該區的特色、現時主要的土地用途和建築物高度輪廓，以及建築物高度是否與附近地區互相協調等因素後，已施加建築物高度限制。至於「住宅(甲類)3」地帶及「住宅(甲類)4」地帶的最高住用地積比率及最高非住用地積比率，則分別限為 6.0 倍及 9.5 倍，或現有建築物的相關地積比率，兩者中以數目較大者為準；「住宅(甲類)3」地帶及「住宅(甲類)4」地帶的最高建築物高度，則分別限為主水平基準上 200 米及 140 米。在「住宅(甲類)3」地帶內的發展項目，必須包括一個公共車輛總站，用以重置該用地現有的綠色專線小巴總站，並把其計入地積比率之內。

7.2.9 遇有《建築物(規劃)規例》第 22 條所列的情況，上文規定的最高地積比率／總樓面面積可以根據該規例第 22 條准許的幅度予以提高。這項安排旨在使當局可以靈活處理一些特殊情況，例如把部分土地撥作擴闊道路或公共用途。

7.2.10 為了提供彈性讓發展項目能採用較具創意的設計以配合個別地盤的特點，城規會可透過規劃許可審批制度，考慮略為放寬地積比率／總樓面面積／建築物高度的限制；城規會會按個別發展計劃在規劃上的優越之處，作出考慮。

7.7 休憩用地：總面積 ~~43.47~~*45.48* 公頃

7.7.1 此地帶的規劃意向，主要是提供戶外公共空間作各種動態及／或靜態康樂用途，以配合當地居民和其他市民的需要。當局已在圖上預留足夠的地區休憩用地。劃作靜態康樂用途的土地主要為樹木茂密的山坡及山丘；為顧及市容起見，這些土地須予保留。

7.7.2 第 2 區有一塊面積約 7 公頃的土地已發展作青衣公園(市鎮公園)。另一特點是於東面第 3 區沿岸設置一個連接北面第 8 區的海旁散步廣場。第 3 區內的散步廣場由多條行人天橋與市鎮公園連接，使這兩處成為青衣居民的主要康樂活動場地。

7.7.3 位於青泰苑及長安邨以西的青衣東北公園，現已發展為地區休憩用地，屬於海濱散步廣場的一部分。該用地除可提供更多康樂設施外，亦可作為船廠與毗鄰屋邨之間的緩衝地帶，以減少噪音滋擾。

7.7.4 美景花園現有住宅前面的休憩用地，為居民及毗鄰工業學院的學生提供多種康樂設施。

7.7.5 由青鴻路、藍澄灣、污水處理廠及青衣路圍繞著的休憩用地可服務鄰近的住宅發展包括藍澄灣、長青邨及美景花園。東南面部分的「休憩用地」地帶已發展成為青鴻路遊樂場。

7.7.~~5~~*6* 除地區休憩用地外，其他地帶內也設有鄰舍休憩用地，以配合地方上的需求。

Summary of valid Further Representations made on the proposed amendment to the Draft Tsing Yi OZP No. S/TY/27
and the Concerned Government Departments' Responses

Further Representations No. (TPB/R/S/TY/27-)[1]	**Subject of Further Representations**	**Further Representer's Proposed Amendments/ Proposals**	**Government Department's Responses**
F1 to F72, F77 to F2219 and F2450 to F2473	(a) **F1 to F72** support Amendment Item A; **F77 to F2219** with majority welcome the Amendment Item A and providing views on the remaining "R(A)4" zone; and **F2450 to F2473** oppose Amendment Item A. (b) Similar concerns and grounds are provided by the supportive FRs, FRs providing views and adverse FRs as follows. (c) According to the Final Report of the South-East Tsing Yi Port Development Planning & Engineering Feasibility Study for CT9 (the CT9 Study), the planning intention of 'the original representation site', which comprises the further representation site and the	(1) to rezone the remaining "R(A)4" to "O" for resuming the buffer function (**F1-F2217, F2219, F2451-F2455 and F2461-F2473**) and providing recreation facilities such as air-conditioned indoor sports complex (**F1, F20-F49, F51-F53, F55-F72, F77, F222, F243, F277, F314, F326, F345, F352, F366, F410, F427, F463, F473, F482, F514, F537, F542, F566, F568, F572, F588, F617, F642, F648, F672, F732, F739, F764, F766, F774, F824, F831, F839, F842, F895, F909, F971, F979, F996, F1016, F1046, F1085, F1195, F1208, F1209, F1224, F1321, F1339, F1344, F1350, F1359, F1387, F1393, F1404, F1450, F1461-F1463, F1538, F1545, F1569, F1574, F1576, F1583, F1594, F1627,	Comments/Grounds of Further Representations (a) Please see paragraphs 4.4 of the Paper. (b) Please see paragraphs 4.4 to 4.6 of the Paper. (c) Please see paragraphs 4.7 to 4.9 of the Paper. (d) Please see paragraphs 2, 4.5, 4.8 and 4.10 of the Paper. (e) Please see paragraphs 2, 4.5, 4.8 and 4.10 of the Paper and paragraphs 6.3.8 to 6.3.33 of TPB Paper No. 10085 (**Enclosure I**). (f) Please see paragraphs 4.5 and 4.19 of the Paper and **Enclosure**

[1] For the name of further representers, please see the **Attachment**.

Further Representations No. (TPB/R/S/TY/27-)[1]	Subject of Further Representations	Further Representer's Proposed Amendments/ Proposals	Government Department's Responses
	remaining "R(A)4" zone, was an open space serving as a buffer between CT9 and the residential developments of Mayfair Gardens and Cheung Ching Estate. (d) The remaining "R(A)4" zone is not suitable for residential development as the site will be subject to noise and glare impacts from the operation of CT9 as well as other environmental impacts from the nearby developments which are also operating 24 hours daily including Tsing Yi Preliminary Treatment Works (TYPTW) and the petrol filling station (PFS). (e) The proposed PRH development would impose adverse impacts on environment, traffic, air ventilation, visual and tree felling. (f) There are insufficient public transport facilities, community facilities, recreation facilities and	**F1649, F1706, F1721, F1751, F1762, F1827, F1834, F1925, F1926, F1963, F2026, F2035, F2072, F2079, F2094, F2102, F2143, F2451-F2454 and F2473**); and (2) to rezone the remaining "R(A)4" to "Government, Institution or Community" ("G/IC") for the expansion of the Hong Kong Institute of Vocational Education (Tsing Yi) (the Tsing Yi IVE) and Technological and Higher Education Institute of Hong Kong (THEi) or providing GIC facilities such as air-conditioned library and civic centre (**F222, F277, F314, F326, F352, F366, F410, F427, F463, F473, F482, F514, F537, F542, F566, F568, F572, F588, F617, F642, F648, F672, F732, F739, F764, F766, F774, F824, F831, F839, F842, F895, F909, F971, F979, F996, F1016, F1046, F1085, F1195, F1208, F1209, F1224, F1321, F1339, F1344, F1350, F1359,**	**IX**. (g) Please see paragraphs 4.5 and 4.10 of the Paper and paragraphs 6.3.8 to 6.3.33 of TPB Paper No. 10085 (**Enclosure I**). (h) Please see paragraph 4.12 of the Paper. (i) Please see paragraph 4.11 of the Paper. (j) Please see paragraphs 4.13 to 4.15 of the Paper. (k) Please see paragraphs 4.5 and 4.19 of the Paper and **Enclosure IX** (l) Please see paragraphs 4.7, 4.17(i) to 4.17(iv) of the Paper. <u>Further Representer's Proposed Amendments/ Proposals</u> (1) Please see paragraphs 4.16 to 4.18 of the Paper.

Further Representations No. (TPB/R/S/TY/27-)[1]	**Subject of Further Representations**	**Further Representer's Proposed Amendments/ Proposals**	**Government Department's Responses**
	medical facilities in Tsing Yi South. The injection of additional population from the proposed PRH development would impose burden on the demand of these facilities. (g) The technical assessments including the traffic impact assessment and environmental assessment were conducted improperly and have serious errors. (h) Trees in the remaining "R(A)4" zone were planted by the local residents. The proposed PRH development will involve substantial tree felling which would adversely affect the harmony of the community. (i) Construction cost would be higher for building the proposed PRH development at the remaining "R(A)4" zone which is situated on a slope with soft soil and the proposed housing development requires adoption of	**F1387, F1393, F1404, F1450, F1461-F1463, F1538, F1545, F1569, F1574, F1576, F1583, F1594, F1627, F1649, F1706, F1721, F1751, F1762, F1827, F1834, F1925, F1926, F1963, F2026, F2035, F2072, F2079, F2094, F2102, F2143, F2451-F2453 and F2473**).	(2) Please see paragraph 4.19 of the Paper.

Further Representations No. (TPB/R/S/TY/27-)[1]	Subject of Further Representations	Further Representer's Proposed Amendments/ Proposals	Government Department's Responses
	additional mitigation measures such as acoustic windows, noise barriers, architectural fins and road widening. This would contradict the pragmatic principle adopted by the Housing Department (HD). (j) The public consultation of the rezoning was conducted improperly. The views from the Kwai Tsing District Council (K&TDC) were not taken into account. The K&TDC was not well informed about the details of the OZP amendment. The statutory consultation procedure was also carried out improperly. (k) Community facilities should be provided at the remaining "R(A)4" zone to serve the residents of Tsing Yi South. (l) There are alternative sites suitable for public housing development such as the brownfield land in the New Territories, other vacant sites and		

Further Representations No. (TPB/R/S/TY/27-)[1]	Subject of Further Representations	Further Representer's Proposed Amendments/ Proposals	Government Department's Responses
	open-air car parks in Tsing Yi, etc. And, the logistics car parks along Kwai Tsing Road can be relocated to the planned Kwai Chung Park, which is left vacant for years, to make way for the proposed PRH development.		

就《青衣分區計劃大綱草圖編號 S/TY/27》的建議修訂
提出的有效進一步申述的摘要及相關政府部門的回應

進一步申述的編號 (TPB/R/S/TY/27-)[1]	進一步申述的內容	進一步申述人提出的修訂／建議	相關政府部門的回應
F1 至 F72、F77 至 F2219 及 F2450 至 F2473	(a) **F1 至 F72** 表示支持修訂項目 A；**F77 至 F2219** 提供意見的進一步申述中，大多數表示歡迎修訂項目 A，並就「住宅(甲類)4」地帶餘下部分提供意見；及 **F2450 至 F2473 表示**反對修訂項目 A。 (b) 表示支持、提供意見及表示反對的進一步申述所提的意見及理由十分相似。 (c) 根據《青衣東南港口發展規劃及第九號貨櫃碼頭工程可行性研究》(下稱「九號貨櫃碼頭研究」)的最後報告，	(1) 把餘下的「住宅(甲類)4」地帶改劃為「休憩用地」地帶，以回復緩衝地帶的功能(**F1 至 F2217、F2219,、F2451 至 F2455 及 F2461 至 F2473**)，並且提供康樂設施，例如空調室內運動場館(**F1、F20 至 F49、F51 至 F53、F55 至 F72, F77、 F222、 F243、F277、F314、 F326、F345、F352、F366、 F410、F427、F463、F473、 F482、F514、F537、F542、 F566、F568、F572、F588、 F617、F642、F648、F672、 F732、F739、F764、F766、 F774、F824、F831、F839、 F842、F895、**	進一步申述的理由／意見 (a) 見文件第 4.4 段。 (b) 見文件第 4.4 至 4.6 段。 (c) 見文件第 4.7 至 4.9 段。 (d) 見文件第 2、 4.5、4.8 及 4.10 段。 (e) 見文件第 2、4.5、4.8 及 4.10 段和城規會文件第 10085 號第 6.3.8 至 6.3.33 段(**附件 I**)。 (f) 見文件第 4.5 及 4.19

[1] 申述人的名稱見**附錄**。

進一步申述的編號 (TPB/R/S/TY/27-)[1]	進一步申述的內容	進一步申述人提出的修訂／建議	相關政府部門的回應
	原本申述地點的規劃意向，即包括進一步申述地點及餘下的「住宅(甲類)4」地帶，是用作休憩用地，作為九號貨櫃碼頭與住宅發展項目美景花園和長青邨之間的緩衝地帶。 (d) 餘下的「住宅(甲類)4」地帶是不適合作住宅發展，因為該用地會受到九號貨櫃碼頭運作的噪音和眩光影響，以及附近每日24小時運作的發展的其他環境影響，包括青衣基本污水處理廠及加油站。 (e) 擬議公屋發展會對環境、交通、通風、視覺及砍伐樹木造成負面影響。 (f) 青衣南的公共交通設施、社區設施、康樂設	**F909、F971、 F979、F996、F1016、F1046、 F1085、F1195、 F1208、F1209、F1224、F1321、 F1339、F1344、 F1350、F1359、F1387、F1393、 F1404、F1450、 F1461至F1463、F1538、F1545、 F1569、F1574、 F1576、F1583、F1594、F1627、 F1649、F1706、 F1721、F1751、F1762、F1827、 F1834、F1925、 F1926、F1963、F2026、F2035、 F2072、F2079、 F2094、F2102、F2143、F2451至F2454及F2473)**；及 (2) 把餘下的「住宅(甲類)4」地帶改劃為「政府、機構或社區」地帶，以擴建香港專業教育學院(青衣分校)和香港高等科技教育學院，或提	段及**附件IX**。 (g) 見文件第4.5及4.10段和城規會文件第10085號第6.3.8至6.3.33段(**附件I**)。 (h) 見文件第4.12段。 (i) 見文件第4.11段。 (j) 見文件第4.13至4.15段。 (k) 見文件第4.5、4.19段及**附件IX**。 (l) 見文件第4.7、4.17(i)至4.17(iv)段。 <u>進一步申述人提出的修訂／建議</u> (1) 見文件第4.16至4.18段。

進一步申述的編號 (TPB/R/S/TY/27-)[1]	進一步申述的內容	進一步申述人提出的修訂／建議	相關政府部門的回應
	施及醫療設施不足。因擬議公屋發展新增的人口，會對這些設施的需求造成負擔。 (g) 技術評估方面(包括交通影響評估和環境評估)有欠妥當，並有嚴重錯誤。 (h) 在餘下的「住宅(甲類)4」地帶內的樹木，是由區內居民種植的。擬議公屋發展會涉及砍伐大量樹木，影響社區和諧。 (i) 在餘下的「住宅(甲類)4」地帶興建擬議公屋，會涉及較高的建築成本，因為該地帶位於軟土斜坡上，另外又須採用額外緩解措施，例如減音窗、隔音屏障、建築鰭片和道路擴闊。這將會有違房屋署	供政府、機構或社區設施，例如空調圖書館和文娛中心(**F222、F277、F314、F326、F352、F366、F410、F427、F463、F473、F482、F514、F537、F542、F566、F568、F572、F588、F617、F642、F648、F672、F732、F739、F764、F766、F774、F824、F831、F839、F842、F895、F909、F971、F979、F996、F1016、F1046、F1085、F1195、F1208、F1209、F1224、F1321、F1339、F1344、F1350、F1359、F1387、F1393、F1404、F1450、F1461至F1463、F1538、F1545、F1569、F1574、F1576、F1583、F1594、F1627、F1649、F1706、F1721、F1751、F1762、F1827、F1834、F1925、F1926、F1963、F2026、F2035、F2072、F2079、F2094、F2102、F2143、F2451至F2453及F2473**)。	(2) 見文件第4.19段。

進一步申述的編號 (TPB/R/S/TY/27-)[1]	進一步申述的內容	進一步申述人提出的修訂／建議	相關政府部門的回應
	採取的務實原則。 (j) 改劃用途地帶的公眾諮詢進行得不恰當。當局無視葵青區議會的意見，亦未有充分告知葵青區議會分區計劃大綱圖修訂的細節。法定諮詢程序亦進行得不恰當。 (k) 在餘下的「住宅(甲類)4」地帶應提供社區設施，以服務青衣南居民。 (l) 有其他用地適合作公屋發展，例如新界棕地、青衣其他空置用地及露天停車場等。此外，葵青路沿途的物流停車場，可遷往已空置多年並規劃作葵涌公園的用地，以騰出空間作擬議公屋發展。		

List of valid Further Representers in respect of the proposed amendment to the Draft Tsing Yi Outline Zoning Plan. No. S/TY/27
就《青衣分區計劃大綱草圖編號 S/TY/27》的建議修訂提出的有效進一步申述人列表

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F1	Designing Hong Kong Limited
F2	Ms Liu
F3	Mr Sing
F4	Ms Hung
F5	Mr Wai
F6	Mr Kee
F7	Miss Yan
F8	Ms Christel Lau
F9	Mr Keung
F10	Miss Lam
F11	Ms Sa
F12	Mrs Ng
F13	Ms Leung
F14	Netalie Sun
F15	Mrs Shek
F16	Mr Hong
F17	Miss Tsit
F18	Miss Cheuk
F19	Mr Pong
F20	Wong Chi Kin
F21	Tam Ching Yan
F22	Lo Chit Yu
F23	Wong
F24	Cheung Chi Hang
F25	林定賢
F26	Chan Miu Chi
F27	陳麗曉
F28	Terence
F29	Lam Wing Kit
F30	Yim Yat Yu
F31	李
F32	張笑琼
F33	Monica Sze
F34	楊鎵夢
F35	Tang Tsui Tsui
F36	Lau Wai Ling
F37	郭競恒
F38	于日合
F39	Chau Yau Yin
F40	Marina Chow
F41	Mak Kin Wah Ken

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F42	Lai Chuk Mui
F43	何俊樂
F44	許其耀 Cyrus
F45	Chan Oi Mun
F46	朴梓蓁
F47	Kwok Kam Cheong
F48	吳婉微
F49	陳國榮
F50	Wong
F51	余彩娥
F52	鄭國南
F53	羅寶琴
F54	吳鎮堃
F55	Sung Hoi Ching
F56	Wong Yun Sam
F57	鄭宏鋒
F58	沒有提供姓名 Name not provided
F59	鄭舒敏
F60	區子良
F61	廖志添
F62	林春梅 Lam Chun Mui
F63	簡倩文
F64	Lam Pok Hin
F65	熊德禧
F66	Luk King Yan
F67	余明全
F68	Katrina Ng
F69	伍珈賢
F70	Hui Lee Ming
F71	崔楷朗
F72	丘練昌
F77	青衣美景花園業主立案法團
F78	Wong Yu Man
F79	盧曉琳
F80	梁玉蓮
F81	杭耀輝

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F82	Chan Mable Maybo
F83	Chan Wai Kuen
F84	Kong Yiu Wing
F85	謝輝
F86	Wong Wai Ting
F87	Wong Chi Ming
F88	Wong Yin Fun
F89	蔡玉蘭
F90	黃瑤水
F91	張錦庭
F92	Leung Kai Tung
F93	Chan Kai Ho
F94	葉有珍
F95	李浩榮
F96	甄雅芳
F97	Chan Pui Fai
F98	陳炳然
F99	Cheung Oi Yee
F100	Fong Yan Ling Michelle
F101	楊銘翹
F102	謝欣倩
F103	Tse Shu Kau
F104	陳堅
F105	黃智穎
F106	Wong Hing Leung
F107	Vishal Venkatraman
F108	Tam Ching Hang
F109	曾倩
F110	Ivy Tsang
F111	夏偉華
F112	夏妙婷
F113	侯荃恩
F114	侯荃豐
F115	侯適毅
F116	葉惠玲
F117	何承峯
F118	Cheung Jofan
F119	Yueng May May
F120	Che Ka Man

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F121	張家穎
F122	沒有提供姓名 Name not provided
F123	Anthony Cheung
F124	Li Chuen Kwong
F125	黃維忠
F126	馮炳城
F127	Karl Hui
F128	顏健華
F129	何美兒
F130	黃秦怡珍 Janny Yee Jen Wong
F131	林小珊
F132	Chow Kong Man
F133	Choi Yee Wah
F134	Cheuk Lai Wah Canty
F135	Yuen Kit Yi
F136	黎婉淇
F137	姓名不詳 Name illegible
F138	Chee Wing Suet Zoe
F139	梁展熙 Leung Chin Hei
F140	Chu Siu Tat
F141	Huang Yi Pin
F142	Tam Chi Him
F143	Cheng Nga Man
F144	Lucy Ng
F145	Tsang Hin Yeung
F146	Yue Nok Him
F147	Yue Nok Yiu
F148	Lam Po Chi
F149	黃紹雄
F150	Lo Ka Nam
F151	Ken Chan
F152	葉雅文
F153	陳啓榮
F154	Lam Po Chi
F155	Tseng Tu Ting
F156	Theresa Cheung
F157	Yip Sze Lok

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F158	Michelle
F159	Siu Sum Kam
F160	鄺嘉慧
F161	黃燕玲
F162	吳廷軒
F163	劉潔薇
F164	Lee Chui Ping
F165	曾文聰
F166	Can Lam
F167	Lau Kwok Tung
F168	Suen Nga Yi
F169	黃靖恩
F170	陳小貞
F171	Lau Hong Yin
F172	Wong Hei Yee
F173	黃
F174	黃
F175	黃晞諾 Wang Hei Nok
F176	To Yuet Sung
F177	Cheung Kai Hung
F178	Cheung Hiu Yeung
F179	Chu Hing Yan
F180	Tang Wai Sing
F181	張偉立
F182	Cheung Tai Chung
F183	張進亨
F184	楊少貞
F185	張偉南
F186	Ng Tsz Hong
F187	Ng Tsz Yui
F188	Yeung Kai Lam
F189	歐奕希
F190	鍾達權
F191	Wong Man Wa
F192	Li Ki Keung
F193	楊智芬
F194	Yeung Sui Kiu
F195	周少英
F196	Siu Mo Fun

城市規劃委員會文件第 10190 號附件 VI 的附錄
Attachment of Enclosure VI of TPB Paper No.10190

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F197	梁馬利
F198	黃少梅
F199	梁廸
F200	梁德
F201	Chow Kai Ping
F202	鄧雨喬
F203	鄧晴熙
F204	黃潔
F205	Luk Siu Wah
F206	Cheung Tsz Ki
F207	Kwok M C
F208	Chan Ka Yan
F209	張澤龍
F210	許弟
F211	黃秀琴
F212	曾日滿
F213	Luen Pui Lai
F214	黃浩峰
F215	區穎儀
F216	胡
F217	周小姐
F218	冼穎敏
F219	Lam Shuk Yi
F220	Lam Tip Yan
F221	Yeung Ka Ming
F222	H K Tsoi
F223	Chan Tsz Man
F224	Cheng Chui Yen
F225	鄧信威 Dun Shun Wai
F226	Wu Yuk Tak
F227	王希之
F228	黃欣
F229	鄭梅芳
F230	麥
F231	Cheung Har Har Maggie
F232	Wong Lei Po
F233	Yung Lai Hung
F234	Chan Choi Fong
F235	Chan Man Tat
F236	馬陳修 Ma Chan Tau
F237	Amy Poon
F238	吳婉儀

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F239	Lam Wing Shan
F240	Choi Wing Hei
F241	Candy Cheung
F242	Chan Sui Ching
F243	黃國
F244	Pong Sou King
F245	Yeung Chiu Wing
F246	劉佩芳
F247	Wong Ho Kwong
F248	Ng Siu Hong
F249	張宣貤
F250	Irene Fong
F251	Lau Wai Yin
F252	李明峰
F253	梁清沂
F254	周芷晴
F255	鄧慕慈
F256	梁嘉文
F257	莫潔玲 Mok Kit Ling
F258	鄧源
F259	陳茂焜
F260	Li Ching Wa
F261	Mark Siu Ki
F262	Ng Kwok Pui
F263	Stephanie Ng
F264	Cheung Sze Wan
F265	Suen Kam Ip
F266	Chung Tsz Kwan
F267	張宣恆
F268	Tse Yan Lin
F269	Kong Ho Yin
F270	Wong Kar Fai
F271	肖紅梅
F272	Sze Hiu Ching
F273	鄒　庭
F274	黃莉淇
F275	余
F276	鍾子君
F277	方芳
F278	Nancy Poon
F279	Fung Wai Cheung
F280	Chu Tsz Wai
F281	袁佩欣
F282	謝家欣

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F283	徐蘭英
F284	謝偉霖
F285	Wong Wing Yee
F286	Kan Shek Pan
F287	陳柏之
F288	姓名不詳 Name illegible
F289	洪婉瑜
F290	柯潔滙
F291	劉潔儀
F292	唐婉珊
F293	Tong Siu Che
F294	張欣
F295	吳民英
F296	Yue Chi Wing
F297	沒有提供姓名 Name not provided
F298	Lai Suet Ming
F299	Lai Lo Ming
F300	Mubina
F301	雷輝
F302	Suki Au
F303	Lam Ting Mui
F304	劉凱慧
F305	黃雄
F306	Wong Hin Chor
F307	David Li
F308	Tai Wing Sze
F309	Cheng Pui Ha
F310	柯麗娜
F311	張文楷
F312	Suen Wing Fat
F313	Sze Cheuk Kwan Nicole
F314	Sze Siu Ki
F315	Lo Pui Sze
F316	Erik Yau
F317	Tammy Ng
F318	陳麗賢
F319	Liu Ching Nam
F320	Joe Chu
F321	Chan Hiu Tung
F322	Ho Pak Leung
F323	Szeto Kwok Hung
F324	Shum Miu Chi

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F325	蔡保興
F326	Ng Tsz Kwan
F327	廖
F328	謝榮海
F329	Chan Wai Po
F330	Ng Lui Wing
F331	吳金水
F332	Siu Pui Yee
F333	Ng Ching Mo
F334	Lau Cheuk Ying
F335	聶雪梅
F336	董鄭伶伊
F337	董焯蕎
F338	鍾子昌
F339	Leung Wai Fai
F340	李兆豪
F341	何惠明
F342	Cheung Suet Fan
F343	Wong Wai Lim
F344	Ngai Ying Chuen
F345	Victor Ng
F346	Lam Kit Yee
F347	Sin Wai Yin
F348	Leung Chi Hing Billy
F349	Tsang Lin Mei
F350	Law Wing Ki
F351	郭有輝
F352	陳嬌
F353	Keung Wai Chun Judy
F354	Chan Wing Kin
F355	Chim Ming Wai
F356	Leung Ching Ping Larry
F357	Catherine Fung
F358	沒有提供姓名 Name not provided
F359	翁武星
F360	Charles Wong
F361	Lui Choi Ling
F362	伍瑞棠
F363	Kerry Ho
F364	Carmen Chan
F365	Pun Wing Ho
F366	Wendy Cheung
F367	Ng Pui Yung

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F368	Ngai Tak Lim
F369	Lee Chun Wah
F370	Lai Yuet Ying
F371	Lai Sing Long
F372	Lai Kit Ming
F373	曹
F374	Wan Hoi Yan
F375	黃俊華
F376	黃婧
F377	Ho Shuk Ching
F378	郭衛森
F379	李朗秋
F380	吳民征
F381	N Ng
F382	Mark Hong man
F383	Wong Chun Yin
F384	Lau Ka Hey
F385	Leung Loi Tai
F386	關志強
F387	何伯樂
F388	李小花
F389	余浚晞
F390	Chiu Kit Bing
F391	梁少芳
F392	鄭志文
F393	Tam Siu Man
F394	繆樂軒
F395	區明慧
F396	Chong Shuen Lai
F397	Chan Ching Lan
F398	Hung Kwok Wai
F399	Shui Hiu Yan
F400	Kelvin Yip
F401	Tsui Wing Yan
F402	陸意玲 Luk Yee Ling
F403	李偉剛
F404	Cheung Kwei Lan
F405	林燕玲
F406	陳碧琳
F407	吳亦斌
F408	Flora Lo
F409	Kong Cho Yan
F410	Cheng Suk Man
F411	Wong Hiu Shing

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F412	Wong Tsz Yui
F413	Yip Wing Sum
F414	Ng Ka Fai
F415	李淑玲 Lee Shuk Ning
F416	吳靖悠
F417	張蘇音
F418	曾草龍
F419	Luk Wai Yin
F420	Fung Kwok Kuen
F421	何運華
F422	Tam Wan Kin
F423	Peary Chan
F424	Hung Tin Yiu
F425	沒有提供姓名 Name not provided
F426	Leung Yiu Tun
F427	林雪芳
F428	姓名不詳 Name illegible
F429	Lo Yim Shan
F430	Tse Chui Mei
F431	姓名不詳 Name illegible
F432	姓名不詳 Name illegible
F433	Wong Chun
F434	Mong Kwok Ping
F435	Yip Tak Hing
F436	沒有提供姓名 Name not provided
F437	Yu Wai Kuen
F438	Chow Chi Ming
F439	張國陽
F440	Charlene Hga
F441	蘇映澄
F442	沒有提供姓名 Name not provided
F443	姓名不詳 Name illegible
F444	顏芳芳
F445	Sandy Lee
F446	鄭澤良
F447	林艷日
F448	Kwong Chin Wai

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F449	許安琳
F450	Ng Wing Yee
F451	張兆峰
F452	Tse Yin Kwan
F453	陳天懷
F454	關健生
F455	Tang Chi Kin
F456	Dorothy Ho
F457	唐美華
F458	洪帝泉
F459	Hui On Ni Annee
F460	Wong Siu Yin
F461	Tam Bow Piaw
F462	陳國毅
F463	陳嘉莉
F464	陳昌傑
F465	禤
F466	Vincent
F467	Ip Kam Ping
F468	Lo Io Man
F469	Wan Ka Wai
F470	Tsoi Mei Yi
F471	Anthony Yung
F472	Queenie Hung
F473	Cheung Chun Tim
F474	Mo Ki Yuen Lisa
F475	王慧霞
F476	葉愷朗
F477	Liu Lai Chu
F478	Chiu Yui Tsun
F479	Chen Tai Chi
F480	Chu Chun Kuen
F481	Yu Ho Sze
F482	Wong Lai Kwai
F483	Li Pik Yu
F484	Lau Chi Man
F485	姓名不詳 Name illegible
F486	曾雍倩
F487	Vivian Chong
F488	張文輝
F489	黃瑞娟
F490	蘇秀珍
F491	Cheung Chung Yu
F492	Chong Man King

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F493	張偉強
F494	Leng Ling Sze
F495	Lo Siu Hin
F496	Yeung Pui Yee
F497	鄒偉業
F498	Chan Lai Chu
F499	Ngan Tsz Lai
F500	Chung Tsz Shan
F501	Lau Kit Ling
F502	Yip Sin Yee
F503	Cheung Chow
F504	李琼美
F505	Wong Lai Ping
F506	Chan Suk Yi
F507	張志強
F508	Li Kam Yuen
F509	Lee Wai Man
F510	Wong Ka Man
F511	Leung Kong Ming
F512	黃運鍔
F513	許煜生
F514	林鑫龍
F515	陳祺聰
F516	Peppy Lo
F517	Lau Ho Wong
F518	Kwok Tak Kin
F519	Winnie Tang
F520	Chan Kam Fat
F521	吳日東
F522	黃燕屏
F523	Wong Wing Yan
F524	曾蝶兒
F525	張冠英
F526	陳綺玲
F527	Eric Chan
F528	Siu Sun Hung
F529	Tony Yeung
F530	Cheng Sze Pui
F531	Shiu Yik Tung
F532	何濟宏
F533	Tam Chun Lung
F534	Lee Ka Kei
F535	Leung Chung Ming
F536	Wong Lai Ping
F537	鍾宇軒

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F538	黎碧娟
F539	Chow Sze Man
F540	吳詠芷
F541	村上耀文
F542	黃凱生
F543	Lee Kai Ling
F544	陳金蓮
F545	Liu Anson
F546	Wu Ying Ka
F547	Dennis Kwong
F548	Edmond Wai Mau Wong
F549	Cheung Wing Sum
F550	Ahmed Iqbal
F551	Kaiser Wong
F552	Jacky Wong
F553	Cheung Kit Ling
F554	Cheung Ka Hung
F555	王新照
F556	王愛珍
F557	Kwong Siu Ying
F558	Lim Kwok Wai
F559	楊碧華
F560	潘新華
F561	袁原榮
F562	Yeung Tak Chi
F563	Cheung Lee
F564	Chow Chi Kwan
F565	Lau Wing Sum
F566	王蘭英
F567	馮英
F568	Chang Man Lung
F569	Man Chi Kau
F570	Lam Yin Wai
F571	林
F572	沒有提供姓名 Name not provided
F573	姓名不詳 Name illegible
F574	趙炎香
F575	梁瑪利
F576	鄧偉祺
F577	C.H. Tang
F578	李翠環
F579	Hui Sang Ming

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F580	葉
F581	施彩霞
F582	梁妙嫦
F583	Danny Leung
F584	W P Chau
F585	Louisa Chau
F586	Lau Yuk Yin
F587	Chan Ka Ho
F588	Law Lai Ying
F589	蘇熾偉
F590	宋寶珍
F591	梁陳
F592	Kung Kai Wa
F593	李振華
F594	Connie Wong
F595	Richard Lau
F596	葉振東
F597	Wong Wing Hong
F598	Chung Ho Wing
F599	Lam Hung Ying
F600	吳楚賢
F601	Tsang Yin Ling
F602	吳一豐
F603	Wong Yuen Ming
F604	Kiang Man Yan
F605	黃
F606	Chau Siu Sin
F607	Lin Hon Chung
F608	Choy Hoi Yeung
F609	Glyea Navarro
F610	韓佳利
F611	Cho Tik Ki
F612	Lee Ka Ki
F613	Sim Chee Sin
F614	林智麟
F615	Maryann Liwanag
F616	鍾詠淇
F617	鄧樹文
F618	Miu Wong
F619	Lee Ching Fai
F620	Hin Ting Ng
F621	Yuen Kwong Tat
F622	陳雅莉
F623	梁義女
F624	Chi Kon Len

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F625	凌臻樂
F626	凌臻熹
F627	Ip Sau Ling
F628	Van Chan Ka Ki
F629	Agris Cheng Yin Hing
F630	Eric Wong Chun Kit
F631	Cheung Kin Shum
F632	金晶
F633	Chue Wing Man
F634	Kelvin Leung
F635	Kwan Man Chung
F636	Tam Kit Oi
F637	姚
F638	Jonathan Ng
F639	Lai Wing Kam
F640	Cheung Kin Ming
F641	Lai Tin Kwan
F642	Li Wing Yan
F643	伍
F644	Chan Lai Shan
F645	M. Lo
F646	Tsoi Yan Yan
F647	Au Wai Hung
F648	Chan Chi Ko
F649	蔡錫宏
F650	Poo Mei Yin
F651	Lai Ming Chu
F652	Chan Tsun Shing
F653	Lam Fung
F654	關智銘
F655	Li Lan
F656	Yam Lai Ching
F657	朱小慢
F658	陳達文
F659	李焯霖
F660	李倩
F661	Chan Yin Kee
F662	Chiu Kwok Kwong
F663	Viann Hung
F664	Chiu Lin Chun
F665	Neil Chan
F666	Cheung Mei Lan
F667	Leung Kin Sang
F668	陳錦泉
F669	Leung Wing Sze

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F670	Cheng So Mui
F671	Tam Chui Ying
F672	袁兆良
F673	Penny Pang
F674	鄭志亮
F675	嚴敬晞
F676	Yau Shuk Fun
F677	Kwok Suk Yin
F678	陳俊諺
F679	Lu Lu Chan
F680	Wong Tsz Ying
F681	梁淑珍
F682	Yu Kwong Fai
F683	Iris Ma
F684	Yannes Lee
F685	Chan Ka Wing
F686	Yau Yu Fung
F687	Tong Yuen Yee
F688	Huang Fu Ling
F689	Rachel Tang
F690	Tai Ho Man
F691	Leung Chui Sheung
F692	Eric Fung
F693	葉佩雯
F694	Lau Fung Lin
F695	C.K. Leung
F696	Wong Chi Cheung
F697	陳偉峰
F698	Chung Kim Ming
F699	尹鑠貽
F700	朱寶儀
F701	許東林
F702	王安文
F703	Law Wing Sang
F704	Michelle Man
F705	Kelvin Tsang
F706	林巧燕
F707	Chan Chi Fai
F708	陸燕霜
F709	Cheung Siu Foon
F710	Kwan Kang Lun
F711	謝穎恩
F712	Lam Tak Lung
F713	Hsu Chi Wing
F714	王子聰

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F715	姜蓮娣
F716	Li Hiu Yu
F717	Ho Yane
F718	Hung Leung Leng
F719	Cindy Lei
F720	Che Wan Keong
F721	吳上立
F722	顏瑞管
F723	王麗欽
F724	成道宏
F725	梁津銘
F726	Wong Kin Chiu
F727	Cheung Han Ka
F728	Hung Chiu Ming
F729	Anita Wong
F730	Janice Wong
F731	Antonio
F732	Tang Wai Kan
F733	Yeung Siu Lan
F734	張成錦
F735	Tse Wing Cheong
F736	羅銘彥
F737	Gloria Chan
F738	黃紫豪
F739	Yung Wing Suet
F740	Mok Tsz Kin
F741	Chan Chi Ming
F742	楊琬棋
F743	Cheung Kwan Pui
F744	Li Pik Kei
F745	Chan Wai Ping
F746	Lee Kin Wai
F747	鄭麗燕
F748	Ms. Lai
F749	Fan Pui Ying
F750	Wong Chui Yuk
F751	Cheung Lok Yin
F752	黃文鍵
F753	Leung Chi Ho
F754	Bong
F755	Ng Siu King
F756	Hung Siu Lai
F757	Chui Suk Chu
F758	Chong Ping Ping
F759	李
F760	陳施慧

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F761	Lam Tin Cheung Terence
F762	Wong
F763	劉碧琪
F764	Chan Sin Yee
F765	Leung Kit Ping
F766	Yeung Chi Wun
F767	Au Yeung Man Kit
F768	梁宇翔
F769	Chan Pun Him
F770	Chan Man Yan
F771	Angela Wong
F772	Zhu Feng Lin
F773	Yip Kar Yui
F774	同慧珠
F775	施淑梅
F776	曾碧峰
F777	歐陽廣原
F778	Yuen King Hong
F779	Yuen Wai Ling
F780	Linda Yan
F781	曾文生
F782	袁翊晞
F783	Stephanie Chang
F784	Ryan Chan
F785	Ling Ka Man
F786	曾仲聲
F787	曾澧樂
F788	曾澧恒
F789	黃燕雯
F790	Yuan Yan
F791	Nip Sau Chun
F792	盛芷琪
F793	麥貴芳
F794	Law Ka Ki
F795	Ng Chun Man
F796	楊劭怡
F797	So Wing Yan
F798	Yeung Suk Wai
F799	陳穎雯
F800	Cheung Chi Sang
F801	Hung Kwok Kit Frankie
F802	Emily Lo
F803	黎民淦

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F804	Wong Hing Lai
F805	Wong Pui Fong
F806	Hoi Wai Mei
F807	鄭嘉慧
F808	C W Mok
F809	Ma Man Fei
F810	Chan Wai Hong
F811	Caster Pow
F812	Yu Ka Fai
F813	王三民
F814	Fung Kit Man
F815	Tso Chong Yip
F816	Lo Mei Fun
F817	陳俊豪
F818	陳俊賢
F819	Patrick Lai
F820	張秀配
F821	Cheung Ka Po
F822	潘柏軒
F823	Wai Fong Ting
F824	Ng Wing Nam
F825	Ng Wing Hung
F826	沒有提供姓名 Name not provided
F827	余惠芳
F828	方祉謙
F829	Ng Kit Man
F830	鄧啟仁
F831	單澤亨
F832	潘凱寧
F833	Yau Lai Ying
F834	王旻杰
F835	Wong Chun Hung
F836	周漢年
F837	Siobhaw
F838	Carlos Espinosa
F839	Leung Hop Wa
F840	李慧恩
F841	岑定玉
F842	吳志文
F843	林圻峰
F844	楊藝藝
F845	Kent Tsui
F846	區俊軒
F847	汪敏霞

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F848	林從欣
F849	連振波
F850	連卓華
F851	Ma Kin Wah
F852	陳韋良
F853	佘秀文
F854	陳國強
F855	Sham Choi Lam Portia
F856	Pong Yeuk Ki
F857	Lok Hang Ling
F858	Lam Kim Chung
F859	Terence Lee
F860	Susan Ho
F861	Kwok Wai Yin
F862	王栢妍
F863	Wong Ka Wing
F864	楊志健
F865	Luk Mei Ling
F866	Chan Yu Yiu
F867	Lau Ka Ho
F868	梁耀文
F869	Wong Chung Fai
F870	Lun Wai Har
F871	Kwok Po Chun
F872	鄧翠紅
F873	Chow Koon Ting
F874	Kwok Wing Kam
F875	蔡清源
F876	Ho Po Fai
F877	Tam Cheuk Ling
F878	馬國華
F879	林略富
F880	Wong Yu Lam
F881	Lau Yin Yuk
F882	Yau Siu Ho Lester
F883	梁錫松 Leung Shek Chung
F884	劉劍光
F885	馬恩臨
F886	Linda Tong
F887	Au Yeung Kwong Wah
F888	陳群卿
F889	Katharine Tsang

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F890	林錫鍾
F891	Wong Yuen Mei
F892	To Yuen Yee
F893	謝永賢
F894	Maggie Chan
F895	吳偉興
F896	Lau Hei Wa
F897	Ng Lai Mei
F898	陳卓傑
F899	Wong Ka Kit
F900	袁春鈿
F901	何凱欣
F902	Wong Yu Mei
F903	謝育添
F904	Kwok Sau Yung
F905	Li Wai Yiu
F906	關壽
F907	Koo Fung Tai
F908	Chan Chi Wing
F909	Ho Man Sung
F910	張潔芳
F911	Cheung Kam Keung Frankie
F912	張文榮
F913	陳梓杰
F914	吳民威
F915	吳民征
F916	林杰安
F917	付燕君
F918	張明亮
F919	吳民麗
F920	吳建立
F921	施
F922	李美娥
F923	Ng Tung Lok
F924	Ho Lo Fung
F925	Yee Chi Sun
F926	Kwong Kim Leung
F927	周卓恒
F928	林君芬
F929	Ho Sui Yuen
F930	林黛妮
F931	陳俊彥
F932	Yam Mei Ling

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F933	Chan Chi Kwong
F934	Chan Suk Ying
F935	Leung Ka Yee
F936	王陽芬
F937	Louisa Fok
F938	SY Wong
F939	Pang Wan Yee
F940	Shek Oi Ching
F941	Tang Mo Chun
F942	So Ngai Fan
F943	楊凱蕙
F944	李群英
F945	袁聖柏
F946	唐美桃
F947	陳倩汶 Chan Sin Man
F948	Ng Man Ho
F949	So Lai Wing
F950	曾勵權
F951	Hui Hon Yin
F952	Rebecca Yip
F953	Simon Tse
F954	李
F955	余雅莉
F956	Liu Wing Sze Joyce
F957	Tsui Wan Nei
F958	Wong Lai Yee
F959	Wong Ping Wah
F960	Cheung Derek
F961	Lau Wing Shan
F962	Pang Nga Ching Chris
F963	Yuen Wing Sa Allie
F964	Sujatha. V
F965	W P Lo
F966	王淼
F967	Chow Hok Yin
F968	蔡業邦
F969	Poon Lai Yan
F970	Poon Lai Yee
F971	Chan Man Wa Danny
F972	Fung Wan Ki
F973	Chan Edith Sze Ka
F974	楊美開
F975	葉小花
F976	陳奕澎

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F977	黃麗月
F978	蕭麗兒
F979	徐鳳萍
F980	Andy Tse
F981	羅福勝
F982	Chow Kim Fai
F983	Iu Yau Lok
F984	Huang Hon Pun
F985	To Shun Yau
F986	Mary Grace P Bautista
F987	Ng Wai King
F988	Fung Kwok Shan
F989	Chan Po Yin
F990	Lam Wai Ming
F991	李貴蓮
F992	Lam Oi Sze
F993	何源康
F994	Phillip Cheng
F995	Christina Tong
F996	Leung Chau Wai
F997	Tsang Wai Lan
F998	Jade Lee
F999	Amy Cheung
F1000	Leung Fung Yi
F1001	連振波
F1002	Keung Wai King
F1003	姓名不詳 Name illegible
F1004	KiKi
F1005	Terence
F1006	Doris
F1007	李
F1008	Yip Tsz Yeung
F1009	黃
F1010	楊念德
F1011	李麗芳
F1012	郭修忠
F1013	Lee Wing Yee
F1014	Law Man Yu
F1015	嚴紹明
F1016	譚文灝
F1017	簡漢彬
F1018	Lui Cui Sun
F1019	Hung Ying Li

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F1020	Stephanie Wai
F1021	盛世君
F1022	Chin Wing Yee
F1023	許永明
F1024	Sin Yuen Lan
F1025	Leung Mi Ling Elza
F1026	Au Yeung Vivian
F1027	Au Yeung Siu Leung
F1028	Lee Yuk Wah
F1029	Chan Chun Wai
F1030	Au Yeung Kwong On
F1031	Harry Wong
F1032	陳
F1033	胡晞雯
F1034	孫郁皓
F1035	Wong Chi Wing
F1036	R. Ng
F1037	吳幸宜
F1038	Leung Lo Sze
F1039	陳樂謙
F1040	楊淑慧
F1041	陳穎璇
F1042	Chan Wai Ki
F1043	Ying Lai Sim
F1044	方如歡
F1045	Brian Lam
F1046	Tse Lai Sze
F1047	Jonas Chan
F1048	Tong Chi Wai
F1049	Wong Wing Wai
F1050	So Chi Yung
F1051	盧娉嫦 Lo Ping Seung
F1052	Hui Ka Kit
F1053	Ip Wing Chi
F1054	Suen Oi Chun
F1055	Pang Sui Chung
F1056	廖
F1057	Cheng Leung Ying
F1058	陳美詩
F1059	吳樂恒
F1060	馮
F1061	Maggie Pun
F1062	譚雅妍
F1063	鄭舜卿

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F1064	Cheung Oi Lan
F1065	Lai Man Wai
F1066	Elaine
F1067	Lai Man Kit
F1068	Chan Wing Shan
F1069	呂明哲
F1070	Leung Chun Ho
F1071	羅嘉賢
F1072	Iris So
F1073	Chan Wai Hang
F1074	Choi Tak Wah
F1075	Celia Chan
F1076	Cheung Chun Wai
F1077	Chow Kong Man
F1078	Yeung Ming Kong
F1079	李漢光
F1080	Chiu Man Yin
F1081	Mok Man Yi
F1082	Hau Po Ying
F1083	韓麗明
F1084	曾麗娟
F1085	Leung Ka Chun
F1086	Lam Mo Wai
F1087	吳尉廷
F1088	嚴敬朗
F1089	Chui Shing Fan
F1090	單澤樺
F1091	Lau Chui Ying
F1092	Lam Wai Yee
F1093	Andy Chan
F1094	Boris Chan
F1095	Connie Chow
F1096	Ho Yan Ki
F1097	Jessie
F1098	Li Ling Fung
F1099	李春生
F1100	Fong Hiu Ching
F1101	Chan Chi Chung
F1102	鄧厚基
F1103	Ho Chun Wai
F1104	陳美儀
F1105	Lee Mei Chin
F1106	Poon Yee Man Monica
F1107	Deon Chan
F1108	Yeung Chung Hing

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F1109	Kwong So Wai
F1110	楊鎮鋒
F1111	梁卓華
F1112	Leung Ka Ki
F1113	Chung Wai Fong
F1114	Ng Ka Man
F1115	Cheng Wing Hung
F1116	Alan Tam
F1117	Pinayour Thiyagarajan Venkatraman
F1118	Choi Siu Yum
F1119	陳水妹
F1120	Cheng Yin Chun
F1121	李金枝
F1122	何世娟
F1123	麥海晴
F1124	莊愷淇
F1125	Wong Sio Fan
F1126	畢僈美
F1127	Kwong Siu Chung
F1128	Chan Yin Fun
F1129	鄭焯垣
F1130	Yuan Chui Mei
F1131	Li Kam Pui
F1132	李昊霖 Li Ho Lam
F1133	李昊龍 Li Ho Lung
F1134	Yeung Kin Man
F1135	Chan Man Kan
F1136	Yuen Lai Yi
F1137	Wong Pui Shan
F1138	李社滔
F1139	黃煒皓
F1140	詹勵研
F1141	黃思齊
F1142	Lam Kiu Yan
F1143	Tam Hong Ni Konny
F1144	黃潤彬
F1145	Lui Ka Leung
F1146	Lee Chin Kan
F1147	So Man Yee
F1148	To Siu Ying
F1149	Wong Yuen Tsang
F1150	Chien Pui Shan Eva

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F1151	Fong Hoi Kin
F1152	Tse Wei Ming
F1153	Tam Yuk Ling
F1154	文婉儀
F1155	Tsang Sui Fai
F1156	Chow Sze Wai
F1157	鄭鋆浩
F1158	Teng Mee Sin, Sophianne
F1159	Leung Sai Lin
F1160	Chan
F1161	Tam Ka Leung, Simon
F1162	Chu Kam Hing
F1163	Kwong Kim Leung
F1164	Shirley Fong
F1165	Chien Chi Sheng
F1166	吳慧英
F1167	Wong Ying Ming
F1168	李志昌
F1169	梁志強
F1170	劉禹文
F1171	張達明
F1172	林漢基
F1173	陳素芳
F1174	Wong Po Yee
F1175	Ng Chui Mun
F1176	Mandy Tse
F1177	余冰兒
F1178	張晉熙
F1179	Ho Tat Yin
F1180	馮少霞
F1181	丘玉清
F1182	SW Lam
F1183	Yam Mei Ping
F1184	Chim Hoi Sing
F1185	Li Yuk Ngor
F1186	吳志偉
F1187	胡美玲
F1188	Yiu Milkie
F1189	Tsoi Shuk Yuen
F1190	莊惠芬
F1191	王晉萍
F1192	余
F1193	劉笑薇

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F1194	Hong Yin Ping
F1195	梁詩雅
F1196	Lai Chun Keung
F1197	歐陽佩雯
F1198	吳啟華
F1199	何永康
F1200	Leung Sau Yan
F1201	梁華昌
F1202	Leung Fung Suet Fun
F1203	潘燕紅
F1204	黃景良
F1205	梁健塑
F1206	陳曼麗
F1207	Chan Kim Kam
F1208	Candy Tong
F1209	Chan Ka Hing
F1210	Leung So Ning
F1211	Raymond Yiu
F1212	Lam Brain
F1213	Vivien Pak
F1214	Leona Wong
F1215	陳
F1216	王靖瑤
F1217	Cheng Wai Man
F1218	區麗芳
F1219	Wong Wai Lun
F1220	Chan Yan Yin
F1221	吳志昌
F1222	占月玲
F1223	樊兆忠
F1224	康浩然
F1225	Mui Suk Fan
F1226	鍾佩珊
F1227	林樹權
F1228	Wong Chi Keung
F1229	Ng Lap Kin
F1230	David Ng
F1231	葉詩慧
F1232	吳迪揚
F1233	朱永華
F1234	Chong Yiu Fai
F1235	Pak Yee Leung Alan
F1236	龍月笑
F1237	黃思敏

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F1238	林愷豐
F1239	梁慧筠
F1240	Nono Li
F1241	Jacy Cheung
F1242	Choi K C
F1243	Chan Shek On
F1244	Chan Wing Ka
F1245	Lau Hoi Ling
F1246	Ng Lai Na
F1247	姓名不詳 Name illegible
F1248	Tam Wing Yin
F1249	Yiu Kei Sze
F1250	黃穎瑜
F1251	黃培燁
F1252	甄文威
F1253	康晴
F1254	葉潤冒
F1255	Sung Pui Ki
F1256	Ko Ka Bun
F1257	冼志輝
F1258	于新光
F1259	Louis Man
F1260	Cheng Chun Man
F1261	Kathy Cheung
F1262	陳美治
F1263	Wendy Wong
F1264	吳偉強
F1265	Vicky Kwan
F1266	李健誠
F1267	Shiu Wai Ling
F1268	Maggie Wong
F1269	姓名不詳 Name illegible
F1270	Rachel HK Chen
F1271	張天恩
F1272	潘淑芬
F1273	梁業瑩 Leung Ip Ying
F1274	Cheung Ka Yan
F1275	Kit
F1276	黃世昌
F1277	林淑雯
F1278	何啟儀
F1279	温澔祺

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F1280	李樹忠
F1281	麥麗智
F1282	Li Tsui Hung
F1283	Wong Wing Tung
F1284	曾慧貞
F1285	石俊萍
F1286	黃炳雄
F1287	Choi Man Wa
F1288	林朗竹
F1289	Leung Po Ling
F1290	Lee Shek Mei
F1291	王家偉
F1292	李志威
F1293	Ho Kam Ying
F1294	何濟綱
F1295	梁寶欣
F1296	何波
F1297	Chan Kam Wah
F1298	鄭世妹
F1299	黎社安
F1300	陳梓釗
F1301	Fiona
F1302	Chiu Pinki
F1303	鄺嘉樂
F1304	Mok Ping Kuen
F1305	Wong Yuen Ying
F1306	甘偉權
F1307	黃智宏
F1308	Wong Wing Tuen
F1309	Cheng Mei Yee
F1310	鄭友順
F1311	陳漢良
F1312	Lam Man Yee
F1313	高埠炎
F1314	黃洪水蓮
F1315	Wong Tak Wai
F1316	Cheng Shuk Yi
F1317	Wong Yat Sang
F1318	Chan Ka Li
F1319	黃國耀
F1320	Christina Kong Ka Tung
F1321	Ng Chi Chiu
F1322	吳嫚欣
F1323	Wong Wai Kin

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F1324	Lau Chi Kin
F1325	何子盛
F1326	石幺英
F1327	Ng L W
F1328	文鎰華
F1329	黃月有
F1330	馮毓敏
F1331	鄧穎姿
F1332	鄧應慈
F1333	殷柳貞
F1334	呂
F1335	Carol Cheng
F1336	Dhu Lee
F1337	Katie Ho
F1338	Yu Yuk Lan
F1339	冼嘉恒
F1340	Kwan Kan Hong
F1341	Cheng Bon Wai
F1342	王如一
F1343	Lam Kwok Ying
F1344	曾子芹
F1345	曾子珊
F1346	Leung Ka Wai
F1347	Chow Lap Yan
F1348	呂基智
F1349	簡椿生
F1350	程
F1351	葉潔凝
F1352	曾德君
F1353	黃俊彥 Wong Chun Yin
F1354	陳金琦
F1355	史美珥
F1356	Leung Pui Yuk
F1357	江松峻
F1358	Wong Oi Yuk
F1359	梁國權 Leung Kwok Kuen
F1360	Chan Ka Wai
F1361	董淑宜
F1362	關慧沛
F1363	李凱榮
F1364	孔煥宜
F1365	李君傑

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F1366	蘇炳光
F1367	So Po Yee
F1368	李威健
F1369	陳敏芝
F1370	吳智樂
F1371	吳翰儒 Ng Hon Yue
F1372	陳慧思
F1373	Yun Ka P
F1374	Chung Ping Wai
F1375	Tsang Fung Chi
F1376	Lee Stewart
F1377	Lee Cheuk Tung
F1378	Janice Poon
F1379	Natalie Chan
F1380	Leo Sung
F1381	Lau Wing Yan
F1382	林海燕
F1383	Gary Leung
F1384	Nina Liu
F1385	Lau Tsz Lam
F1386	Lo Man Yin May
F1387	林
F1388	梁芷瑩
F1389	曾藹奇
F1390	Law Chi Hin
F1391	Lo Tsz Kwan
F1392	Vivian Lo
F1393	Cheung Mei Yin
F1394	Cheung Chi Wing
F1395	Fong Tsz Man
F1396	Lam Yu
F1397	利應祈
F1398	孫嘉裕
F1399	Sam Yeung
F1400	Eric Poon
F1401	劉佩君
F1402	Lo Wai Ching
F1403	Ling Pak Ki
F1404	謝志榮
F1405	譚瑞嫦
F1406	王春峰
F1407	Chan Wai Ying
F1408	姓名不詳 Name illegible

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F1409	黃琍敏
F1410	黃琍琍
F1411	黃富榮
F1412	Chu Pake Kuen
F1413	Ho Ka Kit
F1414	馮國佳
F1415	Kwok Wing Yan
F1416	Chan Man Wah
F1417	Li Wai Sze
F1418	謝國偉
F1419	Cheng
F1420	Ng Wai Kit
F1421	Fok Hoi Yi
F1422	江寶倫
F1423	Ma Sau Man
F1424	霍熙晴
F1425	Ngai Bik Kwan
F1426	Tse Chun To
F1427	Chan Yau Fung
F1428	蘇可欣
F1429	Lee Yiu Lun
F1430	姓名不詳 Name illegible
F1431	黎日熾
F1432	Yip Sui Ling
F1433	Leung Kam Keung
F1434	Hui Wing Yi
F1435	張依玲
F1436	馮景禧
F1437	Wong See Yin
F1438	Fung Suet Mui
F1439	沒有提供姓名 Name not provided
F1440	沒有提供姓名 Name not provided
F1441	沒有提供姓名 Name not provided
F1442	陳秀玲
F1443	熊薛康 Michael Hung
F1444	Wong Ching Ching
F1445	Yim Yuen Yi
F1446	陳浩軒
F1447	楊名輝
F1448	王紹玉

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
	Wong Siu Yuk
F1449	Jeff
F1450	郭惠儀
F1451	徐綺文
F1452	符國權
F1453	John Chan
F1454	陳嘉慧
F1455	Leung Yee Lin
F1456	Tang Ka Man
F1457	許瑞興
F1458	Lee Sai Chung
F1459	黃漢光
F1460	梁德森
F1461	Wong Ka Kay
F1462	Ma
F1463	Li Chi Man
F1464	Hung Tak Lam Janet
F1465	Fung Po Chun
F1466	馮寶玲
F1467	熊海蓮 Monica Hung
F1468	Tsoi Ley Lai
F1469	Chow Lai Ki
F1470	Chan Chun Kit
F1471	馮錦華
F1472	呂子衡
F1473	姓名不詳 Name illegible
F1474	黃健華
F1475	Ho Shuk Kwan
F1476	Yiu Cheuk Ning
F1477	Kong Shi Fung
F1478	吳偉成
F1479	劉慧怡
F1480	Lee Wai Ping
F1481	麥厚民 Mak Hau Man
F1482	Eva Lee
F1483	Ricky Leung
F1484	鄭勤
F1485	Tse Kwok Hung
F1486	Chu Kwok Hung
F1487	林頌華
F1488	馮永富
F1489	李文軒

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F1490	Vicky Leung
F1491	Ng Hoi Ying
F1492	周錦富
F1493	沒有提供姓名 Name not provided
F1494	沒有提供姓名 Name not provided
F1495	沒有提供姓名 Name not provided
F1496	沒有提供姓名 Name not provided
F1497	沒有提供姓名 Name not provided
F1498	沒有提供姓名 Name not provided
F1499	沒有提供姓名 Name not provided
F1500	沒有提供姓名 Name not provided
F1501	沒有提供姓名 Name not provided
F1502	Chung Kin Leung
F1503	Kwok Chun Shing
F1504	Au Suk Yin
F1505	Kwok Yu Leong
F1506	陳浩鋒
F1507	胡惠蘭
F1508	潘錦輝
F1509	Yeung Yui Kwok
F1510	Chan Shim Yee
F1511	周天任
F1512	Candy Yeung
F1513	Wong Kit Yee
F1514	So Kwok Keung
F1515	Panny Yeung
F1516	Man
F1517	許嘉雯
F1518	黃子揚
F1519	陳嘉舜
F1520	Ngai Ching Wa
F1521	吳慧心
F1522	陳桂屏
F1523	馮子聰
F1524	Wong Lai Fung
F1525	楊佩文

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F1526	王貫軒
F1527	Ng Chiu Wai
F1528	姓名不詳 Name illegible
F1529	張諾謙
F1530	梁志遠
F1531	趙健源
F1532	曾偉熙
F1533	Yu Chi Wing
F1534	沒有提供姓名 Name not provided
F1535	沒有提供姓名 Name not provided
F1536	沒有提供姓名 Name not provided
F1537	沒有提供姓名 Name not provided
F1538	沒有提供姓名 Name not provided
F1539	沒有提供姓名 Name not provided
F1540	Kwan Wing Kar
F1541	沒有提供姓名 Name not provided
F1542	沒有提供姓名 Name not provided
F1543	沒有提供姓名 Name not provided
F1544	沒有提供姓名 Name not provided
F1545	沒有提供姓名 Name not provided
F1546	沒有提供姓名 Name not provided
F1547	黃子樂
F1548	李偉國
F1549	Wong Ka Man
F1550	Tam Sze Nga Zoe
F1551	Cheung Kit Lin Annie
F1552	張蘇女
F1553	Lam Yin Kwan
F1554	梁志偉
F1555	顧文耀
F1556	Ng Mei Chun
F1557	Liu Chi Hang

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F1558	林泊言
F1559	Lee Yiu Chung
F1560	Lee Yin Ling
F1561	詹嬋鳳
F1562	顧清玉
F1563	顧家旻
F1564	顧嘉傑
F1565	Tang Ching Fong
F1566	Chung Wai Man
F1567	方玉泉
F1568	方崇一
F1569	陳麗雲
F1570	Irene Wong
F1571	Wong Kit Ying
F1572	Leung Tak Sum
F1573	Ho Ka Lee
F1574	Chan Yui Wan
F1575	Chan Chu Wah
F1576	楊麗娜
F1577	Liang Yan
F1578	Tse Fan Fan
F1579	馬興嬌
F1580	Yip Kwok Cheung
F1581	Ho Chun Man
F1582	洪葉紅
F1583	Li Wai Yiu
F1584	Kwok Sau Yung
F1585	黃崑展
F1586	黃瀚
F1587	梁廣義
F1588	Chiang Ka Wo
F1589	余珍珠
F1590	Wong Tak On
F1591	吳燕芝
F1592	Mrs Ng
F1593	伍祉澄
F1594	Wong Yin Ling
F1595	Cheng Kwong Wah
F1596	Chan Wai Shing
F1597	伍少厚
F1598	周文光
F1599	Lam Ka Po
F1600	姓名不詳 Name illegible
F1601	Wong Wun Yee

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F1602	李慶華
F1603	Wong Po Fat
F1604	Chang Yin Ling
F1605	沒有提供姓名 Name not provided
F1606	盧小姐
F1607	Jeff Lai Kai Hey
F1608	Lai Kam Wah
F1609	Lam Chi Keung
F1610	姓名不詳 Name illegible
F1611	Lee Kai Wai
F1612	Wong Wai Kim
F1613	Lau Lak Fan
F1614	Lee Poon Hao
F1615	Leung Yiu Ming
F1616	Wong Man Wai
F1617	Tong Chi Ling
F1618	Hung Mai Kuen
F1619	Lam Sin Hang
F1620	蘇頌雯
F1621	曾志雄
F1622	Li Wing Sze
F1623	Anna Yiu
F1624	Ng Sin I
F1625	梁永福
F1626	秦冠豪
F1627	林澤希
F1628	Mok Shun Kwan
F1629	Lee Yuk Fan
F1630	白勇熙
F1631	白興梅
F1632	馮雪梅
F1633	馮雪芸
F1634	梁家敏
F1635	冼志偉
F1636	馮雪清
F1637	黃水蓮
F1638	江遠興
F1639	姓名不詳 Name illegible
F1640	施少林
F1641	梁浩明
F1642	程雙玲
F1643	Mak Tsz Kin

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F1644	Anson Chan
F1645	莊淑雯
F1646	莊沃釣
F1647	莊志強
F1648	梁影金
F1649	黎凱明
F1650	Edith Lee
F1651	Chan Yee Ting
F1652	Fok Wai Hung
F1653	Chan Ka Pik
F1654	Fan Yip Wah
F1655	Wong Wai Yin
F1656	Lei Kuai Feng
F1657	Chin Yuen King
F1658	潘綺敏
F1659	趙貫民
F1660	陳少強
F1661	陳惠玲
F1662	金國彥
F1663	梁堃慈
F1664	張文庭
F1665	梁堃怡
F1666	李妙蓮
F1667	黃啓業
F1668	梁美玲
F1669	施秉鴻
F1670	吳小雲
F1671	潘嘉莉
F1672	潘曉楓
F1673	Tsang Wing Keung
F1674	潘志雲
F1675	Maybo Ho
F1676	馮志輝
F1677	Leung Fun Lung
F1678	Lau Hing Sheung
F1679	Fung Pik Loi
F1680	馮星燕
F1681	Wong Si Ping
F1682	黃志強
F1683	呂春
F1684	Yim Wai Chong
F1685	Lau Pak Hei
F1686	梁梓軒
F1687	梁梓朗

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F1688	辛潔雯
F1689	Cheng
F1690	吳先生
F1691	杜先生
F1692	張小姐
F1693	Ng Tsz Kwan
F1694	黃愛梅
F1695	Irene Cheung
F1696	Wong Ka Man
F1697	Chan Shuk Fun Olivia
F1698	楊愛群
F1699	Fung Tak Kwong
F1700	郭耀華
F1701	周麗芬
F1702	郭玉珠
F1703	戎振忻
F1704	Li Ka Kit
F1705	莫慕德
F1706	李志文
F1707	Chan Wai Chi Sarroni
F1708	容羨香
F1709	翁永基
F1710	Ng Sze Nga
F1711	Wong Chun Tak
F1712	陳麗嬋
F1713	陳玉美
F1714	錢金和
F1715	錢明慧
F1716	伍琼葉
F1717	張惠儀
F1718	白賢達
F1719	Law Kei Bo
F1720	龔文娣
F1721	陳華桑
F1722	Leung Kwok Cheung
F1723	Hui Ho Yin
F1724	譚樂瑤
F1725	Wu San Mui
F1726	Ng Wai
F1727	林鴻傑
F1728	Hon Ka Yan
F1729	韓錦荷
F1730	Pak Fuk Yuk
F1731	Hoi Kai Chi

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F1732	Kwan Fei Pang
F1733	Chun Wai Sum
F1734	Lau Cheuk Man
F1735	Michelle Cheng
F1736	魏財就
F1737	Kao Tat Man
F1738	王鈺麟 Wong Yuk Lun
F1739	周小萍
F1740	陳美英
F1741	曾維珠
F1742	黃俊軒
F1743	周儉成
F1744	Chan Kin Shing
F1745	陳芷晴
F1746	梁翠瑩
F1747	黃珊
F1748	韓永燊
F1749	Tin Mei Sham
F1750	Cheng Ka Wa
F1751	Chung Wing Yee
F1752	崔燕玲
F1753	Wong Kit Ling
F1754	Leung Tse Kin
F1755	葉玉梅
F1756	Ng Chum Yan
F1757	吳偉紅
F1758	Liu Sze Mei
F1759	陳絲祺
F1760	郭智惠
F1761	唐愛金
F1762	李嘉雯
F1763	關佩雯
F1764	Ellen Ho
F1765	康其志
F1766	馮錫霞
F1767	梁穎行
F1768	譚美思
F1769	李樹東
F1770	Kwan Wai Lam
F1771	Hui Tsz Ching
F1772	Ho Shek Hang
F1773	葉龍 Yeh Lung

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F1774	吳綺娟
F1775	Alex Yuen
F1776	陳振鋒
F1777	麥嘉文
F1778	Wong Tat Wai
F1779	To Tin Ku
F1780	Kung Oi Wan
F1781	馬佩雲
F1782	馬佩雲
F1783	蔡
F1784	黃子謙
F1785	洪葉紅
F1786	吳麗容
F1787	黃勝華
F1788	蘇可慧
F1789	呂偉明
F1790	呂偉光
F1791	阮麗玲
F1792	呂月英
F1793	Lee Yun Ho
F1794	Yu Yan Cheong
F1795	梁曉青
F1796	Chau Tsz Kin Kenny
F1797	Hung Tak Man
F1798	Ng Ying Tung
F1799	王娥
F1800	馮家輝
F1801	Wong Ngai
F1802	麥燕娟
F1803	周育勤
F1804	何宇軒
F1805	何芷晴
F1806	李海玲
F1807	柳婉婉
F1808	施議明
F1809	何凱恩
F1810	施妙玲
F1811	Chan Chi Keung
F1812	施碧玲
F1813	阮秀鳳
F1814	野中佑希 Nonaka Yuki
F1815	Liu Lai Chun
F1816	楊巧珍

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F1817	彭妹
F1818	王穎詩
F1819	Ponny
F1820	SK Murad Nossain
F1821	楊巧媚
F1822	黃暉杰
F1823	黃暉皓
F1824	Li Yiu Cho Joe
F1825	陳美安
F1826	馮家耀
F1827	馮家寶
F1828	Yuen Ho Yi
F1829	中田不二子 Fujiko Nakata
F1830	Chung Wen Yun
F1831	Eva Leung
F1832	新橋理惠 Shimbashi Rie
F1833	Shi Ho Wing
F1834	梁志榮
F1835	Cheung Ka Wai
F1836	Andy Ip
F1837	梁松根
F1838	呂永國
F1839	陳淑妍
F1840	李美佳
F1841	黃潔玲
F1842	陳元鼎
F1843	李華秀
F1844	Lam Wai Fan
F1845	Chiu Chan Hee
F1846	謝信章
F1847	Lok Sung Pong
F1848	Hui Po Yee
F1849	陳彩麗
F1850	張綺文
F1851	To Yuen Ying Shadow
F1852	Chow Ching Kau
F1853	林婉敏
F1854	梁錦英
F1855	鄭福鵬
F1856	Cheung Cui Nam
F1857	Cheng Kai Fung

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F1858	Lok Sze Ming
F1859	Li Chun Pong
F1860	李淑萍
F1861	劉鳳蘭
F1862	鄭偉蓮
F1863	Choi
F1864	關柏全
F1865	洪遠涯
F1866	Kan Man Tik
F1867	Wong Yuk Chun
F1868	Choi Kit Ming
F1869	李淑芳
F1870	李海燕
F1871	蘇善恒
F1872	Wong Pui Hang Joyce
F1873	Leung Yiu Cheung
F1874	Wang Shan Shan Anna
F1875	梁頌儀
F1876	林幼桃
F1877	劉綺婷
F1878	Lai Wai Keung
F1879	Yau Wei Tak
F1880	Cheung Kwong Yiu
F1881	Leung Kwong Yan
F1882	何珮璇
F1883	李加議
F1884	崔基求
F1885	Chan Kwan Ming
F1886	李美華
F1887	Ho Kin Bun
F1888	Chau Ming Wai
F1889	Cheng Hei Yi
F1890	張民友
F1891	Chiu Kwok Shing
F1892	林小華
F1893	蔡震龍 Choi Chun Lung
F1894	張琼娣
F1895	伍佩枝
F1896	鄧偉權
F1897	黃文蕙
F1898	姓名不詳 Name illegible
F1899	Lam Wai Mei

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F1900	Chan Sze Man
F1901	陳銀華
F1902	麥麗珍
F1903	丘彩珍
F1904	謝漢華
F1905	羅瓊姿
F1906	Tse Tat Tou
F1907	鄭文廣
F1908	謝碧華
F1909	吳燕芸
F1910	Leung Wing Hing
F1911	Tse Shuk Wa
F1912	趙慧琴
F1913	趙公博
F1914	Kwok Chun Kit
F1915	Phoenix
F1916	Edward
F1917	李玉瑜
F1918	魏珍香
F1919	吳雪英
F1920	張偉鴻
F1921	Wong Ho Shan
F1922	Peggy Chan
F1923	沒有提供姓名 Name not provided
F1924	姓名不詳 Name illegible
F1925	張惠英
F1926	Serva Lau
F1927	洪少青
F1928	Leung Bing Yin
F1929	余美玲
F1930	李世平 Li Shi Ping
F1931	黃永良
F1932	陳大偉
F1933	張
F1934	何禹俊
F1935	楊雁
F1936	Chong Wai Fan Joline
F1937	Cheng Tung Hoi
F1938	郭知姿
F1939	黃偉健
F1940	周永賢

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F1941	林偉釗
F1942	陳嘉好
F1943	Lai King Hei
F1944	Leung Ka Ho
F1945	Chan Chi Shan
F1946	Chong Wun Yan
F1947	王雪英
F1948	Eva Yim
F1949	Lun Shuk Haw
F1950	蘇樂文
F1951	Lee Lee Kuen
F1952	林建文 Lam Kin Man
F1953	張治平
F1954	Chan Wai Fong
F1955	陳妙華
F1956	陳佩儀
F1957	Wong Lee Lee
F1958	崔董穎
F1959	崔董慧
F1960	Fung Kung Sun
F1961	姓名不詳 Name illegible
F1962	莫定軒
F1963	Leung Chuek Wan
F1964	朱婉萌 Chu Yum Ming, Helen
F1965	史美華
F1966	林鴻 Lam Hung
F1967	雷燕芬
F1968	蘇業予
F1969	Eddie Lin
F1970	林愛玲
F1971	黃偉光
F1972	袁金梅
F1973	譚
F1974	譚仰桓
F1975	伍晉樂
F1976	黃翠怡
F1977	黃翠筠
F1978	Yim Tsz Ying Jaffee
F1979	袁明根

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F1980	冼梅
F1981	Sze Man Tui
F1982	黃永萍
F1983	莫長合
F1984	莫定康
F1985	Lam Oi Lin
F1986	Lam Oi Kwan
F1987	Cheung Ka Man
F1988	Florence Wong
F1989	Judy Yeung
F1990	Simon Cheng
F1991	Chan Kit Keung
F1992	Ip Yin Ling
F1993	Tang Shung Ngai
F1994	鄧淑雯
F1995	張雅然
F1996	Chow Ka Yan
F1997	Chow Ka Ying
F1998	彭宅
F1999	Chau Chi Yan
F2000	Lin Siu Ho
F2001	陳綺雯
F2002	陳 Wennis
F2003	鄧家樂
F2004	Lai Hang Lam
F2005	Leung Yuet Kun
F2006	Li Man Oi
F2007	Ma Chi Sing
F2008	姓名不詳 Name illegible
F2009	Suen Wing Sze
F2010	陳惜香
F2011	關敬傑
F2012	廖麗思
F2013	徐國強
F2014	曹吉利
F2015	廖銘昌
F2016	Wong Yuk Mui
F2017	Law Cheung Hing
F2018	林少鵬
F2019	Lam Ka Sin
F2020	黎倩琪
F2021	Irene Fok
F2022	Chung Pak Hei

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F2023	李思聰
F2024	黎鴻光
F2025	黃瑞明
F2026	何耀雄
F2027	梁美嫦
F2028	郭勤森
F2029	Ho Wai Kei
F2030	Tsui Kim Ming
F2031	Lam Kit Ying
F2032	陳文成
F2033	Li Wing Keung
F2034	Mandy Ko
F2035	曾
F2036	Ho Lap Tak
F2037	鍾皓然
F2038	黃寶祺
F2039	蔡惠
F2040	Ma Wing Kei
F2041	何銘昌
F2042	Lo Kit Sum
F2043	彭
F2044	何寶鑽
F2045	Yuan Lok Kan
F2046	Yip Tsz Yeung
F2047	周福誠
F2048	麥活寬 Mak Wut Fun
F2049	黃智恒
F2050	Yip Wai Wai
F2051	Cheung Chiu Kei
F2052	林愷欣
F2053	Chan Chi Yin
F2054	張詠珊
F2055	陳愛方
F2056	張劍秋
F2057	鄧美雲
F2058	黃翔高
F2059	馮兆昌
F2060	李紹葵
F2061	林應燦
F2062	Li Tsz Ying
F2063	Li Way Fat
F2064	Yip Nga Lai
F2065	A Lee

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F2066	Ho Pui Yan
F2067	謝尤優
F2068	Fong Yeung Ki
F2069	麥
F2070	Choi Ching Man
F2071	Ho Siu Wing
F2072	馬翠玲
F2073	鄧海游
F2074	鄧玉蓮
F2075	Mo Lai Sheung
F2076	Fung
F2077	To Yuen Shan
F2078	Lai Mei Lin
F2079	歐玉玲
F2080	袁嘉蔚
F2081	周玉萍
F2082	Long Wai Yi
F2083	姚玉嫻
F2084	鄭純愛
F2085	Yu King Yau
F2086	單識君 Cindy Shin
F2087	Wong Hoi Au
F2088	李璁玟
F2089	陳澍埏
F2090	吳韻娜
F2091	俞國強
F2092	曾泰源
F2093	Kwan Sin Yu
F2094	李啟東
F2095	瑋銘琛
F2096	Ling Ka Man
F2097	Wong Tsz Yin
F2098	黃晉彥
F2099	Wan Ching Ping
F2100	李俊彥
F2101	Lee Wai See
F2102	Yap Chiu Ho
F2103	Pun Yiu Keung
F2104	Ip Kwun Mo
F2105	周琳茵
F2106	周昭智
F2107	Yu Mei Chi
F2108	何瑋珊
F2109	Tam Su Ken

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F2110	陳嘉莉
F2111	Leung Chui Wah
F2112	梁漢
F2113	林美美
F2114	陳梓澄
F2115	陳家亮
F2116	陳奕彤
F2117	區志城
F2118	宋永華
F2119	莊子樂
F2120	莊志偉
F2121	林佩詩
F2122	樊仲良
F2123	Chan Kwok Kin
F2124	梁鳳儀
F2125	何亦彤
F2126	姓名不詳 Name illegible
F2127	曾福祥
F2128	張少宏
F2129	Ip Lai Yung
F2130	孔干溦
F2131	Tang Hon Man
F2132	關杏珍
F2133	鄧裕源
F2134	Tang Pak Ngok
F2135	劉萍嬋
F2136	Ching Ka Ki
F2137	Chung Po Ying
F2138	Yau Shuk Wai
F2139	黃潔玲
F2140	梁培志
F2141	王
F2142	Chu Ka Wing
F2143	Carmen Chu
F2144	朱柏聰
F2145	陳靜芳
F2146	陳國民
F2147	鄧侃堯
F2148	馮熾榮
F2149	馮偉謙
F2150	馮葦欣
F2151	呂永賢

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F2152	高智泳
F2153	石翠華
F2154	黃順清
F2155	勞麗紅
F2156	Tang Wai Han
F2157	林偉洪
F2158	Tai Yuet Sheung
F2159	何德光 Ho Tak Kwong
F2160	何靜儀
F2161	李素貞
F2162	Ho Ka Fai
F2163	Hon Po Ling
F2164	Wai Elieen
F2165	佘惠英
F2166	姓名不詳 Name illegible
F2167	賴俊融
F2168	陳國祥
F2169	盧紹倫
F2170	鄒玉儀
F2171	鄒柏謙
F2172	陳瑞梅
F2173	梁淑芳
F2174	姓名不詳 Name illegible
F2175	曾藹奇
F2176	曾藹霖
F2177	陳隶弘
F2178	Maggie Yo
F2179	葉康瑞
F2180	Tse Wai Ting
F2181	姓名不詳 Name illegible
F2182	Tommy Tong
F2183	方穎盈
F2184	Kenneth Mak
F2185	歐蘭妹
F2186	史家旺
F2187	吳林芷
F2188	吳音莞
F2189	關素貞
F2190	黎錦成
F2191	Lai Siu Wah

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F2192	黃坤兒
F2193	Wong Ka Ling
F2194	施竣銘
F2195	Chan Ka Hei
F2196	謝燕嫦
F2197	鄧加良
F2198	黃導言
F2199	陳龍
F2200	Kwan Tai Lai
F2201	何禮榮
F2202	Wong Yuk Lun
F2203	葉偉民
F2204	Chui Che Shing
F2205	趙樂豐
F2206	陳銘源
F2207	鍾永文
F2208	張麗芯
F2209	黃如建
F2210	陳銘維
F2211	劉升偉
F2212	黃美美
F2213	Irene Kwok
F2214	Jackie Chen
F2215	Leung Ho Tung
F2216	Wong Yuk Har
F2217	Chan Wing Piu
F2218	Anna
F2219	Chan Chau Hong
F2450	青鴻路建屋計劃關注組主席李志強
F2451	Karen Poon
F2452	Tam Pak Wai
F2453	Cheung Tsz Ying
F2454	Chu Ka Leung Patrick
F2455	Choi Chi Wah
F2456	Andy Wong
F2457	Desmond Cheung
F2458	Patrick Cheng
F2459	Alan Wong
F2460	Viki Man
F2461	Eric Choi
F2462	Y P Choi
F2463	Choi Yip Pong
F2464	Tony Pun
F2465	Ivan Ng

Further Rep No. 進一步申述編號 (TPB/R/S/TY/27-)	Name of 'Further Representer' 進一步申述人名稱
F2466	Violin Chiu
F2467	Chim Nui
F2468	Daniel Tam
F2469	Jonathan Chu
F2470	Chu Wai Man
F2471	Mr Dave
F2472	Tam Chun Lung
F2473	Santi Padul

tpbpd

寄件人: Miffy Ng [miffy@designinghongkong.com]
寄件日期: 12日08月2016年星期五 22:48
收件者: tpbpd
副本: Paul Zimmerman
主旨: Designing Hong Kong further representation on Draft Tsing Yi Outline Zoning Plan No. S/TY/27
附件: 20160812 DHK OZP S TY 27 Further Representation Aug 2016.pdf

TPB/R/S/TY/27-F1

Dear sirs,

Attached please find our comment on the captioned.

Best Regards,
Miffy, Ng Chun Wing
Project Officer
Designing Hong Kong Limited
Tel: 3104 2765
Fax: 2187 2305
Unit 7, 5/F, Eastern Harbour Centre, 28 Hoi Chak Street, Quarry Bay, Hong Kong
Website: http://www.designinghongkong.com/
Facebook Page: https://www.facebook.com/DesigningHongKong

Hong Kong, 12 August 2016

Chairman and Members
Town Planning Board
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong
Fax: 2877 0245;
Email: tpbpd@pland.gov.hk

Dear Chairman and Members,

Draft Tsing Yi Outline Zoning Plan No. S/TY/27
Further Representation

We Support the proposed amendment Item A to rezone the site from "Residential A" to "Open Space"; However, we propose the remaining part of Item A should also be zoned from "Residential A" to "Open Space".

- The proposed "Residential A" zoning is not in line with the surrounding environment. The open space was reserved for local residents in Tsing Yi South when Government planned to construct Container Terminal No.9 as a buffer to mitigate the environmental impact. During the Town Planning Board meeting, Planning Department claimed that the area will still be a buffer, but the residents should deal with the noise and light pollution by themselves. It is irresponsible for a public housing development, and it contradicts planning rules and guidelines of HKPSG.

- The future residents of the proposed site will suffer from air, glare and noise pollution from CT9 which is operating 24 hours a day throughout the whole year, as well other facilities nearby. It is facing Tsing Sha Highway with many heavy container trucks causing serious noise pollution.

- About 1,800 trees within the site which contribute to the greenery environment of this district will be removed according to the plan. The tiny remaining "Open Space" will not able to serve the increased population for active recreational facilities and passive landscape buffer.

Designing Hong Kong Limited

2474

有關《青衣分區計劃大綱草圖編號 S/TY/27》意見調查報告

「青鴻路休憩用地更改土地用途擬建公屋」問卷調查

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TOWN PLANNING BOARD

青衣美景花園業主立案法團

2016 年 8 月

2502

有關《青衣分區計劃大綱草圖 編號 S/TY/27》意見調查報告

「青鴻路休憩用地更改土地用途擬建公屋」問卷調查

前言

青衣美景花園業主立案法團（下稱「法團」）就《青衣分區計劃大綱草圖編號 S/TY/27》，向青衣美景花園（下稱「本屋苑」）居民發出問卷（問卷樣本請參閱附件一），用以調查本屋苑居民對於「青鴻路休憩用地更改土地用途擬建公屋」一事的意見。

法團於 2016 年 8 月 1 日向本屋苑全體 1912 戶居民發出問卷。截至 2016 年 8 月 10 日，我們共收回 430 份問卷。

背景資料

根據資料顯示，政府在 1991 年興建九號貨櫃碼頭的環境評估報告中指出，由於九號貨櫃碼頭日常運作時所產生的各項污染（包括噪音、空氣及光污染）嚴重，故當局需要保留青鴻路一帶的土地作為「污染緩衝帶」，以保障美景花園及長青邨居民的健康不會受到影響。該報告提出，上述的「污染緩衝帶」不適宜興建任何住宅或長期供人逗留用途的建築物。

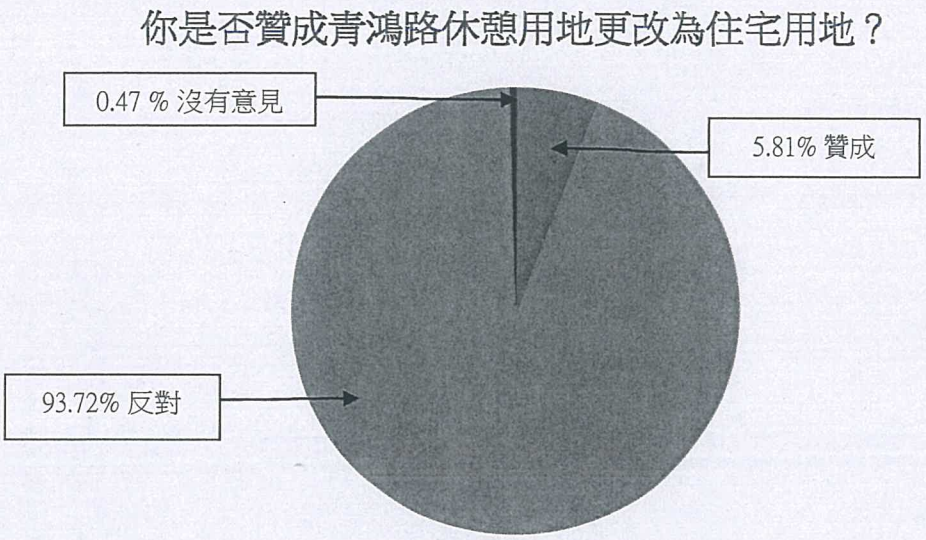
> **當局需要保留青鴻路一帶的土地作為「污染緩衝帶」，以保障美景花園及長青邨的居民的健康不會受到九號貨櫃碼頭日常運作的影響**

我們認同政府需要照顧社會上的基層市民的住屋要求，也不反對興建公屋，但我們認為當局必須於合適的地方規劃公營房屋，提供合適的居住環境予基層市民。當局若果在青鴻路的休憩用地興建公屋，除了違反當年對本屋苑居民的承諾之外，也是置公屋居民的健康於不顧，把公屋居民成為本屋苑的「人肉屏障」，實在不合情理。

問卷回覆

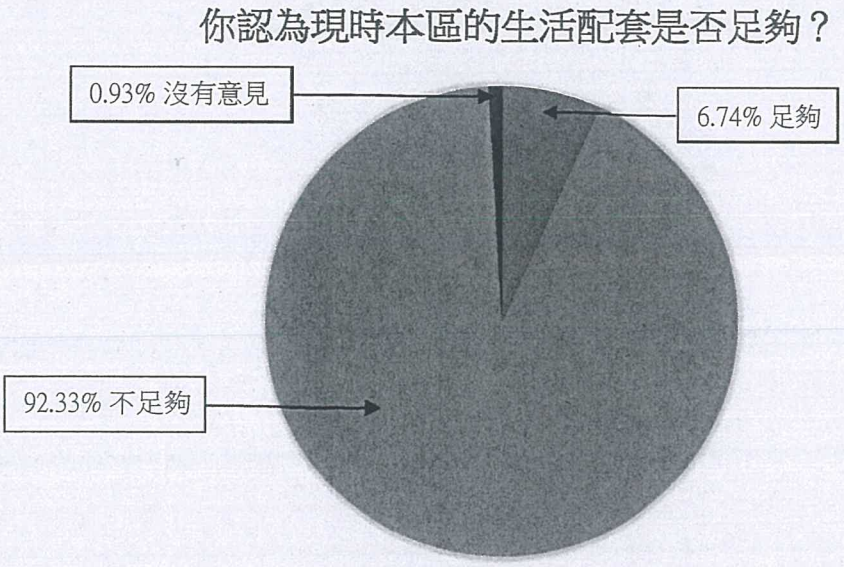
問題一：你是否贊成青鴻路的休憩用地更改為住宅用地？

在整體收回的問卷中，25 份選擇「贊成」，佔 5.81%；403 份選擇「反對」，佔 93.72%； 2 份沒有意見，佔 0.47%。



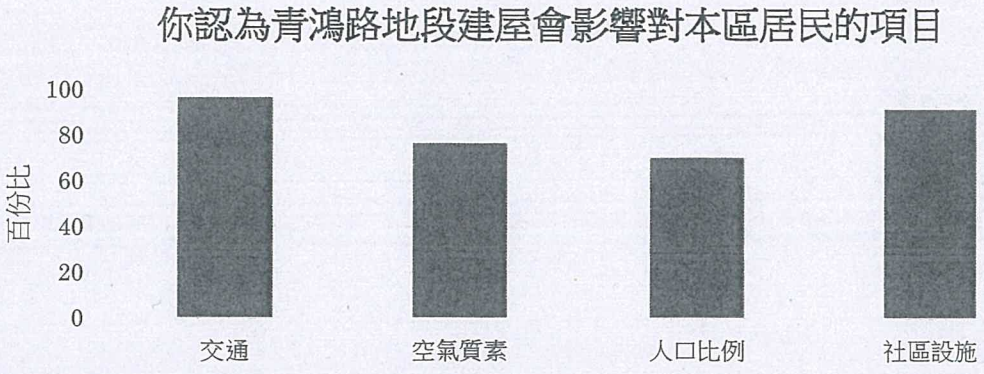
問題二：你認為現時本區的生活配套，例如交通系統、空氣質素，或社區設施（如街市、遊樂場、圖書館等），是否足夠居民日常所需？

在整體收回的問卷中，29 份選擇「足夠」，佔 6.74%；397 份選擇「不足夠」，佔 92.33%；4 份問卷沒有意見，佔 0.93%。



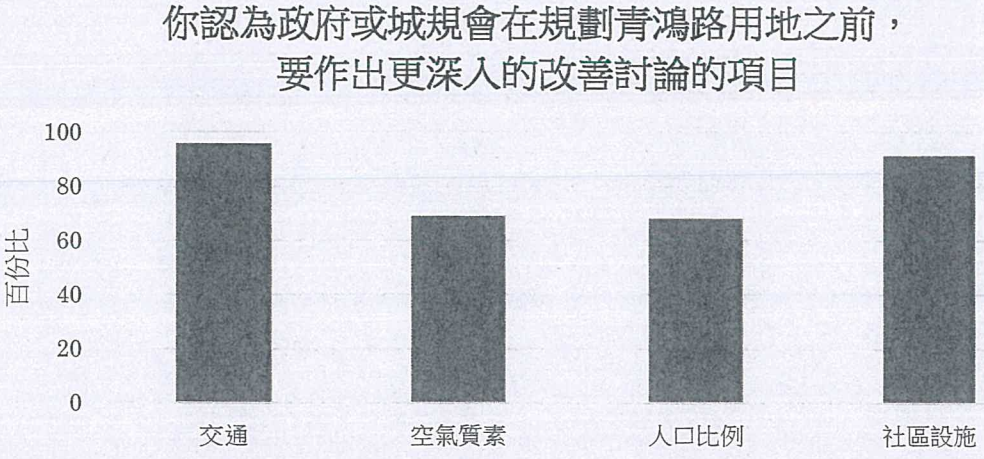
問題三：日後如以下的項目興建完成後，包括細山路的私人住宅（約 800 戶）、長青邨的新居屋青俊苑（465 戶），以及青鴻路擬建的三幢公屋（約 2900 戶），本社區將會增加總數約 4165 戶之人口，你認為這樣會對以下哪一個項目造成壓力？（可選多項）

選擇「交通」的有 416 份，佔整體問卷的 96.74%；
選擇「空氣質素」的有 330 份，佔整體問卷的 76.74%；
選擇「人口比例」的有 303 份，佔整體問卷的 70.47%；
選擇「社區設施」的有 394 份，佔整體問卷的 91.63%。



問題四：你認為政府或城規會在規劃青鴻路用地之前，需要對以下哪一個項目作出更深入的改善討論？（可選多項）

選擇「交通」的有 413 份，佔整體問卷的 96.05%；
選擇「空氣質素」的有 298 份，佔整體問卷的 69.30%；
選擇「人口比例」的有 294 份，佔整體問卷的 68.37%；
選擇「社區設施」的有 363 份，佔整體問卷的 84.42%。



結果分析

從問題一回覆可見，逾 93% 的本苑居民反對於青鴻路的休憩用地興建住宅，除了因為青鴻路是青衣南區僅餘的綠化區域之外，也因為本區現有的生活配套嚴重不足，當中包括交通配套及社區設施。問題二結果顯示，約 92%的本苑居民，認為現時本區的生活配套不足，包括交通系統、社區設施如街市和遊樂場等設備，不足以應付本區居民的日常需要。

以上兩個問題正好顯示了本苑居民的憂慮，特別是問題三所提出的情況，即是在長青邨新居屋青俊苑（約 465 戶）及細山路私人住宅（約 800 戶）落成後，新增的人口會令本區現有的設施百上加斤。本區現時往各區的巴士線寥寥可數，在繁忙時間更是經常遇上脫班的情況，本苑居民飽受「無車可搭」的困境，不論是早上的上班時間，甚至是晚上也經常遇到巴士滿座之苦。所以在問題三的回覆中，超過 96% 的本苑居民認為交通系統是目前他們最擔心會受嚴重影響的項目。如果青鴻路擬建的三幢公屋（約 2900 戶）付諸實行的話，青衣南區屆時將會增加約 4165 戶人口；假設每戶有 3 至 4 人，估計五年後本區將會新增約 12000 名居民。試問在現時嚴重不足的生活配套、交通系統已經達至飽和的情況下，本區如何能夠再容納多 12000 名居民生活在此，政府當局如何能夠令青衣南的居民安居樂業？

美景花園居民的心聲

作為青衣區第一個私人屋苑，美景花園的居民一直見證著青衣南區的發展，也一直默默忍受政府對本區居民的不公平對待。

80 年代，美景花園第三期由於太接近當時的美孚油庫而無法興建，政府當局以換地方式，令本屋苑部份的業權而落入政府手中。本苑居民在先天條件不足的情況下，一直無法以正常渠道成立法團，無法保障居民的權益。經過多年爭取，本屋苑最終在 2015 年 11 月以土地審裁署的特別頒令，才能成功成立法團。

90 年代，政府為了興建九號貨櫃碼頭，不惜以軟硬兼施的方法，讓本苑居民無法反對在自己的家園附近興建貨櫃碼頭。如前言所說，當年為興建九號貨櫃碼頭而撰寫的環評報告指出，為保障身為「敏感受體」的長青邨及美景花園居民不受到九號貨櫃碼頭運作產生的污染影響，當局承諾保留青鴻路一帶的土地作為「污染緩衝區」，以綠化地帶作為對長青邨及美景花園居民的補償，保護長青邨及美景花園居民的健康。

多年來，青衣南區一直是被政府當局規劃所忽視的區域。相比起青衣北區的完善規劃，青衣南區沒有圖書館，沒有大型公園，沒有游泳池，甚至連基本的生活設施如街市和

完整交通運輸設備也相當匱乏。本苑居民也一直默默忍耐，安於現狀，為的是希望在青衣南區找到一個安樂窩。

美景花園的居民自 2013 年一直深受大維修工程延誤的困擾，今年年初甚至因為政府的監管不力而令維修承建商被除牌，令本苑居民的生活苦不堪言。眼見大維修即將可以告一段落，美景花園的居民終於可以暫且鬆一口氣的時候，卻發現城市規劃委員會已經不理會葵青區議會全體議員的反對，硬生生把屬於我們青衣南區居民的青鴻路綠化休憩用地，更改成為住宅用地，完全忽視了在「污染緩衝區」興建住宅所會造成的影響，包括砍伐了千多棵樹木所產生的環境問題、在斜坡興建住宅所需要平整土地引致的額外公帑支出、公屋居民會成為「人肉屏障」為美景花園擋住了九號貨櫃碼頭的污染、新建的公屋會成為「屏風樓」減低了空氣的流動性等等無數無數的問題。

結論

青衣美景花園業主立案法團作為美景花園的法人代表，我們實在是無法坐視不理。S/TY/26 大綱草圖進行公眾諮詢時，正值本苑面對大維修出現問題的時候，使我們美景花園錯過了發聲反對的契機。S/TY/27 提出修訂，本苑法團期望透過這份問卷調查報告，可以令到城規會各位委員在決定青鴻路的未來時，考慮一下我們美景花園甚至長青邨的居民，作為九號貨櫃碼頭的「敏感受體」的需要。

在貨櫃碼頭以及附近環境沒有新增的改善設施下，我們懇請政府當局根據九號貨櫃碼頭的規劃理念，以及 1991 年環評報告的建議原意下，保留現有青鴻路的綠化休憩用地，作為美景花園及長青邨「污染緩衝區」，用以保障現時美景花園 1912 戶共約 5000 人的生活質素。

我們青衣美景花園業主立案法團在此重申，我們美景花園居民並不反對政府興建公營房屋的政策，以及認同社會基層市民對於住屋的逼切需要。但我們要求政府當局需要找尋合適的土地興建公營房屋，絕不能以犧牲青衣南區居民的休憩用地以達到建屋指標，這樣既可保障基層市民的生活質素，也減少了社會各階層的分歧。

我們懇請城規會各位委員能夠了解我們美景花園居民的訴求，重新考慮撤回 S/TY/27 有關青鴻路休憩用地更改為住宅用地的建議。

謝謝。

美景花園 青衣美景花園業主立案法團
Mayfair Gardens The Incorporated Owners of Mayfair Gardens, Tsing Yi
法團編號：510(TW) 青衣美景花園 L3 社區中心會議室 mayfair.oc@gmail.com

有關：青鴻路休憩用地更改為興建公屋用地
居民意見調查

背景資料：

在興建九號貨櫃碼頭時，當年的環境評估報告曾指出，政府需要預留青鴻路一帶的土地作為「污染緩衝帶」，以保障美景花園及長青邨的居民，不會受到因九號貨櫃碼頭的日常運作，而引致的空氣、光線及聲音污染所帶來的影響。該報告提出，上述的「污染緩衝帶」不能興建任何住宅或長期供人逗留用途的建築物。

管委會並不反對興建公屋，但我們認為政府在照顧社會上的基層市民的住屋需要時，必須提供合適的居住環境予基層市民，而不能胡亂以「見縫插針」的形式建屋，甚至出爾反爾地漠視本區居民的需要。希望各位業戶可回答以下問題，讓當局正視本苑居民的意見。

1. 你是否贊成青鴻路的休憩用地更改為住宅用地？
   □ 贊成 □ 反對

2. 你認為現時本區的生活配套，例如交通系統、空氣質素，或社區設施(如街市、遊樂場、圖書館等)，是否足夠居民日常所需？
   □ 足夠 □ 不足夠

3. 日後如以下的項目興建完成後，包括細山路的私人住宅（約 800 戶）、長青邨的新居屋青俊苑（465 戶），以及青鴻路擬建的三幢公屋（約 2900 戶），**本社區將會增加總數約 4165 戶之人口，你認為這樣會對以下哪一個項目造成壓力？**（可選多項）
   □ 交通 □ 空氣質素 □ 人口比例
   □ 社區設施（如街市、遊樂場、圖書館等）

4. 你認為政府或城規會在規劃青鴻路用地之前，需要對以下哪一個項目作出更深入的改善討論？（可選多項）
   □ 交通 □ 空氣質素 □ 人口比例
   □ 社區設施（如街市、遊樂場、圖書館等）

~ 問卷完畢，謝謝回覆 ~

附件一

TPB/R/S/TY/27-F2450

就草圖的建議修訂作出進一步申述
Further Representation In Respect of Proposed Amendments to Draft Plan

參考編號
Reference Number: 160731-163325-85485

提交限期
Deadline for submission: 12/08/2016

提交日期及時間
Date and time of submission: 31/07/2016 16:33:25

提出此宗進一步申述的人士 先生 Mr. 李志強，青鴻路建屋計劃關注組主席
Person Making This Further Representation:

與進一步申述相關的草圖
Draft plan to which the further representation relates: S/TY/27

進一步申述詳情
Details of the Further Representation :

相關的建議修訂 **Related Proposed Amendments**	性質 **Nature**	理由 **Reasons**
Item A - Rezoning of the northern portion of a site between Tsing Yi Road and Tsing Hung Road from "Residential (Group A)4" to "Open Space".	反對 Oppose	香港樓價高昂，很多低收入的市民都不能負擔得起住私人樓宇，公屋輪候人士往往要等候五年以上才能上樓，因此興建公屋實在刻不容緩。不過，一個安身之所可能會居住半生或更長的時間，所以政府必須有長遠的規劃來興建居所，以免在入伙後帶來種種問題，例如是噪音、交通及社區設施的問題。選擇建公屋的地方也必須要考慮到現時居於該社區的居民，大幅增加的人口會否導致交通問題、環境問題及社區設施不足的問題。 就青鴻路休憩用地改為住宅用地的選址，我們有以下意見： 該地段本來是用作貨櫃碼頭與現有民居中間之噪音緩衝區，如果日後在那裏建公屋，房署如何可確保入住的居民不會受超出法例上限的噪音滋擾？ 若在該區加建三幢公屋約3000戶後，估計人口會增加約九千人，而需要每天上班上學的人數可能達四至五千人，請問在交通評估報告中，如何可確保現有的居民及未來入伙的居民可在繁忙時間有足夠的交通設施出入青衣？ 鄰近的居屋青俊苑及美景花園後的私人屋苑將會在未來三年後完全入伙，人口將會增加五千人，對交通設施的需求將會更大。 直至目前為止，政府並沒有對交通配套提出任何前瞻性的改善意見，若在建屋後才發現問題，對居於該區的數萬居民將會構成嚴重影響，政府不能視而不見。 我們要求政府在考慮將該地段轉為住宅用地之前，應先有完整的交通改善計劃，包括改善現有的道路系統，以及未來的公共運輸服務的規劃，兩者必須相輔相成，才

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		能為市民長遠解決居住問題。因此反對此時將原來之Open space 改為RA(4). 城規會並非橡皮圖章，應該以專業的城市規劃準則去決定城市的規劃是否適宜市民居住。人民的居所會影響一輩子的生活，所以在未完成完整規劃之前，不能倉卒決定，只重量不重質，這並非市民之福。

TPB/R/S/TY/27-F8

就草圖的建議修訂作出進一步申述
Further Representation In Respect of Proposed Amendments to Draft Plan

參考編號
Reference Number: 160808-120122-32938

提交限期
Deadline for submission: 12/08/2016

提交日期及時間
Date and time of submission: 08/08/2016 12:01:22

提出此宗進一步申述的人士
Person Making This Further Representation: 女士 Ms. Christel Lau

與進一步申述相關的草圖
Draft plan to which the further representation relates: S/TY/27

進一步申述詳情
Details of the Further Representation :

相關的建議修訂 **Related Proposed Amendments**	性質 **Nature**	理由 **Reasons**
Item A	支持 Support	贊成項目A，但反對在青鴻路旁的一幅緩衝綠化地帶改劃成興建房屋用途 新修訂青衣青鴻路更改土地用途大綱圖，得悉貴署仍保留興建3座公營房屋，藍澄灣大部分居民是持反對意見，理由已在過去多月提出，在此不作重複申述，但唯一可取而一致贊成的是項目A還原綠化用地。 特區政府在 2011 至 2012 年的《施政報告》，公佈所有新公屋發展項目的綠化率將會增至不少於 20%，兩公頃以上的大型用地，則佔多達30%，政策是希望為居民締造綠色生活環境，希望有關當局能堅持理念，朝著正確方向看待藍澄灣居民。 6月17日蘋果日報刊登了一則專訪，學者港大建設系黎教授稱，青鴻路一帶如沒有任何措施減低環境污染所造成的影響，這是個不適宜人居住的地方，長期受噪音及光污染環境下生活，基層居民為要上樓便要冒患心血管病及乳癌風險，這是一個負責任政府應做的事嗎？希望城規會本著良心、專業知識及理念去評審該地建屋的必要性。

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要配合政府政策不斷接收新移民便要增建房屋，目標是正確的，但似乎忽略大型運輸道路系統發展的重要性，要發展社區，不論新與舊，交通配套、醫療及社區設施一定要先行，方能得到各方支持，交通網絡配套設施完善，那管搬入離島居住，相反建屋後才評估配套設施需求，是否有點本末倒置呢？更惹來地區各方阻力，施政寸步難行，香港其實有大量未開發的土地，只不過留給地產商發展，務求增加庫房收益，如果政府真的本著良心解決住屋問題，我本人非常贊成開闢部分郊野公園土地興建公屋，而不是將基層市民規劃在貨櫃碼頭附近生活，懶理居民日後健康問題的同時更破壞了藍澄灣及美景花園居民的居住環境，要改善港人居住問題，未來需發展新社區來配合人口急速增長，應將所有人力資源集中發展新社區，加快舊區重建，興建臨屋區暫時安置有急切需要的市民，而不是每區插針建屋，造成地盆處處，沙塵滾滾，烏煙瘴氣。

未來特區政府需肩負改善市民生活環境重任，眼看近年房屋發展方向都是插針式興建，談不上什麼規劃，屏風樓處處，造成熱島效應，永久性破壞環境，港人生活質素逐漸降低，人均生活空間越見收窄，有關政府部門只採取資源共享方式來解決房屋問題，欠缺長遠規劃。

倘若規劃署要【交數】配合政府房屋發展，我有一個雙贏建議，利用葵青路一帶物流停車場改建公屋，但先向康文署收回荒廢多年，又欠缺資金做維修保養的葵涌公園，將它規劃為物流停車場，兩者用地互調用途應是可行，再者其位置極佳，可步行十數分鐘便可直達葵芳港鐵站，出入方便，基層居民更可省了一筆交通接駁費，又可減低青衣南橋使用率，大大舒緩青衣區交通壓力。

據悉西草灣新驗車中心將於2019年落成，附近居屋快要入伙，加上細山路地皮已賣出，發展商擬興建700個單

		位，屆時青衣南交通將受到一定壓力。希望貴署考慮未來青衣區有多個發展項目一一落成，在未有落實改善社區配套前，請不要再增加青衣南地區人口。 懇請城規會重新考慮擱置青鴻路地皮興建房屋，保留這幅綠化緩衝區給藍澄灣及美景花園居民吧！

敬啟者:

本人歡迎城規會於 2016 年 7 月 22 日刊憲建議修改青衣區計劃大綱草圖編號 S/TY/27，修訂項目的 A 項位置由「住宅(甲類)4」改劃為「休憩用地」地帶。同時認為除了 A 項的位置外，S/TY/27 中的其餘部份(即擬興建三座公屋的部份）也必需同樣由「住宅(甲類)4」改劃為「休憩用地」地帶，以保留因興建九號貨櫃碼頭對美景花園及長青村的影響而作出污染緩衝分隔帶(BUFFER ZONE)的規劃原意，及避免在污染緩衝分隔帶上興建住宅，損害將來入往居民的健康之餘，更釀成國際性的規劃笑話。

再者，本人對於城規會把 S/TY/27 大綱草圖分拆出A項，並且只是就A項作出公開申述諮詢的做法感到十分不滿。查 S/TY/27 尚未獲行政會議通過，有關的修訂理應以整體考慮而作出諮詢申述。現　貴會把它分拆諮詢不但未能讓公眾就 S/TY/27 的整體規劃提出完整意見，同時亦在申述過程中誤導申述人默認在支持A項改劃為「休憩用地」地帶的同時支持A項的餘下部份劃作「住宅(甲類)4」用途。本人重申，S/TY/27 的所有「住宅(甲類)4」用地應恢復為「休憩用地」地帶，原因如下：

There is a great and continous sound pollution in the selected sites which is not suitable as a residential area. Accordingly to the World Health Organization (WHO) - Environmental Health Criteria 12 for Noise, the suggest noise limit for bedroom at night would be 35 dB(A) Leq. The measured sound level in the area by mean was more than 70 dB(A), which exceeds the noise safety level in working enviroment. More than 94 dB(A) can be measured in discrete sound level. There is a risk of health to humans, and it will be definitely affect the growth of babies and children, which results in stress, disturbance of sleep, annoyance, reduce performance and also has permanent hearing loss.

根據規劃署的香港規劃標準與準則, 第九章：環境 3.3 潛在污染用途指引指，工業地帶

3.3.2 緩衝區內的可接受用途包括倉庫、冷藏庫、停車場、美化市容地帶及休憩用地。當中，動態休憩用地用途是有一些限制的(見第 3.4.3 段)。其他較不易受滋擾用途， 例如商業和政府／ 機構設施， 亦可考慮。不過，這些設施應建為較低層建築， 並設有空氣調節，以及與建築物和工業用地距離超過 30 米。

第九章：環境　附錄 2.1: 環境用語的定義:

(b)易受滋擾的用途：其範圍內的資源或進行的活動性質，容易受污染用途產生的殘餘物或實質改變影響的土地用途。例子包括學校和住宅區

(h)緩衝區：有足夠面積以分隔不協調土地用途，從而令各土地用途之間可能出現的衝突減至最少。這些地區可能涵蓋不易受滋擾的構築物或用途

換句話說，香港規劃標準與準則寫明緩衝區是用來分隔不協調土地用途只應建不易受滋擾的構築物或用途，住宅是易受滋擾的用途，所以緩衝區是不應建住宅，也不應用住宅來分隔工業和其他現有住宅，為什麼規劃專員不依香港規劃標準與準則，提議將緩衝區的休憩地改劃成興建住宅的用途呢？

規劃署就是次 S／TY／27 進一步申述，有關用地由住宅用地更改為休憩用地一事，房屋署回覆葵青區議會指有關建屋計劃需要重新規劃、研究及設計。因此若進一步申述更改後，建屋可行性存疑，在未收到房屋署進一步設計方案的時候，難以分析有關修訂帶來影響，因此應待房屋署提交最新設計，再作進一步研究

<u>最後，本人要求出席城規會的聆聽會作進一步口頭申述。</u>

申述人簽名: [redacted] 申述人姓名: [redacted]

聯絡電話: [redacted] 聯絡電郵: [redacted]

聯絡地址: [redacted] 座 ___ 樓 ___ 室

其他: [redacted]

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敬啟者:

本人了解到城市規劃委員會建議對青衣分區計劃大綱草圖編號 S/T Y/2 7 作出建議修訂，我現在提出以下申述:

首先 S/TY/27 尚未獲行政會議通過，有關的修訂理應以整體考慮而作出諮詢申述。我很失望規劃部門的限定修正案。我歡迎城規會修訂項目由「住宅(甲類)4」改劃為「休憩用地」地帶，然而我不認同祇恢復 A 項的位置. 除了 A 項的位置外, 其餘部份也應同時由「住宅(甲類)4」恢復為「休憩用地」地帶。該區域作為九號貨櫃碼頭被保留的污染緩衝分隔帶. 規劃原意固然是減低九號貨櫃碼頭對美景花園及長青村居民的影響，因此毫無疑問此污染地帶理應避免作 興建任何居民住宅。

在繁忙時間，人流增加數千人，不會單是增加班次或新增路線，便可解決問題。因屋邨週邊道路設計，根本承受不了，現有道路設計，包括流量及路面闊度。已是 30 年前，而近 30 年人口已增加了數十萬人，現道路設已超出負荷，再加上路面、地底水管、候管等已開始老化，近幾年已不斷封路維修，做成交通擠塞。如再加上近萬人次出入，交通肯定癱瘓。

以下是房屋署署長應耀康於 2016 年 7 月 7 日在香港房屋委員會(房委會)公開例會的發言：「房委會主席近日向房署提出的一個告誡、一個期許，就是 Back to Basics「回歸基本」。 所謂「回歸基本」，我的體會有以下幾點。第一，我們房署在興建和維修房屋時，要緊守我們最核心的責任，就是給居民實而不華、安全，而又可以健康生活的居所……」好一句「實而不華、安全，而又可以健康生活的居所」！ 可是政府官員在 2016 年 4 月 21 日及 26 日的城規會會議討論上，當居民質疑在二十至三十八度斜坡起樓，平整斜坡費用高，護土牆維修貴，(第一至三座一邊會有護土牆，第四座更差，有兩邊是護土牆，一邊是行車天橋底和污水處理廠，一邊是對著油站和迴旋處，另一邊是明渠)，又因噪音大要用建築鰭片 ，加上 Z 型的雙層玻璃減音窗，加重建築成本，但做了所有這些措施後，只能減少 4 至 8 分貝的噪音(可惜做了這麼多，減了噪音後也定必超標)！ 2016 年 6 月 17 日的城規會第 1110 次會議紀錄第十三頁, 第 29 點更說：" there was a new type of acoustic window design, which was widely adopted in private residential developments, would enable noise mitigation..... his department was liaising with Housing Department to examine the feasibility of using this new type of acoustic windows in future PRH development." 房委會公屋將會用私人屋苑採用的減音窗？難怪建一個公屋單位要超過一百萬！ 由於規劃署選址錯誤，令房署承担高昂的建築費，將來亦要承担無止境的高昂維修費，花費多多，錯誤的改劃，令這個興建和維修費都貴的青鴻路公屋計劃，華而不實，座落地點不安全，噪音光污染影響下又怎可健康？ 完全不跟房委會主席的忠告和期許!

噪音嚴重,他日當深夜時份，公屋居民在睡夢中被高達 90 多分貝(A)的貨櫃車噪音「轟」的一聲吵醒時，再睡著又有 88 分貝(A)貨櫃車噪音「轟」的一聲，他再被吵醒，雖然一小時的平均值可以只是 70 多分貝(A)，吵醒後可能靜半小時，又再嘈，我們可以肯定，這些公屋居民必定投訴，區議員必定會為新入住的公屋居民請命。 (本區居民曾用有專業認證的噪音量度機量度過貨櫃車行經青鴻路及青衣路時的噪音，一般也有 80 多分貝(A)，最高更可達 94 分貝(A)！ 簡直震耳欲聾！ 反而房委會所委託的顧問公司所做的噪音評估報告中不知是有意還是無意，竟然没有提供交通噪音的實際量度數據 L10 dB(A); L max dB(A) ，居民早前已致電郵給房屋署及規劃署詢問有關顧問報告數據粗略因由，至今還未有實質回覆。

<u>最後本人重申, 整個 S/TY/27 作出的建議修訂(包括 A 項及以外的其他改劃地帶)應由「住宅(甲類)4」恢復為「休憩用地」地帶。同時本人亦要求出席城規會的聆聽會作進一步口頭申述。</u>

申述人簽名: 侯[redacted] 申述人姓名: 侯[redacted]

聯絡電話: [redacted] 聯絡電郵: [redacted]

聯絡地址: [redacted]

068

敬啟者:

本人了解到城市規劃委員會建議對青衣分區計劃大綱草圖編號 S/T Y/2 7 作出建議修訂，我現在提出以下申述:

首先 S/TY/27 尚未獲行政會議通過，有關的修訂理應以整體考慮而作出諮詢申述。我很失望規劃部門的限定修正案。我歡迎城規會修訂項目由「住宅(甲類)4」改劃為「休憩用地」地帶，然而我不認同祇恢復 A 項的位置. 除了 A 項的位置外, 其餘部份也應同時由「住宅(甲類)4」恢復為「休憩用地」地帶。該區域作為九號貨櫃碼頭被保留的污染緩衝分隔帶. 規劃原意固然是減低九號貨櫃碼頭對美景花園及長青村居民的影響，因此毫無疑問此污染地帶理應避免作 興建任何居民住宅。

旅遊大巴於大清晨已出動，清早五時開始便有大批國內遊客在青鴻路聚集的噪音，將來居民即使是在假期也「無覺好瞓」，房署將來必要工作量大增，因調遷伸請不絕，要增加人手，這豈不是浪費公帑!

九龍巴士公司及葵青聯運小巴公司根本無足夠車輛、人手及路線資源, 去增加班次去疏導交通。 事實上由於資源緊絀, 於 2014 年 2 月 2 日, 九龍巴士公司重組路線 43c, 改為只於繁忙時間提供服務, 結果令其他路線例如 42a 更加擠逼及難以登車, 居民怨聲載道。

規劃專員不斷提出沒有土地建屋，我們提議:（１） 新界有１２００ 公頃棕地未被發展；（２） 如硬要在青衣找，青衣北面也有很多用地是有交通直達，可以發展為興建公屋的用地；（３） 担捍山路近青衣北岸公路船廠鄰也有大片土地可建屋，那裡只有山有海有地，無人會反對；既然在二十四小時運作的有噪音有光污染斜坡的地建屋是「不是無法克服的困難」，造游艇的船廠旁邊更加無問題吧。（４） 青衣市中心，圖書館街市市政大樓側面的休憩用地；沒有植披、荒廢了及平整了, 絕對適合用作興建房屋，旁邊是矮建的市政大樓和小學，步行向北三分鐘到青衣公園，向東三分鐘有海濱長廊，前往青衣機鐵站需要步行８至 10 分鐘，無交通問題，可能規劃師怕得罪每年用那荒地十天做大戲的居民？ 如是這原因，請不用担心，因為三分鐘的距離在青衣公園已有另一足球場可用，另外那區很多居民其實感到那地太擠擁、車位不足，不適合作廟會，將來廟會可選對面的青衣運動場又或是青衣東北公園的球場代替。為什麼有較空曠有設施無嚴重噪音近港鐵荒廢的地不建屋？硬要在無設施有重型工業污染交通問題多多的緩衝地建屋，是什麼道理？（５） 青衣公園西北面，青衣邨以北，外圍亦有一大片休憩用地可改劃作興建公屋，這塊地三面單邊無建築物，只有南面一面有低層建築： 一間小學、一間中學及兩層高的社區會堂，附近有偌大的青衣公園，也有海濱長廊，公眾泳池運動場圖書館等，即有足夠休憩地和設施，前往青衣機鐵站需要步行 10 分鐘，無交通問題，為什麼不改劃這塊地？ 其中一位規劃委員在會上也提議用這塊地代替問題多多的青鴻路用地建公屋，只是規劃專員回答此地有七十年代生長的植物，青鴻路的是九十年代生長的植物！ 其實只要規劃署專員不「企硬」，願意以聽民意，用「三面單邊無建築物，一面只有低層建築，附近有大公園、海濱長廊、公眾泳池運動場圖書館等足夠休憩地和設施，近港鐵站，無交通問題的地」換青鴻路的地建公屋，便能雙贏！

<u>最後本人重申, 整個 S/TY/27 作出的建議修訂(包括 A 項及以外的其他改劃地帶)應由「住宅(甲類)4」恢復為「休憩用地」地帶。同時本人亦要求出席城規會的聆聽會作進一步口頭申述。</u>

申述人簽名: _____ 申述人姓名：

聯絡電話： 聯絡電郵： [redacted]

聯絡地址： [redacted] 樓 室

其他：

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11 AUG 2016

077

敬啟者:

本人歡迎城規會於 2016 年 7 月 22 日刊憲建議修改青衣區計劃大綱草圖編號 S/TY/27，修訂項目的 A 項位置由「住宅(甲類)4」改劃為「休憩用地」地帶。同時認為除了 A 項的位置外，S/TY/27 中的其餘部份(即擬興建三座公屋的部份）也必需同樣由「住宅(甲類)4」改劃為「休憩用地」地帶，以保留因興建九號貨櫃碼頭對美景花園及長青村的影響而作出污染緩衝分隔帶(BUFFER ZONE)的規劃原意，及避免在污染緩衝分隔帶上興建住宅，損害將來入往居民的健康之餘，更釀成國際性的規劃笑話。

再者，本人對於城規會把 S/TY/27 大綱草圖分拆出A項，並且只是就A項作出公開申述諮詢的做法感到十分不滿。查 S/TY/27 尚未獲行政會議通過，有關的修訂理應以整體考慮而作出諮詢申述。現　貴會把它分拆諮詢不但未能讓公眾就 S/TY/27 的整體規劃提出完整意見，同時亦在申述過程中誤導申述人默認在支持A項改劃為「休憩用地」地帶的同時支持A項的餘下部份劃作「住宅(甲類)4」用途。本人重申，S/TY/27 的所有「住宅(甲類)4」用地應恢復為「休憩用地」地帶，原因如下：

根據發展 9 號貨櫃碼頭的研究報告" lower platform"　(即擬建公屋第四座位置)為　"passive landscape buffer" 即靜態園林緩衝區，而" upper platform"　(即擬建公屋第一至第三座位置)是" recreational facilities"　，應建大公園、建球場，提議可建有賽道的單車公園(青衣路每年也是大型單車賽的起點)，或留待附近的 IVE 及 THEI 將來擴充時用(附近 IVE 特別是 THEI 已開辦多個學位課程多年，不久的將來將可能升格為大學，或要找地擴充校社，青鴻路地段是一個天衣無縫的擴充地點，(無需像之前 THEI 九龍塘舊校擴充時要從新覓地搬至柴灣建新校)，IVE 和 THEI 是全天候設有空氣調節的建築物，不會有噪音問題，校社又不是留宿，不怕光污染，明白香港土地珍貴，如政府想土地依香港規劃標準與準則，這個也是可接受的用途之一。 或建設有空氣調節的政府機構建築物如體育館、圖書館、文娛中心等，因青衣南真的沒有這些設施。雙贏!

公屋需求緊拙，但政府明知地點是對住 CT9，一處極度污染的緩沖區地帶都要興建高密度房屋，是否因為這班市民是基層階級，政府就可以不需顧及他們生活質素。有屋住但入住居民要自我承擔日後因 CT9 污染問題所帶給他們無止境的身體、精神健康及生活壓力。這是一個甚麼政府？

現 R22 區週邊的社區設施及配套，嚴重不足，簡單如街市這些基本生活需要，雖然在附近長青邨是有的，但空置比率甚高，基本上沒有選擇，所以只能乘車到其他地方購買，對於手攜餸菜的市民來說，還要上落車輛，所帶來的不便一想而知。

<u>最後，本人要求出席城規會的聆聽會作進一步口頭申述。</u>

申述人簽名: 申述人姓名：林小珊

聯絡電話：[redacted] 聯絡電郵：[redacted]

聯絡地址：[redacted]

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Town Planning Board

敬啟者:

本人歡迎城規會於 2016 年 7 月 22 日刊憲建議修改青衣區計劃大綱草圖編號 S/TY/27，修訂項目的 A 項位置由「住宅(甲類)4」改劃為「休憩用地」地帶。同時認為除了 A 項的位置外，S/TY/27 中的其餘部份(即擬興建三座公屋的部份）也必需同樣由「住宅(甲類)4」改劃為「休憩用地」地帶，以保留因興建九號貨櫃碼頭對美景花園及長青村的影響而作出污染緩衝分隔帶(BUFFER ZONE)的規劃原意，及避免在污染緩衝分隔帶上興建住宅，損害將來入往居民的健康之餘，更釀成國際性的規劃笑話。

再者，本人對於城規會把 S/TY/27 大綱草圖分拆出A項，並且只是就A項作出公開申述諮詢的做法感到十分不滿。查 S/TY/27 尚未獲行政會議通過，有關的修訂理應以整體考慮而作出諮詢申述。現　貴會把它分拆諮詢不但未能讓公眾就 S/TY/27 的整體規劃提出完整意見，同時亦在申述過程中誤導申述人默認在支持A項改劃為「休憩用地」地帶的同時支持A項的餘下部份劃作「住宅(甲類)4」用途。本人重申，S/TY/27 的所有「住宅(甲類)4」用地應恢復為「休憩用地」地帶，原因如下：

政府當年規劃九號貨櫃碼頭時考慮在青衣路興建油站的時候，已週詳考慮周邊不會再批准興建任何大型住宅項目，旁邊會是休憩用途，因此規劃署是次更改休憩緩衝用途是不正確的決定。　雖然舊的旺區住宅和油站相距很近，這是因為當年未成立規劃署，才會如此，社會進步了，怎可將以往不良的規劃來做例子，相提並論。

對於需要於早上乘搭公共交通工具的上班族，每一天上班都是在賭運氣，因為在青衣南實在有很高的機率會碰上塞車，由美景花園旁的青康路至青衣路出青衣南橋一帶，過去發生交通意外的次數多不勝數，而最嚴重的是，每次發生交通意外，都會將整個青衣南堵塞，因為青衣南橋是青衣南出九龍的主要道路。每天都有無數車輛經過上述的路段出市區或葵芳，如果將來青鴻路休憩用地改建成房屋，將會增加幾千人使用該路段上班上學，結果只會令現時早上繁忙時間，有更加多車輛經過，意外事故率會更加高，車輛堵塞會更嚴重。

政府在青衣南區被贊的一次“建設”　就是安排居民在藍澄灣前的休憩地植樹!　那裡的樹是我們的孩子和居民一手一腳為自己的社區做綠化而種植的，十年樹木，百年樹人，樹木現在長到二三十尺高，親自種樹的孩子們現在也成了年青人，官員一句無價值便將它們砍掉?　你們可否知道傷了多少家庭的心?　你們可否知是在製造社會矛盾?　撕裂了市民的心?　特首不是說要加緊教育年青人嗎?　政府這邊廂鼓勵他們注重環保做綠化，那邊廂卻砍了他們親自種的樹!　請問一句，作為父母親，我們應如何向孩子解畫?

<u>最後，本人要求出席城規會的聆聽會作進一步口頭申述。</u>

申述人簽名: _____　申述人姓名：[redacted]

聯絡電話：[redacted]　聯絡電郵：

聯絡地址：[redacted]　樓 _____ 室

其他：_____

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敬啟者:

本人歡迎城規會於 2016 年 7 月 22 日刊憲建議修改青衣區計劃大綱草圖編號 S/TY/27，修訂項目的 A 項位置由「住宅(甲類)4」改劃為「休憩用地」地帶。同時認為除了 A 項的位置外，S/TY/27 中的其餘部份(即擬興建三座公屋的部份）也必需同樣由「住宅(甲類)4」改劃為「休憩用地」地帶，以保留因興建九號貨櫃碼頭對美景花園及長青村的影響而作出污染緩衝分隔帶(BUFFER ZONE)的規劃原意，及避免在污染緩衝分隔帶上興建住宅，損害將來入往居民的健康之餘，更釀成國際性的規劃笑話。

再者，本人對於城規會把 S/TY/27 大綱草圖分拆出 A 項，並且只是就 A 項作出公開申述諮詢的做法感到十分不滿。查 S/TY/27 尚未獲行政會議通過，有關的修訂理應以整體考慮而作出諮詢申述。現　貴會把它分拆諮詢不但未能讓公眾就 S/TY/27 的整體規劃提出完整意見，同時亦在申述過程中誤導申述人默認在支持 A 項改劃為「休憩用地」地帶的同時支持 A 項的餘下部份劃作「住宅(甲類)4」用途。本人重申，S/TY/27 的所有「住宅(甲類)4」用地應恢復為「休憩用地」地帶，原因如下：

不同黨派的全體 24 位葵青區議員在 2015 年 5 月 14 日區議會會議上也一致要求擱置此青鴻路公屋發展計劃！只是規劃署不聽各黨各派數十位民選區議員的忠告，硬把計劃呈上都會規劃小組，刊憲後又趁區議會換界無開會會期討論下做假諮詢…… 這種種手段不是不合法，但不合理，本區區居民全都看在眼裡，心有不服！感到政府不聽民意！

規劃專員向城規會委員說大貨櫃車分流到下面規劃專員向城規會委員說大貨櫃車分流到下面
櫃碼頭的道路，大貨櫃車不會行走青衣路，新的公屋居民不會受貨櫃車噪音滋擾，噪音不會有大問題，事實上青衣路常有重型大貨櫃車行經，與專員的說法完全相反

面對一個 24 小時運作的超級貨櫃碼頭，所帶來的不間斷燥音及那 24 小時如白天的光害，真會令人神經失常。旁邊大橋道路段，每晚零晨以后，就如東望洋賽道一樣，每星期總有 3-4 天進行非法賽車，那些超級跑車的發動機帶來的聲響，令居民在睡夢中也進入 4D 影院的震撼。再加上美景旁邊的上出行車道，那些巴士、貨車因上斜而要加大扭力的引擎聲響，往往使人難以入睡。現時附近的居民已受害不淺，還要加多近萬人受害嗎？

<u>最後，本人要求出席城規會的聆聽會作進一步口頭申述。</u>

申述人簽名: _____ 申述人姓名： JALLY WONG

聯絡電話： _____ 聯絡電郵： [redacted]

聯絡地址： [redacted] 座 [redacted] 樓 [redacted] 室

其他： _____

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敬啟者:

本人歡迎城規會於 2016 年 7 月 22 日刊憲建議修改青衣區計劃大綱草圖編號 S/TY/27，修訂項目的 A 項位置由「住宅(甲類)4」改劃為「休憩用地」地帶。同時認為除了 A 項的位置外，S/TY/27 中的其餘部份(即擬興建三座公屋的部份）也必需同樣由「住宅(甲類)4」改劃為「休憩用地」地帶，以保留因興建九號貨櫃碼頭對美景花園及長青村的影響而作出污染緩衝分隔帶(BUFFER ZONE)的規劃原意，及避免在污染緩衝分隔帶上興建住宅，損害將來入往居民的健康之餘，更釀成國際性的規劃笑話。

再者，本人對於城規會把 S/TY/27 大綱草圖分拆出A項，並且只是就A項作出公開申述諮詢的做法感到十分不滿。查 S/TY/27 尚未獲行政會議通過，有關的修訂理應以整體考慮而作出諮詢申述。現　貴會把它分拆諮詢不但未能讓公眾就 S/TY/27 的整體規劃提出完整意見，同時亦在申述過程中誤導申述人默認在支持A項改劃為「休憩用地」地帶的同時支持A項的餘下部份劃作「住宅(甲類)4」用途。本人重申，S/TY/27 的所有「住宅(甲類)4」用地應恢復為「休憩用地」地帶，原因如下：

根據規劃署的香港規劃標準與準則（ＨＫＰＳＧ），第九章：環境 3.3 已清楚說明潛在污染用途指引指，工業地帶 3.3.2 緩衝區內的可接受用途包括倉庫、冷藏庫、停車場、美化市容地帶及休憩用地，此準則政府已沿用多年，而且一直以來行之有效，對於規劃署今次竟然在緩衝區申請興建房屋，其做法極不恰當，更加開了一個極壞的先例，因此反對政府在該地段上興建任何形式的住宅.

自從九號貨櫃碼頭使用後，多年來藍澄灣和美景花園居民不時投訴貨櫃碼頭的噪音，環保署要派員調查，碼頭公司的運作也不時被打擾，碼頭公司為了達標要將操作機器的警報聲調低(machine alarm alert sound)，此舉其實是令碼頭工作的工人增加工作意外的風險，間接減低工業安全保障。 假如貨櫃碼頭附近再建新的高密度住宅，代表將有更多的居民加入投訴行列，以前已興建了的屋苑不可能拆卸，請政府不要再重蹈覆轍，不要再在 24 小時不停運作之 9 號貨櫃碼頭及物流中心附近再建新住宅!

在繁忙時間，人流增加數千人，不會單是增加班次或新增路線，便可解決問題。因屋邨週邊道路設計，根本承受不了，現有道路設計，包括流量及路面闊度。已是 30 年前，而近 30 年人口已增加了數十萬人，現道路設已超出負荷，再加上路面、地底水管、候管等已開始老化，近幾年已不斷封路維修，做成交通擠塞。如再加上近萬人次出入，交通肯定癱瘓。

<u>最後，本人要求出席城規會的聆聽會作進一步口頭申述。</u>

申述人簽名: Lynne　申述人姓名: Lam Yin Wai
聯絡電話: _____　聯絡電郵: [redacted]
聯絡地址: [redacted] 座 ___ 樓 _____ 室
其他: _____

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敬啟者:

本人了解到城市規劃委員會建議對青衣分區計劃大綱草圖編號 S/T Y/2 7 作出建議修訂」，我現在提出以下申述:

首先 S/TY/27 尚未獲行政會議通過，有關的修訂理應以整體考慮而作出諮詢申述。我很失望規劃部門的限定修正案。我歡迎城規會修訂項目由「住宅(甲類)4」改劃為「休憩用地」地帶，然而我不認同祇恢復 A 項的位置. 除了 A 項的位置外, 其餘部份（即擬興建三座公屋的部份）也應同時由「住宅(甲類)4」恢復為「休憩用地」地帶。該區域作為九號貨櫃碼頭被保留的污染緩衝分隔帶. 規劃原意固然是減低九號貨櫃碼頭對美景花園及長青村居民的影響，因此毫無疑問此污染地帶理應避免作 興建任何居民住宅。

將緩衝區地帶興建公屋是惘顧市民健康。條例清楚列明緩衝區地帶不宜建居住房屋，城規會一班有專業質素的委員卻做出不負責任的決定來滿足當權者。實有官官相畏之嫌。

噪音問題嚴重影響藍澄灣居民的日常生活和健康，顧問報告所列的噪音問題達標，但本屋苑熱心居民在Ｓ／Ｔ Ｙ／２７地段周邊使用專業測量噪音儀器，在不同日子、不同時段、不同的位置多翻測度噪音均是嚴重超標，顯示的測試結果更具代表性，報章亦曾有報導，立法局議員田北辰先生亦認同噪音超標問題不能忽視，嚴重影響附近居民的日常作息和健康等等問題，何解顧問公司粗疏的噪音報告能通過呈交城規會審視，本人極度質疑顧問公司的專業水平，另外是否有別有用心的規劃署官員欺上瞞下故意給予顧問公司營造虛假報告達標的假象，惘顧公眾健康，以期達到瞎搶地興建公屋的計劃向上級領工，並且為個人仕途製造良好晉升機會，實際上只為一已私欲，實為公義者所不齒。

藍澄灣居民在繁忙時間經常要等三、四班甚至五、六班小巴才可上車前往港鐵站，跟顧問報告大部份時間等一班車便可上到車、最長等兩班車相距甚大! 居民十多年來每天的親身經驗就不科學，粗疏的交通顧問報告一天的結果就科學？ 難怪每次新屋邨入伙之後交通問題總是多多。

<u>最後本人重申, 整個 S/TY/27 作出的建議修訂(包括 A 項及以外的其他改劃地帶)應由「住宅(甲類)4」恢復為「休憩用地」地帶。同時本人亦要求出席城規會的聆聽會作進一步口頭申述。</u>

申述人簽名: HO WAI MEI　　申述人姓名: HO WAI MEI

聯絡電話: [redacted]　　聯絡電郵: [redacted]

聯絡地址: [redacted] 座 [redacted] 樓 [redacted] 室

其他: [redacted]

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敬啟者：

就草圖的建議修訂作出進一步申述
圖則編號　　S/TY/27

本人反對城規會於2016年7 月22日根據城市規劃條例(第131章) 刊憲 建議對青衣分區計劃大綱草圖編號S/TY/27 所作修訂項目

I. 就圖則所顯示的事項作出的修訂項目 A 項	– 把位於青衣路及青鴻路之間的一塊用地的北面部分由「住宅(甲類)4」改劃為「休憩用地」地帶。

反對原因是由「住宅(甲類)4」改劃為「休憩用地」地帶的部份太細，除了"A 項"的位置外，青衣路及青鴻路之間的 22B 區全區應按原本規劃保留為「休憩用地」地帶，(即青衣分區計劃大綱草圖編號 S/TY/27 於 2015 年 8 月 7 日刊憲的 A1, A2, B1, B2 及 C 部份), 即全個青衣 22B 區也不應改劃為「住宅(甲類)4」，應按原本規劃劃為「休憩用地」。

因青衣路及青鴻路之間的 22B 地區原是興建九號貨櫃碼頭時，為原本在該區的敏感住宅地帶的緩衝區休憩用地，根據發展 9 號貨櫃碼頭的研究報告提及青衣南區一直欠缺休憩地，於是**政府將此地劃為緩衝休憩地**，承諾作為給美景花園、長青邨居民重要的緩衝休憩分隔地帶，有 17% 土地為「休憩用地」South-East Tsing Yi Port Development Planning & Engineering Feasibility Study for Container Terminal No.9 Final Report August 1991, Chapter 2, Summary:

> Clause 2.2, Study Result: clause 2.2.1 Land Use Planning,
> "The Conceptual Land-Use Plan produces approximately 39 ha. of new development sites..... 11% for Government purposes, 17 % for open space."
>
> Clause 2.3, Conclusion:
> "From a planning point of view, the proposed development provides sites for the required port-related uses and a good mix of other compatible land use, on industrial, recreational and Government sites which include an effective buffer to CT9 and the sensitive uses, served by an efficient road network."

Clause 10.5.6, paragraph 2, line 2 :

"Open Space Site 9a: The recreational facilities planned in Site 9a (4.2 ha) will serve not only the workers in the adjacent industrial areas but also students in the adjacent Technical College. Preliminary sketch designs for the site allow for active recreational facilities, such as basketball courts and tennis courts to be accommodated on the upper platform and for passive landscaped areas on the lower platform."
所以政府應建球場，康樂設施，體育運動館之類給青衣南的居民，因現有康樂設施已是三十年前建成，青衣南一直没有新的社區或康樂設施，藍澄灣加上興建中的青俊苑及細山路項目，不計青鴻路項目，已新增了近萬居民，不能只依靠三十年前的設施。 青衣大部份的社區康樂休憩設施、大型公園、交通配套: 港鐵、巴士總站全部都在青衣東/東北，青衣南區過去三十年長期被忽略，南區居民默承受，我們到青衣公園要搭車，到青衣東北公園更要轉兩次小巴，花近一小時多才能到達，請勿把青衣南區最重要的休憩地剝奪! 懇請規劃署做規劃時不要厚此薄彼，應照顧青衣南區居民的需要。

1991 年 12 月 6 日都會規劃小組文件中，政府亦贊成此地劃為緩衝休憩分隔地帶，為美景花園、長青邨居民提供動態及靜態的緩衝休憩地，將住宅與九號貨櫃碼頭分隔。 居民多年來一直信任政府會按原本規劃建公園、藍球場之類的休憩場所，這是居民合理的冀望，可是經過十多年來的爭取，康民署的回應是此地有斜坡，不適合起公園有風險；為甚麼有斜坡、不適合起公園的地突然間房屋署的官員卻說: 有斜坡起公屋無問題？ 為何政府部門的回答是雙重標準？

藍澄灣已被三座酒店完全阻擋，宅們是二百多米完全無一吋通風的屏風樓! 東南已是屏風樓，請勿在西南面再建屏風樓! 自從興建了藍澄灣之後，美景花園、長青邨的觀景通風已有不少影響，政府若再將休憩區起樓，青衣南前面完全被屏風樓遮擋! 影響遍及上面青康路一帶住宅。 我遇到一些長青村及美景花園的居民，他們對政府不守當年規劃原意感到怒不可遏，不斷怒罵政府漠視他們屋苑的空氣流通。

另外，此處是青衣至荃灣的通風走廊起點，在此處再建屏風樓，不單影響青衣南區及西南區青康路一帶住宅，甚至會影響荃灣區的通風，委員實在不可因為要配合短期的目標而令香港的規劃蒙羞!

當年政府讓發展商將建在緩衝區的藍澄灣作為住宅開售已是一個不正確的決定，雖然藍澄灣有酒店做屏障，由於太接近貨櫃碼頭及大型物流中心，現時藍澄灣的住戶經常受重型貨櫃車的噪音滋擾，大部份住户為防噪音而終日不開窗，而藍澄灣高層四十樓以上單位時至今日，仍受貨櫃碼頭的光和噪音污染困擾，立法會田北辰議員最近亦親身到訪，發覺高層住戶晚間噪音也高達七十多分貝(A)! 同時亦深受光害困擾!

懇請規劃署及各位城規會委員做好把關的工作，因為你們的一個決定能影響香港的規劃聲譽!

根據規劃署的香港規劃標準與準則, 第九章：環境3.3 潛在污染用途指引指，工業地帶
3.3.2緩衝區內的可接受用途包括倉庫、冷藏庫、停車場、美化市容地帶及休憩用地。當中，動態休憩用地用途是有一些限制的(見第3.4.3 段)。其他較不易受滋擾用途， 例如商業和政府／ 機構設施， 亦可考慮。不過， 這些設施應建為較低層建築， 並設有空氣調節，以及與建築物和工業用地距離超過30 米。

第九章：環境 附錄2:1: 環境用語的定義:
(b)易受滋擾的用途：其範圍內的資源或進行的活動性質，容易受污染用途產生的殘餘物或實質改變影響的土地用途。例子包括學校和住宅區

(h)緩衝區：有足夠面積以分隔不協調土地用途，從而令各土地用途之間可能出現的衝突減至最少。這些地區可能涵蓋不易受滋擾的構築物或用途

換句話說，香港規劃標準與準則寫明緩衝區是用來分隔不協調土地用途只應建不易受滋擾的構築物或用途，住宅是易受滋擾的用途，所以緩衝區是不應建住宅，也不應用住宅來分隔工業和其他現有住宅，為什麼規劃專員不依香港規劃標準與準則，提議將緩衝區的休憩地改劃成興建住宅的用途呢？是否如林鄭月娥司長在立法會所說:「有一些條例寫就寫得很好，但實際執行上便出現嚴重的落差?」

所以不應在緩衝地上起樓，不應改劃 22B 區地段作住宅用途。

青鴻路房屋計劃完成後，屋苑於青衣路將設有一個車輛出入口，該出入口附近路段卻因新設巴士及小巴站以及要增設行人路而將行車線由雙線改為單線，青鴻路房屋計劃完成後車流量大增下，行車線由雙線改為單線，將來隨時帶來交通大擠塞。

自從九號貨櫃碼頭使用後，多年來藍澄灣和美景花園居民不時投訴貨櫃碼頭的噪音，環保署要派員調查，碼頭公司的運作也不時被打擾，碼頭公司為了達標要將操作機器的警報聲調低(machine alarm alert sound)，此舉其實是令碼頭工作的工人增加工作意外的風險，間接減低工業安全保障。 假如貨櫃碼頭附近再建新

的高密度住宅，代表將有更多的居民加入投訴行列，以前已興建了的屋苑不可能拆卸，請政府不要再重蹈覆轍，不要再在 24 小時不停運作之 9 號貨櫃碼頭及物流中心附近再建新住宅！規劃署應在他們日常工作中加強警覺，並確保在其工作範疇的政策和制度能夠與時並進，好好把關，請不要損害香港規劃的名聲！要知公屋的居民有些不用上班，到時的投訴及反對聲將會更大，難道到時真的要貨櫃碼頭搬離青衣？

大家一定對牛頭角大火記憶猶新，我們為殉職的偉大消防人員致敬！這場大火，大部份人感到要吸取教訓，巡查迷你倉，這個必然要做。 但當我們在電視新聞中見到原來淘大工業大廈旁邊旁然是住宅！我們即時想起良好規劃的重要性！如果不是因為六七十年代的住宅和工業大廈中間無緩衝區，可能消防員無需急於担心火勢影響旁邊居民而在千度高温下衝入火場？ 生命無價！即使他們偉大，我們也不願見他們殉職！以前未成立規劃署没有良好規劃就算吧，現在有了規劃署，希望香港的規劃師能發揮專業知識，為我們規劃一個美好的香港！ 保留緩衝區！

政府一定較我們更清楚貨櫃中不時會有危險品，2014年３月１３日，青衣貨櫃碼頭一個載有鋰電池的貨櫃不斷冒白煙，恐發生爆炸，三輛消防車在遠處數十米外向貨櫃噴化學泡沫降温…… （頭條日報）

還原規劃為休憩用地；或許改劃為政府／ 機構

在2016 年4月26日的城規會1110 次會議中，有城規會委員指出該地原屬緩衝區，原有規劃將住宅區和重污染工業區分隔，原本就是一個很好的規劃，質疑為何改劃為住宅。 我支持這位委員的看法。 可是政府的官員每次都是回答：「因房屋需求殷切……」，但房屋需求殷切，也不應在**緩衝區上建屋。** 懇請規劃署再另找一塊合適土地建屋。至於**緩衝區**，懇請規劃署根據發展9號貨櫃碼頭的研究報告青衣南區一直欠缺休憩地，**這地是政府承諾作為給美景花園、長青邨居民重要的緩衝休憩分隔地帶**；懇請規劃署**依香港規劃標準與準則作將土地還原規劃為休憩用地；或許改劃為政府／ 機構**，不要有例不依；根據發展9號貨櫃碼頭的研究報告"lower platform" (即擬建公屋第四座位置)為 "passive landscape buffer" 即靜態園林緩衝區，所以今次"A項"由住宅(甲類)4」改劃為「休憩用地」地帶的部份是對的，(因第四座是最差，有兩邊有斜坡要有護土牆，一邊是行車天橋底和污水處理廠，一邊是對著油站和迴旋處，另一邊是明渠)，但除了"A項"之外，即發展9號貨櫃碼頭的研究報告中的"upper platform" (即青鴻路擬建公屋第一至第三座位置)是"recreational facilities"，應建大公園、建球場，提議可建有賽道的單車公園(青衣路每年也是大型單車賽的起點)，或留待附近的

IVE及THEI將來擴充時用(附近IVE特別是THEI 已開辦多個學位課程多年，不久的將來將可能升格為大學，或要找地擴充校社，青鴻路地段是一個天衣無縫的擴充地點，(無需像之前THEI九龍塘舊校擴充時要從新覓地搬至柴灣建新校)，IVE 和THEI 是全天候設有空氣調節的建築物，不會有噪音問題，校社又不是留宿，不怕光污染，明白香港土地珍貴，如政府想土地依香港規劃標準與準則，這個也是可接受的用途之一。 或建設有空氣調節的政府機構建築物如體育館、圖書館、文娛中心等，因青衣南真的沒有這些設施，美景花園和長青邨居民投訴這區沒有室內體育館，盼政府官員明察，令事件成為雙贏!

其他可建公屋土地

我們提議規劃專員可考慮以下土地建屋:

（１） 新界有１２００ 公頃棕地未被發展；

（２） 如硬在青衣找，青衣北面也有很多用地是有交通直達，可以發展為興建公屋的用地；

（３） 担捍山路近青衣北岸公路船廠隔鄰也有大片土地可建屋，那裡只有山有海有地，無人會反對；既然在二十四小時運作的有噪音有光污染斜坡的地建屋是「不是無法克服的困難」，造游艇的船廠旁邊更加無問題吧。

（４） 青衣市中心，圖書館街市市政大樓側面的休憩用地；没有植披、荒廢了及平整了，絕對適合用作興建房屋，旁邊是矮建的市政大樓和小學，步行向北三分鐘到青衣公園，向東三分鐘有海濱長廊，前往青衣機鐵站需要步行８至 10 分鐘，無交通問題，為什麼有較空曠有設施無嚴重噪音近港鐵荒廢的地不建屋？ 硬要在無設施有重型工業污染交通問題多多的緩衝地建屋，是什麼道理？

（５） 青衣公園西北面，青衣邨以北，外圍亦有一大片休憩用地可改劃作興建公屋，這塊地三面單邊無建築物，只有南面一面有低層建築： 一間小學、一間中學及兩層高的社區會堂，附近有偌大的青衣公園，也有海濱長廊，公眾泳池運動場圖書館等，即有足夠休憩地和設施，前往青衣機鐵站需要步行 10 分鐘，無交通問題，為什麼不改劃這塊地？ 其中一位規劃委員在會上也提議用這塊地代替問題多多的青鴻路用地建公屋。其實只要規劃署專員不「企硬」，願意以聽民意，用「三面單邊無建築物，一面只有低層建築，附近有大公園、海濱長廊、公眾泳池運動場圖書館

等足夠休憩地和設施，近港鐵站，無交通問題的地」換青鴻路的地建公屋，便能雙贏！

以上(1)棕地, 以及(2) (3) (4) (5) 青衣區的四幅地中，並不在 2014 年「13 幅葵青區改劃用地」當中，我們明白香港房屋需求殷切，但也要選適合的土地才建屋。

本人要求出席城規會的聆聽會以作進一步口頭申述!

「進一步申述人」姓名／名稱：Ms Karen Poon 進一步申述人簽名：

[redacted]

RECEIVED
11 AUG 2016
Town Planning Board

Mr Choi Chi Wah

[redacted]

Town Planning Board Secretariat

BY HAND

15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

12th August 2016

Regarding to the draft plan, S/TY/27, which the proposed amendments is made

Further Representation in Respect of Proposed Amendments to Draft Plan under Section 6D(1)

Dear Sir/Madam,

I learned that the Town Planning Board recommends that proposed amendments to the Tsing Yi Outline Zoning Plan No. S/TY/27, below is my further representations.

First of all, this draft plan is not yet submission to the Chief Executive in Council for Approval, the amendments should be made to consider the overall planning for the entire affected rezoning area. I am very disappointed that the amendment defines by the planning department in this case.

I oppose to the amendment of rezoning boundary for the subject matter "item A" of the draft plan prepared by the Planning Department. I recommend to amend the southern boundary of the rezoning area to move further south in order the entire amendment rezoning area of the draft plan revert back from "Residential (Group A) 4" to "Open Space". For the proposed rezoning area as mentioned above, please refer to the attached map (Appendix A).

The reasons of my further representations are

1) The anti-pollution buffer belt

The proposed site on the original draft plan is under the part of planning of Container Terminal No.9 (CT9 Plan) (Appendix B1), which is a 150-hectare container terminal on South East Tsing Yi and it is located near Rambler Crest (the Eastern part of the proposed site), Cheung Ching Estate and Mayfair Gardens (the Northwestern part of the proposed site). According to the CT9 Plan which inclusive of the proposed

site, the government was decided to reserve an anti-pollution buffer belt between the residential area and the terminal as a special landscape area. The proposed site on the draft plan is located exactly on the above mentioned special landscape area in the anti-pollution buffer belt (highlighted in Appendix B2).

According to the Hong Kong Planning Standards and Guidelines (HKPSG), below quotation to the Definitions of Environmental Terms stated under Chapter 9 appendix 2.1.

<Quote start>

<< Chapter 9 Environment - appendix 2.1 : Definitions of Environmental Terms>>

(b)Sensitive uses : land uses which, by virtue of the nature of the activities thereon or resources therein, are susceptible to the influence of residuals or physical changes generated by polluting uses. Examples include schools and residential areas;

(h)Buffer area : an area of land separating incompatible land uses, being of sufficient extent to minimise the potential conflict between them. These areas may contain non-sensitive structures or uses; and

<Quote end>

As per the discussion in the 1110th TPB meeting held on 21.4.2016, 26.4.2016, 20.5.2016 and 17.6.2016, a TPB member if the Site was developed for residential use, whether there would be other environmental mitigation measures to serve the same buffer area function for the residential developments nearby. Mr Lawrence Y.C. Chau, District Planning Officer/Tsuen Wan & West Kowloon (DPO/TWK), responded that whether or not the Site was developed for residential use, the distance between Mayfair Gardens/Cheung Ching Estate and the CT9 remained unchanged and therefore the Site could still serve as a buffer area for the nearby residential developments. However, according to the HKPSG, it is clearly stated that a buffer area is an area of land separating incompatible land uses, being of sufficient extent to minimise the potential conflict between them. These areas may contain non-sensitive structures or uses. Residential use is definite not defined as non-sensitive structures or uses according to the HKPSG. Thus this proposed site on the original draft plan should not be an acceptable & appropriate site for residential use and development. If TPB decide an amendment of Outline Zoning Plan does not follow the rules (the guidelines), why we set the rules upfront?

2) Pollution creating from the container terminal

As per abovementioned, the proposed site on the original draft plan is located within

the part of planning of Container Terminal No.9. The machinery and heavy goods vehicles would cause Noise Pollution to these residential housing estates. In additional, the spotlights of CT9 would cause the seriousness of Light Pollution which disturbs the nearby residents as well.

<Quote start>

Extraction from the South-East Tsing Yi Port Development Planning & Engineering Feasibility Study for Container Terminal No.9 - Final Report

3.5 Key Land Use Issues

3.5.1 Environmentally Sensitive Developments

Mayfair Garden, Cheung Ching Estate and the Technical College are environmentally sensitive receivers. New developments immediately to the east must not only be environmentally compatible but also help to mitigate the environmental impact of the Container Terminal No. 9 and associated back-up area operations.

(The "Mobil Oil" site which was the ex-Mobil Oil facility and "Site 5" are also referring to the same area of this proposed site)

Mobil Oil

30. The Mobil Oil facility will be relocated to SW TY. The Mobil Oil site proper (TYTL 45 SB RP) has been returned to Government and is currently leased back to Mobil until 31 August 1993. The northern site formerly owned by Mobil (TYTL 45 RP) is now tenanted under STT. The two small sites near Tsing Yi Road, TYTL 45 SB SS2 and SC, will be developed for a petrol filling station. The future use of these sites will need to be related to buffering the adjacent residential uses from port development.

Site 5
Buffer Uses

71. Site 5, lying between the residential areas and the port, offers opportunities to develop effective buffers compatible with the adjacent uses. It is envisaged that development will take the form of noise/glare tolerant uses fronting Tsing Yi Road, with certain back-up related uses below podium accessed from the port side. This site also includes a proposed petrol filling station.

<Quote end>

According to the South-East Tsing Yi Port Development Planning & Engineering Feasibility Study for Container Terminal No.9 - Final Report (CT9 Report) which filed as the Environmental Impact Assessment Report Placed under Section 15(1)(f) of the Environmental Protection Ordinance stated that Mayfair Garden, Cheung Ching Estate and the Technical College are environmentally sensitive receivers. New developments immediately to the east must not only be environmentally compatible but also help to mitigate the environmental impact of the Container Terminal No. 9 and associated back-up area operations.

The report was also provided detail analysis on noise, light and air pollution impact to the site. As per another section of the report, it specified very clear that the future use of this proposed site on the original draft plan for the public housing development will need to be related to buffering the adjacent residential uses from port development. The site (the current buffer area) lying between the residential areas (referring to Mayfair Gardens and Cheung Ching Estate) and the port (CT9), offers opportunities to develop effective buffers compartible with adjacent uses.

<Quote start>

Speech by Director of Housing, Mr Stanley YING Yiu-hong, JP, in the Housing Authority's public regular meeting on 7th July 2016 (extracted, Chinese only)

房屋署署長應耀康今日的發言結語

最後，我想引用房委會主席近日向房署提出的一個告誡、一個期許，就是 Back to Basics「回歸基本」。

所謂「回歸基本」，我的體會有以下幾點。第一，我們房署在興建和維修房屋時，要緊守我們最核心的責任，就是給居民實而不華、安全，而又可以 #健康生活 的居所。.....我希望委員就此及其他方面，繼續督促及支持我們的工作。多謝各位。

<Quote end>

As per the speech by the Director of Housing, Mr Stanley YING Yiu-hong, JP, said in a Housing Authority' s regular meeting, he cited a hope and a caveat that recently expressed by the Chairman of the Housing Authority to the Housing Department, is "Back to Basics". Mr Ying further elaborated that his understanding from this so-called "Back to Basics" means the Housing Department needs to keep the core of their responsibility to provide a home which it can allow the residents to live with a healthy, security but not flowery. However this proposed public housing site is located in this anti-pollution buffer belt; heavy pollution by noise, light and air cannot be avoided. I am very hesitating how the Housing Department can provide a healthy living environment to the residents according to their core responsibility.

3) Air Ventilation Corridor

This area is planted with thousand trees. The proposed site on the original draft plan for the public housing development will also impacted 2 important air ventilation corridor indicated in Appendix C.

According to the Air Ventilation Assessment (AVA) conducted by AECOM, the Building Separation between Mayfair Gardens and Rambler Crest is 210m and after the proposed public housing developed, the Building Separation between Mayfair Gardens, the

proposed public housing and Rambler Crest will be reduced to 140m and 60m respectively. In the AVA, it already mentioned that the proposed public housing will affected the air ventilation to Mayfair Gardens at certain marginally unacceptable/acceptable level. However it is not only affected the surrounding area to the proposed site, but by blocking the Air Ventilation Corridor 1, the AVA report omitted the area for the Tsing Yi district and the Tsuen Wan district which affect the Air Ventilation to more than 400,000 residents live in these 2 districts.

In addition, since Rambler Crest is developed, for the Air Ventilation Corridor 2 stated in the Appendix C, for the Air Ventilation from Kwai Chung to the upper Tsing Yi was already blocked by 200m, when the new proposed public housing developed, this Air Ventilation Corridor will be further narrowing by 200m. This will be a big impact to the residents of Mayfair Gardens, Cheung Tsing Estate and the upper Tsing Yi district.

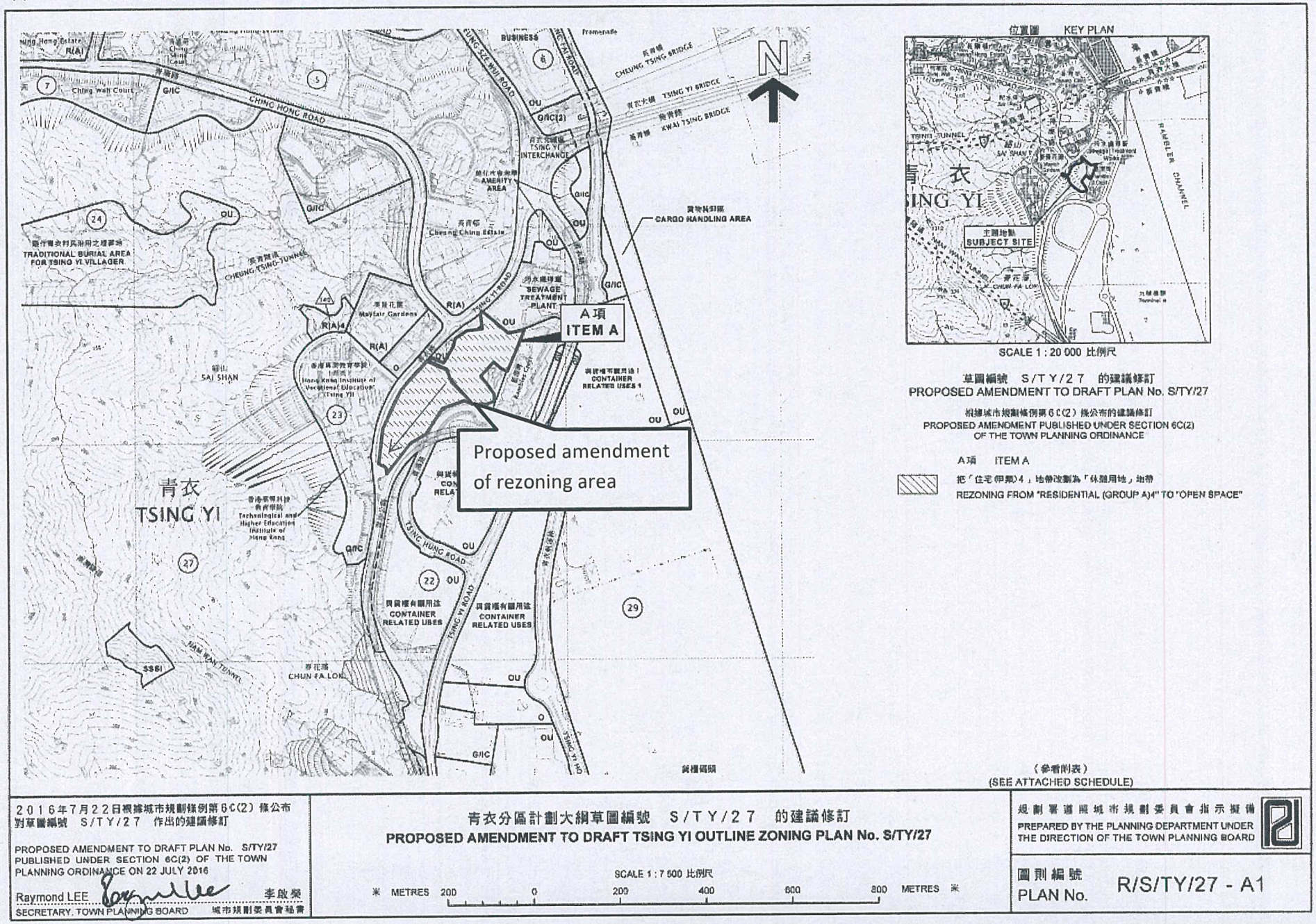
To conclude, based on the above reasons, I reiterated that the entire S / TY / 27 proposed amendments made (including "item A" and other rezoning zone) should be revert back from "Residential (Group A) 4" to "Open Space". Appreciate that the TPB committee members to reconsider the overall rezoning plan and make a non-regrettable final decision.

Yours faithfully,

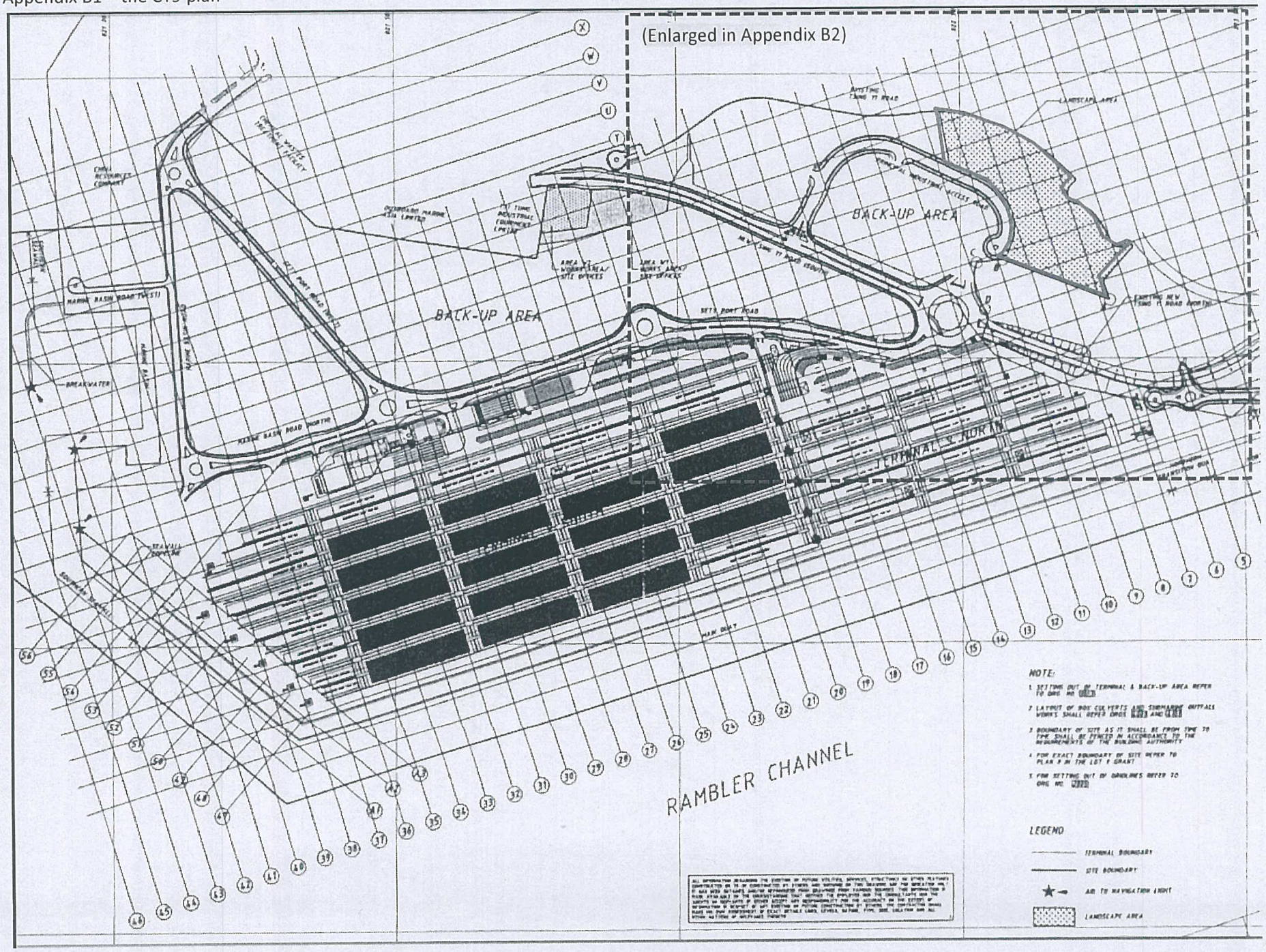
CHOI CHI WAH

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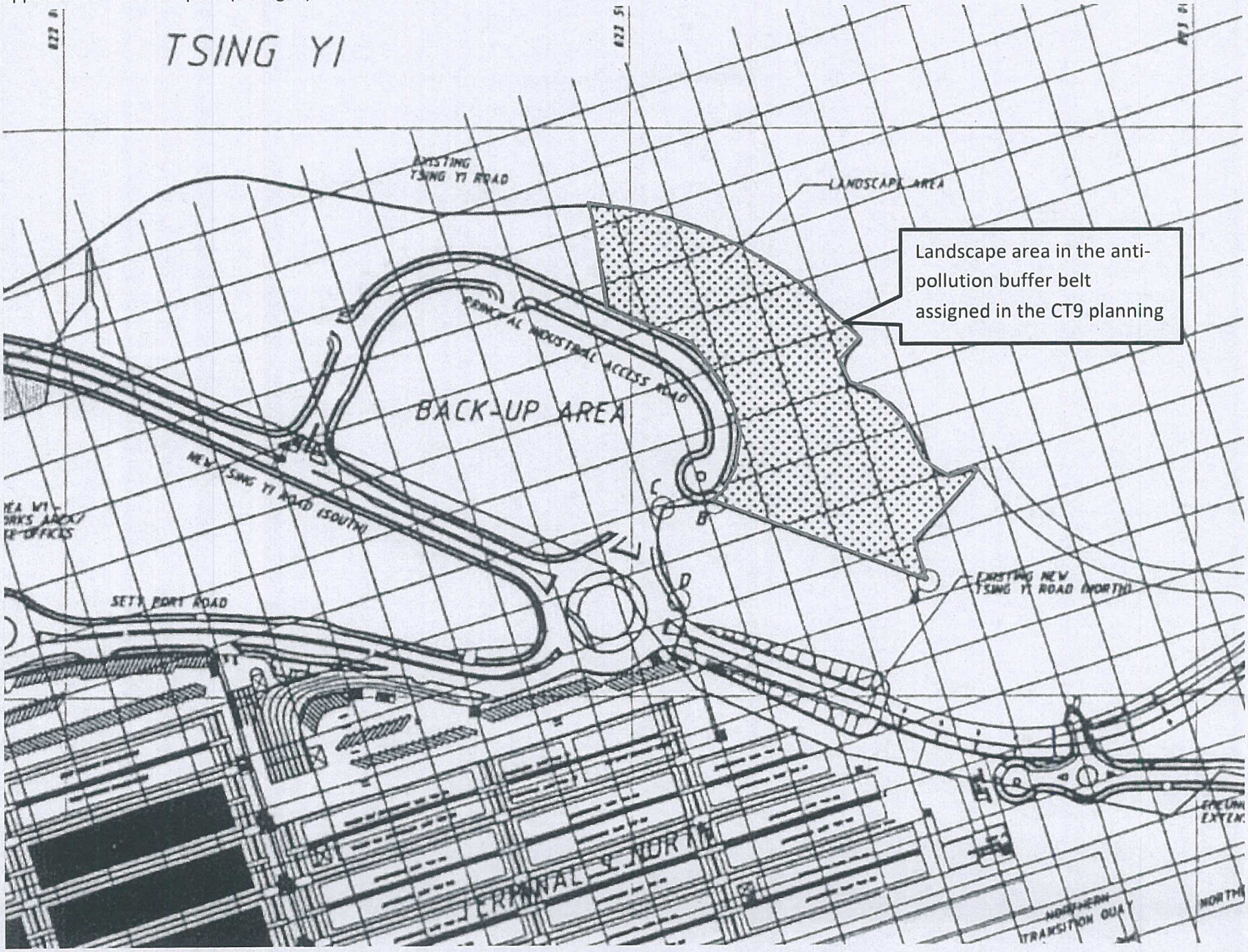
Appendix A – the proposed amendment of the rezoning boundary suggestion to the subject matter "item A"



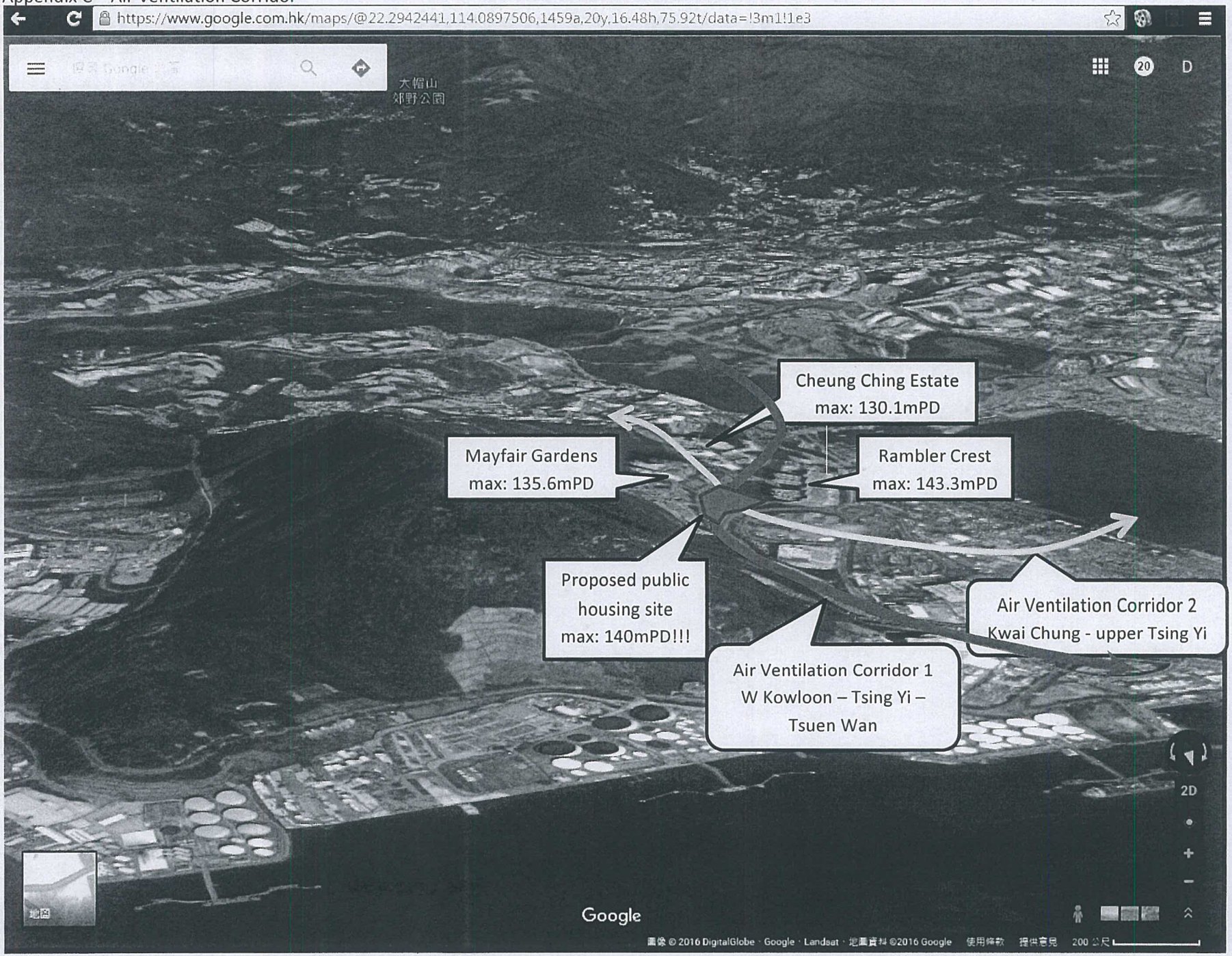
Appendix B1 – the CT9 plan



Appendix B2 – the CT9 plan (enlarged)



Appendix C – Air Ventilation Corridor



TPB/R/S/TY/27-F2464

就草圖的建議修訂作出進一步申述
Further Representation In Respect of Proposed Amendments to Draft Plan

參考編號
Reference Number: 160812-144306-72512

2484

提交限期
Deadline for submission: 12/08/2016

提交日期及時間
Date and time of submission: 12/08/2016 14:43:06

提出此宗進一步申述的人士
Person Making This Further Representation: 先生 Mr. Tony Pun

與進一步申述相關的草圖
Draft plan to which the further representation relates: S/TY/27

進一步申述詳情
Details of the Further Representation :

相關的建議修訂 **Related Proposed Amendments**	性質 **Nature**	理由 **Reasons**
Item A	反對 Oppose	反對原因是不滿意A項所提出由「住宅(甲類)4」改劃為「休憩用地」地帶的部份範圍太細小，除了" A項" 的位置外，青衣路及青鴻路之間的22B區全區應按原本規劃保留為「休憩用地」地帶、道路或GIC，(即青衣分區計劃大綱草圖編號S/TY/27於2015年8月7日刊憲的A1, A2, B1, B2 及C部份全區應按原本規劃或規劃為「休憩用地」), A項的範圍應包括全個青衣22B區地段，22B區不應改劃為「住宅(甲類)4」，應規劃為「休憩用地」。 以下是其他反對A項改劃範圍太細小原因： 選址錯誤 相關地段座落位有大量 24小時不停運作之工業，包括東北面向污水處理廠， 東及東南面向9號貨櫃碼頭距離只有300米，南面只是一路之隔，面向24小時不停運作的大型物流中心及貨櫃場，更有化工廠、環保署化學廢料處理中心，前面正向青沙高速公路、北面向大型 Esso 油站(經常有大量重型貨櫃車進出)及青康路斜路和青衣路的迴旋處，曾多次有大貨櫃車落斜路

時在青衣路近油站的迴旋處翻側，隨著附近新建物流中心大增，近年相關路面重型貨櫃車亦大增，青衣南區不時也有大型交通事故，青衣南橋及青衣路經常出現大擠塞，更有明渠及渠務保留地，空氣污染嚴重超標，此區也是所有巴士線出九龍前的尾站，青衣南區居民現在繁忙時間已上不到車，交通已大有問題，此地不近鐵路，前往青衣港鐵站需要步行35 分鐘，青鴻路發展計劃需砍伐大樹超過1,800棵及小樹無數，那些樹更是青衣南區居民種植的，地契亦要求要種樹，污染物大大增加而天然樹木大減，天然淨化能力大大減少下，當地空氣污染必將嚴重超標。

忘了規劃原意，市民感覺被騙
政府早年擬在青衣興建九號貨櫃碼頭時，遇到各方包括立法會議員的大力反對，為了令計劃順利通過，在發展工業的同時，盡量作補償，好好規劃，用休憩地將原有居民和重工業分隔，才能令立法會議員支持在青衣南建九號貨櫃碼頭，方案得以順利通過。(香港立法會一九九一年十一月二十日會議紀錄,P.523/P.524，規劃環境地政司致辭的譯文：「青衣東面沿岸由青衣南橋向南伸展至東南角的土地，在至山麓一帶的填海區上，差不多佈滿油庫和工廠，而在這些地段後面，只有一條連接道路。這些設施有一部分與長青邨最南部分和美景花園在規劃上向來有所衝突……這幅現時建有油庫的土地將進行發展，興建高度不一的工業大廈，以便在兩個住宅屋邨與貨櫃碼頭和貨櫃交通之間提供一個緩衝區……」

1. 因青衣路及青鴻路之間的22B地區原是興建九號貨櫃碼頭時，為原本在該區的敏感住宅地帶的緩衝區休憩用地，根據發展9號貨櫃碼頭的研究報告提及青衣南區一直欠缺休憩地，於是政府將此地劃為緩衝休憩地，承諾作為給美景花園、長青邨居民重要的緩衝休憩分隔地帶，有17% 土地為「休憩用地」

政府各部門當年依足十多間大型顧問公司做的報告辦事，提及的工業用地現已建成多個大型物流中心，" Government sites" 則建成了青衣污水處理廠、環保署化學廢料處理中心及青衣工業學院，至於" efficient road network" 方面複製了青衣南橋和建了青沙公路，而青鴻路現被改劃的緩衝區休憩地(當年在報告中稱為9a 區即現時規劃區的22B區)，便是當年所提及的 "recreational"及 " an effective buffer to CT 9 and the sensitive uses", 這區不是一般普通的休憩地，絕對不可草率改劃成住宅用地!

政府在立法會向各方議員游說，現在九號貨櫃碼頭興建好，政府便改變初衷? 政府豈是無誠信?

所以政府應建球場，康樂設施，體育運動館之類給青衣南的居民，因現有康樂設施已是三十年前建成，青衣南一直沒有新的社區或康樂設施，藍澄灣加上興建中的青俊苑及細山路項目，不計青鴻路項目，已新增了近萬居民，不能只依靠三十年前的設施。

藍澄灣已被三座酒店完全阻擋，宅們是二百多米完全無一吋通風的屏風樓! 東南已是屏風樓，請勿在西南面再建屏風樓! 自從興建了藍澄灣之後，美景花園、長青邨的觀景通風已有不少影響，政府若再將休憩區起樓，青衣南前面完全被屏風樓遮擋! 影響遍及上面青康路一帶住宅。

另外，此處是青衣至荃灣的通風走廊起點，在此處再建屏風樓，不單影響青衣南區及西南區，甚至會影響荃灣區的通風，委員實在不可因為要配合短期的目標而令香港的規劃蒙羞!

雖然藍澄灣有酒店做屏障，由於太接近貨櫃碼頭及大型物流中心，現時藍澄灣的住戶經常受重型貨櫃車的噪音滋擾，大部份住户為防噪音而終日不開窗，而藍澄灣高層四十樓以上單位時至今日，仍受貨櫃碼頭的光和噪音污染困擾。

懇請規劃署及各位城規會委員做好把關的工作，因為你們的一個決定能影響香港的規劃聲譽!
以前已興建了的屋苑不可能拆卸，請政府不要再重蹈覆轍，不要再在24小時不停運作之9號貨櫃碼頭及物流中心附近再建新住宅!

所以不應在緩衝地上起樓，不應改劃22B 區地段作住宅用途。A項範圍要向南擴大。

明白香港土地珍貴，如政府想土地依香港規劃標準與準則，請建設有空氣調節的政府機構建築物如體育館、圖書館、文娛中心等，因青衣南真的沒有這些設施，三十年**沒**有新設施! 盼政府官員明察，令事件成為雙贏!

其他可建公屋土地
規劃專員不斷提出沒有土地建屋，我提議:

（１）新界有１２００ 公頃棕地未被發展；

（２）如硬要在青衣找，青衣北面也有很多用地是有交通直達，可以發展為興建公屋的用地；

（３）**担**捍山路近青衣北岸公路船廠隔鄰也有大片土地可建屋，那裡只有山有海有地，無人會反對；既然在二十四小時運作的有噪音有光污染斜坡的地建屋是「不是無法克服的困難」，造游艇的船廠旁邊更加無問題吧。
（４）青衣市中心，圖書館街市市政大樓側面的休憩用地；**沒**有植披、荒廢了及平整了, 絕對適合用作興建房屋，旁邊是矮建的市政大樓和小學，步行向北三分鐘到青衣公園，向東三分鐘有海濱長廊，前往青衣機鐵站需要步行８至10 分鐘，無交通問題。為什麼有較空曠有設施無嚴重噪音近港鐵荒廢的地不建屋？ 硬要在無設施有重型工業污染交通問題多多的緩衝地建屋，是什麼道理？

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		（５）青衣公園西北面，青衣邨以北，外圍亦有一大片休憩用地可改劃作興建公屋，這塊地三面單邊無建築物，只有南面一面有低層建築： 一間小學、一間中學及兩層高的社區會堂，附近有大大的青衣公園，也有海濱長廊，公眾泳池運動場圖書館等，即有足夠休憩地和設施，前往青衣機鐵站需只要步行經過青衣公園，無交通問題。 其實只要規劃署專員願意以聽民意，用「三面單邊無建築物，一面只有低層建築，附近有大公園、海濱長廊、公眾泳池運動場圖書館等足夠休憩地和設施，近港鐵站，無交通問題的地」換青鴻路的地建公屋，便能雙贏！ 委員請放心，以上(1)棕地, 以及(2) (3) (4) (5) 青衣區的四幅地中，並不在2014年「13 幅葵青區改劃用地」當中，我們明白香港房屋需求殷切，但也要選適合的土地才建屋。 本人要求出席城規會的聆聽會以作進一步口頭申述!

Covering Note on Technical Assessments of the Proposed Public Rental Housing (PRH) Development at Tsing Hung Road in respect to the Proposed Amendment to the draft Tsing Yi Outline Plan No. S/TY/27

Background

Subject to detailed design, updated development parameters in respect to the reduced site area:

- No. of flats: about 2 800
- Gross Floor Area (domestic – about 113 000sqm. and non-domestic – about 7 800sqm. including commercial GFA of about 2 000sqm.)
- Plot ratio: maximum domestic plot ratio of 6 and maximum non-domestic plot ratio of 9.5 under composite formula
- Population: approx. 6 500
- No. of blocks: 3
- Building height: max. 140mPD
- GIC facilities: a 6-classroom kindergarten, a Neighbourhood Elderly Centre, an Integrated Support Service for Persons with Severe Physical Disabilities, an Early Education and Training Centre, and a Special Child Care Centre.

Technical Assessments

Air Quality and Noise

For traffic noise, the proposed PRH development will be subject to potential road traffic noise impact from Tsing Yi Road, Tsing Hung Road and Tsing Sha Highway. For fixed plant noise, after the PRH site is reduced as per the current proposal, the major potential noise sources are from the operation of Container Terminal No. 9 and associated backup areas. Practicable noise mitigation measures, such as building disposition and orientation, architectural fins, acoustic windows and acoustic balconies, will be explored by the Housing Department (HD) in details during the design stage. HD will implement the necessary mitigation measures with a view to achieving 100% traffic noise compliance rate and having the fixed plant noise on the proposed development full compliance with the Noise Control Ordinance.

For air quality, the key emission source is the vehicular emission from road traffic. Practicable mitigation measures such as building layout and setback of building blocks will be explored in the design with the aim to comply with the buffer distance requirements recommended in the HKPSG. For industrial emission, Tsing Yi Preliminary Treatment Works (TYPTW) and a petrol filling station (PFS) at Tsing Yi Road are the two major sources, and they are now farther away from the PRH development due to the reduced development site. Odour treatment measures (e.g. deodorizers) have been fully adopted in the TYPTW, and under the Air Pollution Control (Petrol Filling Stations) (Vapour Recovery) Regulation, the PFS is required to install the Phase II vapour recovery system. As such, adverse air quality impact on the proposed PRH development is not anticipated.

HD will complete an Environmental Assessment Study (EAS) comprising air quality and noise impact assessments during the design stage to determine the necessary mitigation measures. The Environmental Protection Department (EPD) will vet the EAS report submitted by HD to ensure that the study is conducted in accordance with the relevant requirements and guidelines stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG).

Traffic and Public Transport

As the scale of the current proposed PRH development in the reduced site is now reduced, the

traffic generated/attracted would then be reduced proportionally. The traffic impact imposed on the concerned road junctions in the vicinity of the site would be further reduced. The traffic impact induced by the proposed PRH development is acceptable from traffic engineering point of view.

In terms of public transport services, the public transport demand would be reduced proportionally for the proposed PRH development in the reduced site. However, HD confirmed that the proposed on-street lay-by for bus stops/terminals and minbus stops/terminals along Tsing Yi Road for possible expansion of the bus and green minibus services, and the road improvement works at Tsing Yi Road as proposed previously would still be maintained. The Transport Department together with the relevant public transport operators will closely monitor the population in-take date of the proposed housing development; and will ensure adequate public transport services are provided to meet the need of the future residents of the housing development.

Visual Appraisal (VA) (revised photomontages are enclosed)

In parallel with Town Planning Board's proposed amendment to the Outline Zoning Plan to rezone the northern portion of the site from "Residential (Group A)4" back to "Open Space", the number of domestic blocks is reduced from four to three. The photomontages (Figures A to J) have been revised to illustrate the visual effect of the proposed development from different viewpoints.

The visual impacts on a number of the short and medium ranged viewpoints (VP) including VP 2 (North-eastern corner of Tsing Hung Road Playground), VP 6 (Tsing Hong Road near the bus stop of Mayfair Gardens) and VP7 7 (Mei King Playground) have been reduced in that there is less obstruction to the sky view, the proposed development appears less overbearing and less visually intrusive as demonstrated by the relevant photomontages. When viewed from VP 4 (Northbound slip road of the Tsing Sha Highway near the portal of the Nam Wan Tunnel), VP 8 (Tsing Yi Bridge) and VP 9 (Bus stop at Ching Tao House), the perceivable building mass and bulk of the proposed development are reduced with much less obstruction to the open sky view. The overall visual impact is considered acceptable and much less significant comparing to the previous scheme with four building blocks.

Air Ventilation Assessment (AVA)

The annual prevailing winds in the area mainly come from NE to ESE, covering over 54% of the time in a year. In summer, most of the winds come from SE to SW comprising over 57% of summer time.

Under the north-easterly wind conditions, the removal of Block 4 would allow the prevailing wind to penetrate through the representation site smoothly across the Sewage Treatment Plant to reach the area near Tsing Hung Road and Tsing Sha Highway. Under the summer south-easterly winds, the prevailing wind would enter the area around the south of Rambler Crest. Without Block 4, wind would reach Cheung Ching Estate, Ching Hong Road, Tsing Yi Road[1] (Upper), Mayfair Garden and Mei King Playground more easily. Also, the summer south-westerly winds would flow along Tsing Sha Highway and Tsing Hung Road to penetrate through the representation site (without Block 4) to reach the Sewage Treatment Plant and Tsing Yi Road (Upper). Compared with the 4-Block scheme, the local pedestrian wind environment would be enhanced without Block 4.

However, Block 4 could introduce downwashed wind from the NE and SE quadrants to the pedestrian level, bringing significant localized improvements in ventilation performance at Tsing

[1] For simplicity, Tsing Yi Road (Upper) refers to the section of Tsing Yi Road to the west of the representation site and Tsing Yi Road (Lower) refers to the section of Tsing Yi Road between Tsing Yi Interchange and Roundabout No.2 outside Rambler Crest.

Hung Road Playground when compared with the existing condition. The gap between Block 4 and Rambler Crest would also channel the wind and further enhance the local air ventilation performance at the playground. With the removal of Block 4, it is expected that the playground would experience less wind.

Also, the presence of the proposed development (with Blocks 1 to 4) would divert the prevailing wind to flow along Tsing Yi Road (Lower) in both annual and summer conditions. Removal of Block 4 would allow more wind to penetrate through the representation site but less wind is expected to flow along Tsing Yi Road (Lower).

Wind condition of IVE (Tsing Yi) and Tsing Yi Road (Upper) adjacent to IVE would mainly be affected by the proposed residential Blocks 1 to 3 under major annual and summer wind conditions. As such, these areas are not expected to have significant difference in wind condition with the removal of Block 4.

Rambler Crest is located at the upwind location of the project site under most of the annual and summer prevailing wind directions. The ventilation impact at Rambler Crest as induced by the proposed development is insignificant. Removal of Block 4 is therefore not expected to have an influential impact on the wind environment of Rambler Crest.

In conclusion, removal of the proposed Block 4 would lessen potential adverse impact on the pedestrian wind environment in its surroundings. Although less wind would be experienced at Tsing Hung Road Playground and Tsing Yi Road (Lower) when compared with the 4-Block scheme, the overall wind performance is expected to be slightly better.

Tree Felling

We had conducted a tree survey in December 2015 and recorded approximately 910 numbers of existing trees located within the revised site boundary, which are common species (mainly Acacia auriculiformis, Acacia confusa and Leucaena leucocephala) in poor form and health with low amenity value. Some of the existing trees are of poor health including deformed, damaged or cracked trunks, leaning caused structural conditions with failure potential due to limited & competitive slope woodland growing conditions. There are no Old and Valuable Trees (OVT) or trees of rare species in the project boundary.

In carrying out slope and building works, about 910 numbers of trees would be affected and needed to be removed. We would compensate for their loss in accordance with Development Bureau Technical Circular (Works) No. 7/2015 on Tree Preservation and seek approval from HD's Tree Preservation Committee.

Glare

At present, there is no standard or guideline under HKPSG in respect of glare. At the detailed design stage, HD will try to minimize the possible glare impact from Container Terminal 9 through building disposition and design as far as practical to minimize disturbance to future public housing tenants.

Housing Department
September 2016

有關《青衣分區計劃大綱草圖編號 S/TY/27》的建議修訂
青鴻路擬議租住公屋發展的技術評估的說明頁

背景

已縮小地盤面積的更新發展參數(須視乎詳細設計而有所更改)：

- 單位數目：約 2 800 個
- 總樓面面積(住用－約 113 000 平方米；非住用－約 7 800 平方米，包括約 2 000 平方米的商業總樓面面積)
- 地積比率：最高住用地積比率為 6 倍，最高非住用地積比率為 9.5 倍(以複合公式計算)
- 人口：約 6 500 人
- 樓宇數目：3 幢
- 建築物高度：限為主水平基準上 140 米
- 政府、機構或社區設施：一所有 6 個課室的幼稚園，長者鄰舍中心、嚴重肢體傷殘人士綜合支援服務、早期教育及訓練中心，以及特殊幼兒中心

技術評估

空氣質素及噪音

交通噪音方面，擬議公屋發展可能會受到青衣路、青鴻路及青沙公路的道路交通噪音影響。固定廠房噪音方面，有關公屋用地根據現行建議縮減面積後，可能出現的主要噪音源，是九號貨櫃碼頭及相關後勤地區的運作。房屋署會在設計階段探討可行的緩減噪音措施，例如改善建築物配置及座向；裝設建築鰭片、隔音窗及隔音露台。房屋署會落實所需的紓解影響措施，以達至 100%的阻隔交通噪音達標率，以及務求擬議發展所受到的固定廠房噪音完全符合《噪音管制條例》所訂的標準。

空氣質素方面，主要廢氣排放源，是道路交通的車輛廢氣。當局會在進行設計時探討可行的緩解影響措施，例如改善建築物配置及把樓宇後移，以符合《香港規劃標準與準則》所建議的緩衝區距離。工業廢氣方面，青衣基本污水處理廠及青衣路的加油站是兩大主要源頭。由於有關發展用地的面積已縮小，該兩項設施現在距離擬建公屋樓宇較遠。青衣基本污水處理廠已全面採取氣味處理措施。根據《空氣污染管制(油站)(汽體回收)規例》，加油站須安裝第 II 期汽體回收系統；因此，預計不會對擬議公屋發展的空氣質素造成負面影響。

房屋署會在設計階段完成環境影響研究(包括空氣質素及噪音影響評估)，以敲定所需的緩解影響措施。環境保護署(下稱「環保署」)會審核房屋署所提交的環境影響研究，確保該研究是根據「香港規劃標準與準則」所訂相關要求及指引而進行的。

交通及公共運輸

由於現時公屋發展規模已縮減，所造成／帶來的交通流量亦會按比例減少，令附近路口受到的交通影響進一步減低。從交通工程角度而言，擬議公屋發展所造成的交通影響，屬可接受水平。

公共運輸服務方面，已縮小地盤內的擬議公屋發展對公共運輸的需求，也會按比例減少。然而，房屋署確認，為了加強巴士及綠色專線小巴服務，原先計劃在青衣路旁設置巴士站／總站及小巴站／總站的停車處，以及先前建議在青衣路進行的道路改善工程仍將繼續維持。運輸署將連同相關的公共運輸服務經營者，密切監察擬議房屋發展的落成入伙日期，以確保日後有足夠的公共運輸服務，以應付有關房屋發展日後居民的需要。

視覺評估(夾附經修訂的電腦合成照片)

城市規劃委員會建議修訂有關分區計劃大綱圖，以把申述地點的北部由「住宅(甲類)4」地帶回復為「休憩用地」；與此同時，住用樓宇的數目亦會由 4 幢減至 3 幢。電腦合成照片(圖 A 至 J)已予修訂，以說明從不同觀景點眺望時，擬議發展所造成的視覺影響。

一如相關電腦合成照片所示，對一些短及中程觀景點(包括二號觀景點，即青鴻路遊樂場東北角落；六號觀景點，即青康路近美景花園巴士站；七號觀景點，即美景遊樂場)的視覺影響已減少，當中包括遮擋天空景觀的情況減少；擬議發展在視覺上已沒有那麼龐大及沒那麼具侵擾性。倘從四號觀景點(即青沙公路近南灣隧道入口的北行支路)、八號觀景點(青衣大橋)及九號觀景點(青桃樓巴士站)眺望，擬議發展的可見建築羣及體積已縮小，遮擋天空景觀的情況亦少得多。倘與興建 4 幢大樓的先前方案相比，現時方案的整體視覺影響屬可接受水平，影響亦少得多。

空氣流通評估

當區的全年盛行風主要來自東北和東南偏東方，佔全年時間超過 54%。在夏季，大部分盛行風由東南方吹至西南方，佔全年時間超過 57%。

在東北風的環境下，取消興建第四座會讓盛行風透進申述地點，順暢地越過污水處理廠至青鴻路及青沙公路附近一帶。在夏季東南風的環境下，盛行風會進入圍繞藍澄灣以南的地方。倘取消興建第四座，風會更容易到達長青邨、青康路、青衣路[1] (上段)、美景花園和美景遊樂場。此外，夏季的西南風會沿青沙公路及青鴻路直吹，透進沒有第四座的申述地點，至污水處理廠及青衣路(上段)。與興建第四座的方案相比，當區的行人風環境會因取消興建第四座而得到改善。

然而，第四座可引入從東北和東南方向吹至行人路水平的下沉風，與現有的環境相比，青鴻路遊樂場的通風表現會有顯著的局部改善。第四座與藍澄灣之間的間隙也會導引風向，進一步提升青鴻路遊樂場的通風表現。倘取消興建第四座，會令青鴻路遊樂場受風的程度減小。

此外，在全年和夏季盛行風的環境下，擬議發展的存在(第一至四座)會令盛行風的風向轉變，而盛行風會改沿青衣路(下段)吹過。取消興建第四座會促使風透進申述地點，但預料較少的風會沿青衣路(下段)吹過。

在主要的全年和夏季風環境下，香港專業教育學院(青衣)及毗鄰香港專業教育學院的青衣路(上段)的風環境，主要受擬建的第一至三座住宅大廈所影響。因此，取消興建第四座，預計該些地方的通風環境亦不會有重大差別。

按照全年及夏季盛行風的大多數風向，藍澄灣位於工程地盤的上風位置。擬議發展對藍澄灣的通風所造成的影響微不足道。因此，取消興建第四座，預料不會對藍澄灣的通風環境有重大影響。

總括而言，取消擬建的第四座會減少對四周的行人通風環境所造成的潛在不良影響。與擬建第四座的方案相比，雖然青鴻路遊樂場及青衣路(下段)的受風程度較小，但預計整體通風表現會稍為優勝。

砍伐樹木

我們已於二零一五年十二月進行樹木調查，並在經修訂的地盤界線範圍內，錄得約 910 棵屬常見品種的樹木(主要是大葉相思、台灣相思和銀合歡)，但它們的外觀和健康狀況欠佳，美化市容價值不大。有些現有樹木的健康狀況惡劣，包括樹幹變形、受損或破裂，樹身傾側而導致結構問

[1] 為求簡便起見，青衣路(上段)是指申述地點以西的一段青衣路，青衣路(下段)是指青衣路與二號迴旋處之間的一段青衣路。

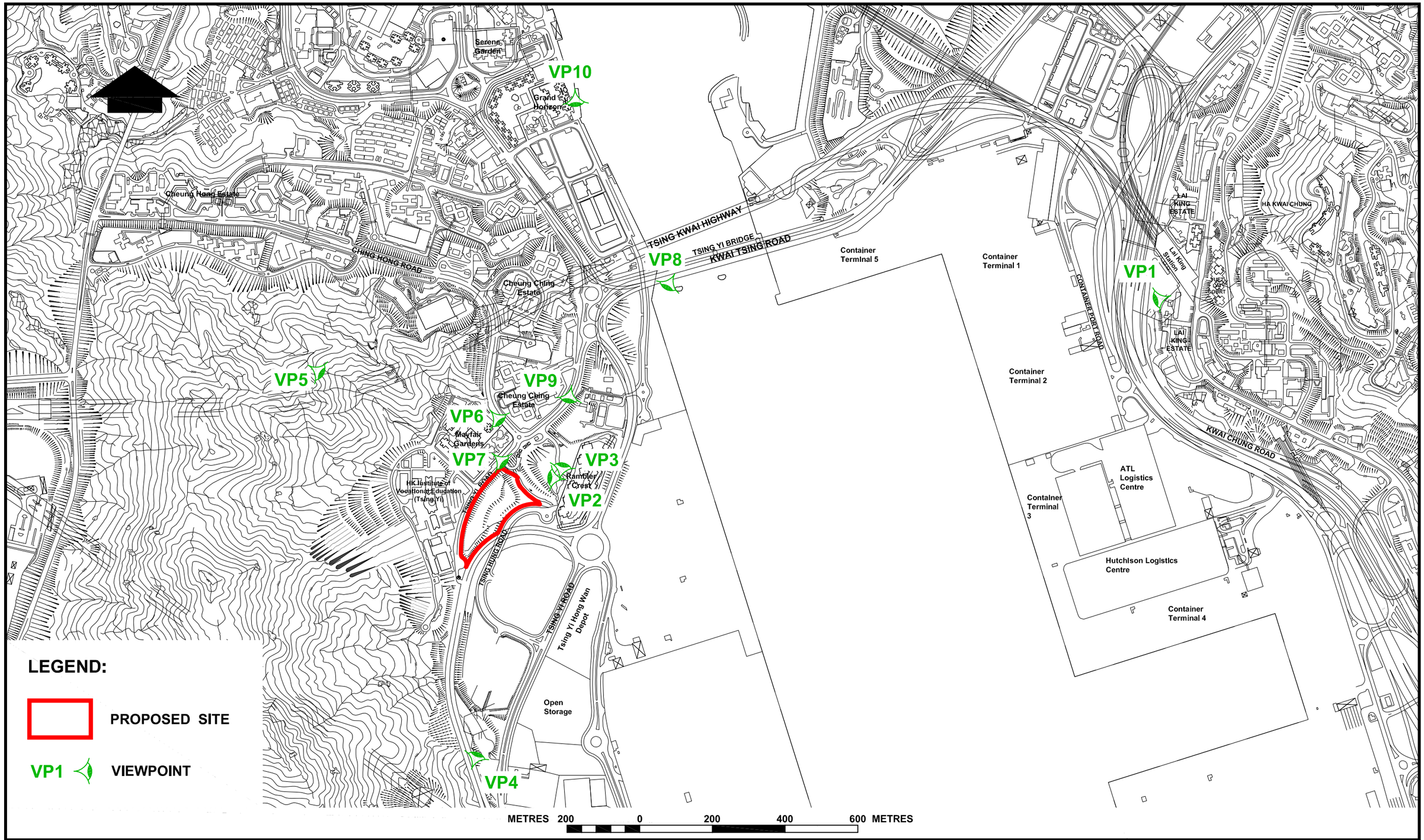
題，並因林地生長條件欠佳及長於斜坡之上而有倒塌危險。地盤範圍內，並無發現古樹名木或稀有品種的樹木。

在進行斜坡和建築工程時，約 910 棵樹木會受到影響，並且須予移除。我們會根據發展局技術通告(工務)第 7/2015 號有關保護樹木的指引，就失去的樹木作出補償，並徵求屋屋署的保護樹木委員會的批准。

眩光

目前，《香港規劃標準與準則》並無訂明有關眩光的標準或指引。在詳細設計階段，房屋署會改良建築物座向及設計，在切實可行的範圍內盡量減少九號貨櫃碼頭可能造成的眩光影響，把日後公屋租戶受到的滋擾減至最小。

房屋署
二零一六年九月



LOCATION PLAN AND VIEWPOINTS

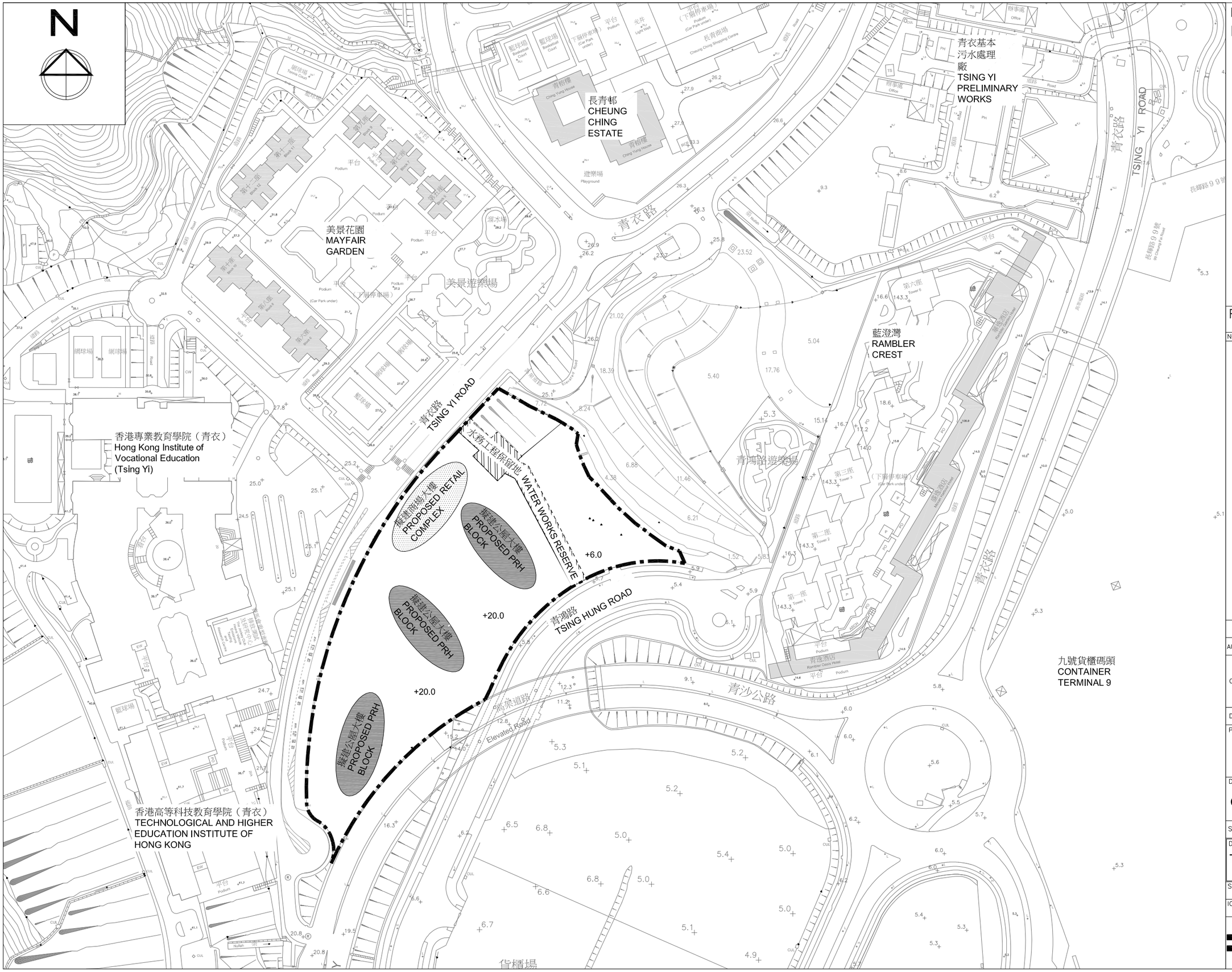
HOUSING DEPARTMENT
PLANNING SECTION

Plan 1

DATE : 29. 8. 2016

BASE EXTRACTED FROM SHT Nos. 6-SE-D, 7-SW-C, 10-NE-B & 11-NW-A

16_0755KT_Plan1



NOTES

LEGEND:

- **PROPOSED SITE BOUNDARY**
- **PROPOSED DOMESTIC BLOCKS**

REVISIONS

NO	DESCRIPTION AND DATE	INITIAL AND DESIGNATION DWN	CKD	AUTH

	NAME AND DESIGNATION	INITIAL	DATE
AUTHORISED			
CHECKED			
DRAWN			

PROJECT

PUBLIC HOUSING DEVELOPMENT AT TSING HUNG ROAD, TSING YI

DRAWING TITLE

CONCEPTUAL LAYOUT PLAN

SCALE 1:500 (A1); 1:1000 (A3)

DRAWING NO.

TYA/SITE/S6/A/LO-01/A

SOURCE

ICU NO.

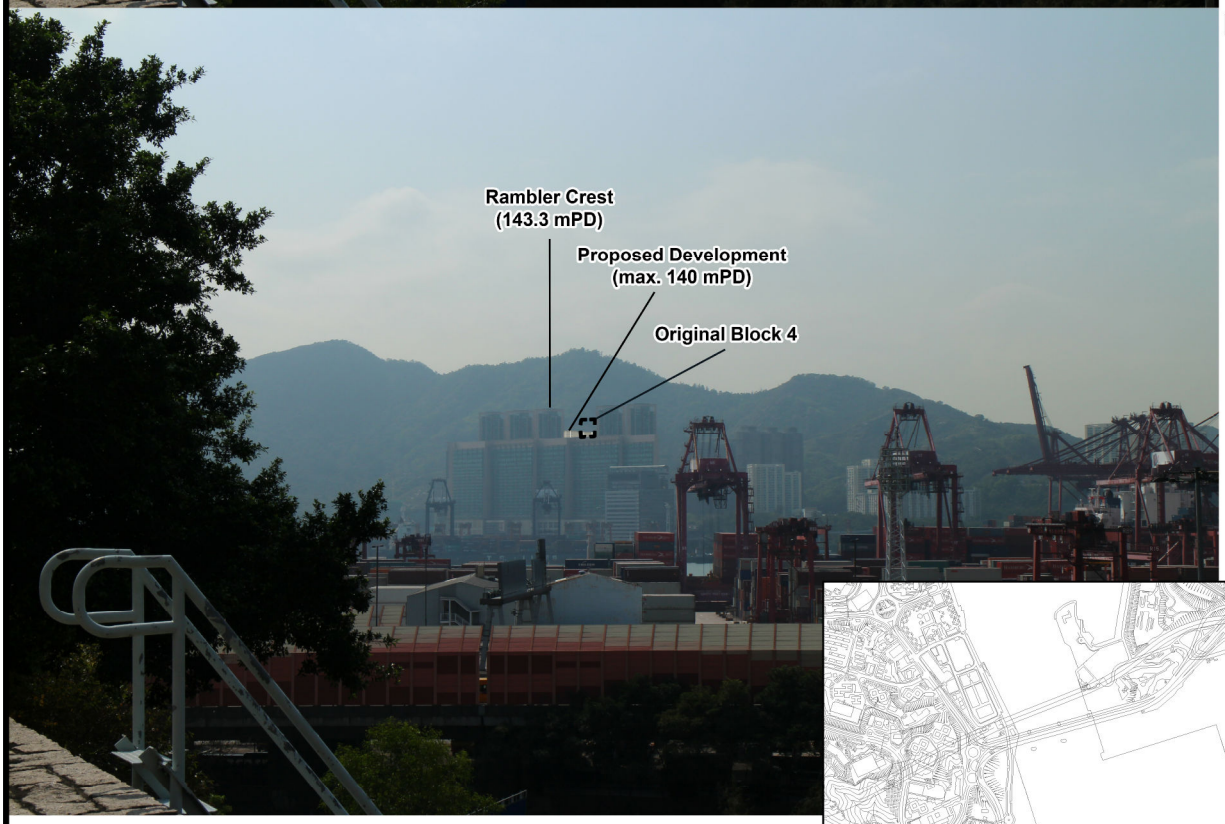
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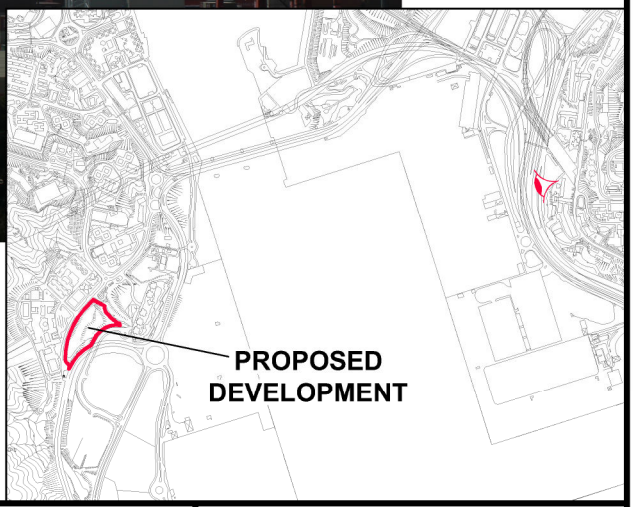
HOUSING DEPARTMENT

Existing View



Photomontage





PHOTOMONTAGE AT VIEWPOINT 1
(SITTING-OUT AREA OUTSIDE YEUNG KING HOUSE OF LAI KING ESTATE)

HOUSING DEPARTMENT
PLANNING SECTION

Figure A

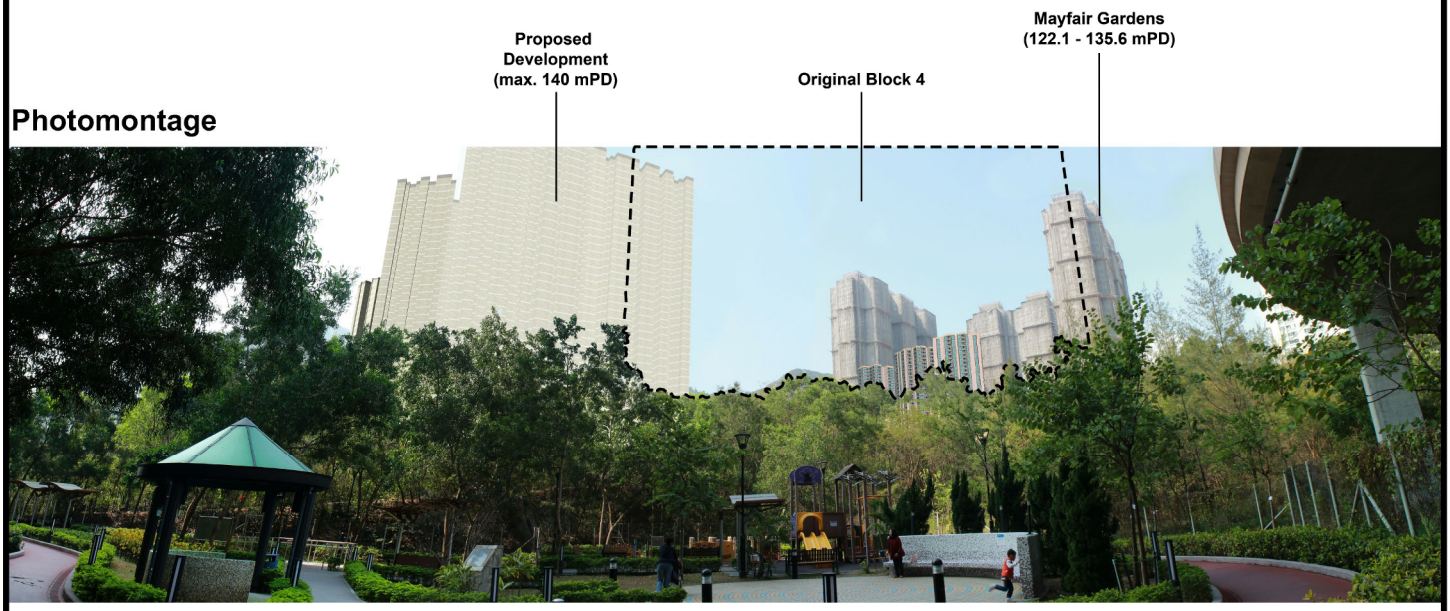
DATE :
13. 9. 2016

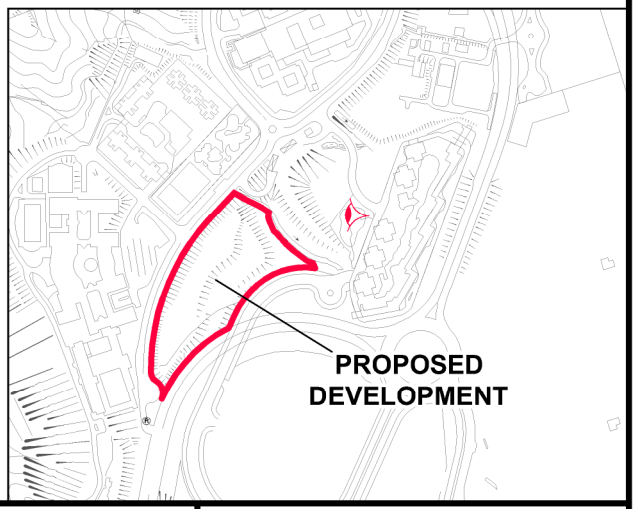
16_0756KT_VP1

Existing View



Photomontage





PHOTOMONTAGE AT VIEWPOINT 2
(NORTH-EASTERN CORNER OF TSING HUNG ROAD PLAYGROUND)

HOUSING DEPARTMENT
PLANNING SECTION

Figure B

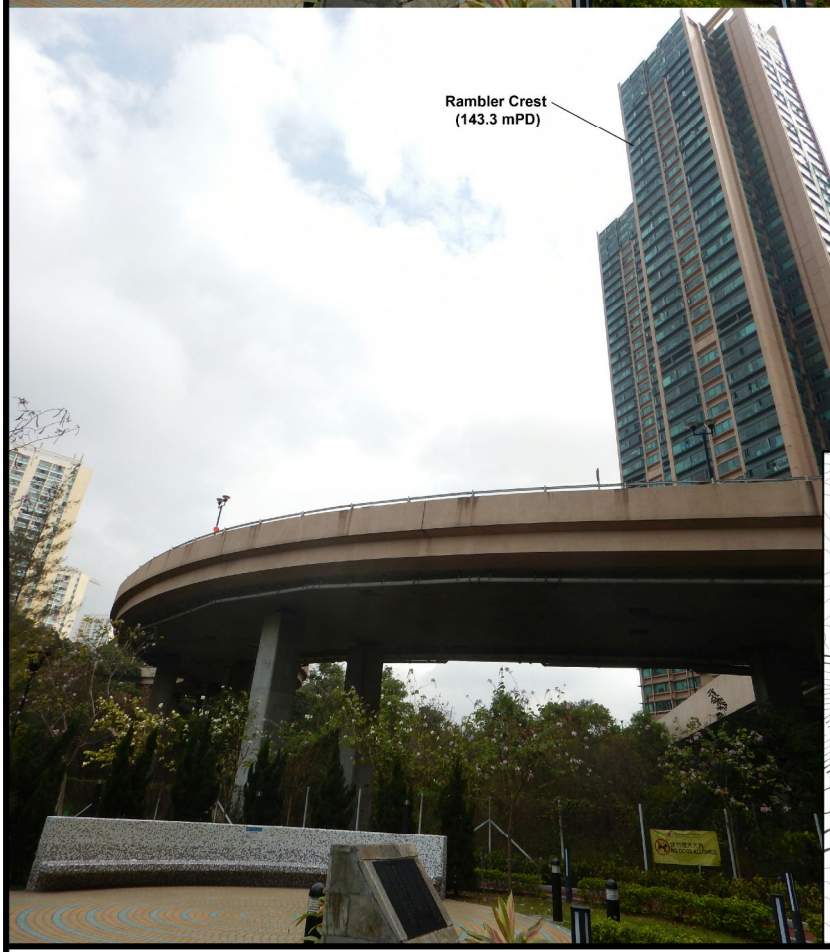
DATE :
13. 9. 2016

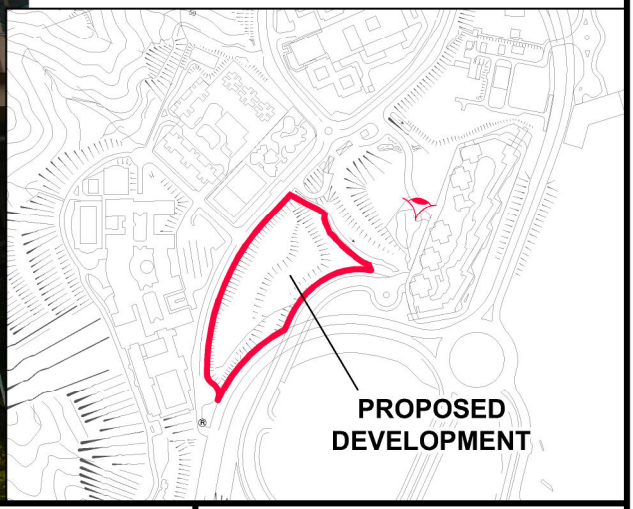
16_0756KT_VP2

Existing View



Photomontage





PHOTOMONTAGE AT VIEWPOINT 3
(CENTRE OF TSING HUNG ROAD PLAYGROUND)

HOUSING DEPARTMENT
PLANNING SECTION

Figure C

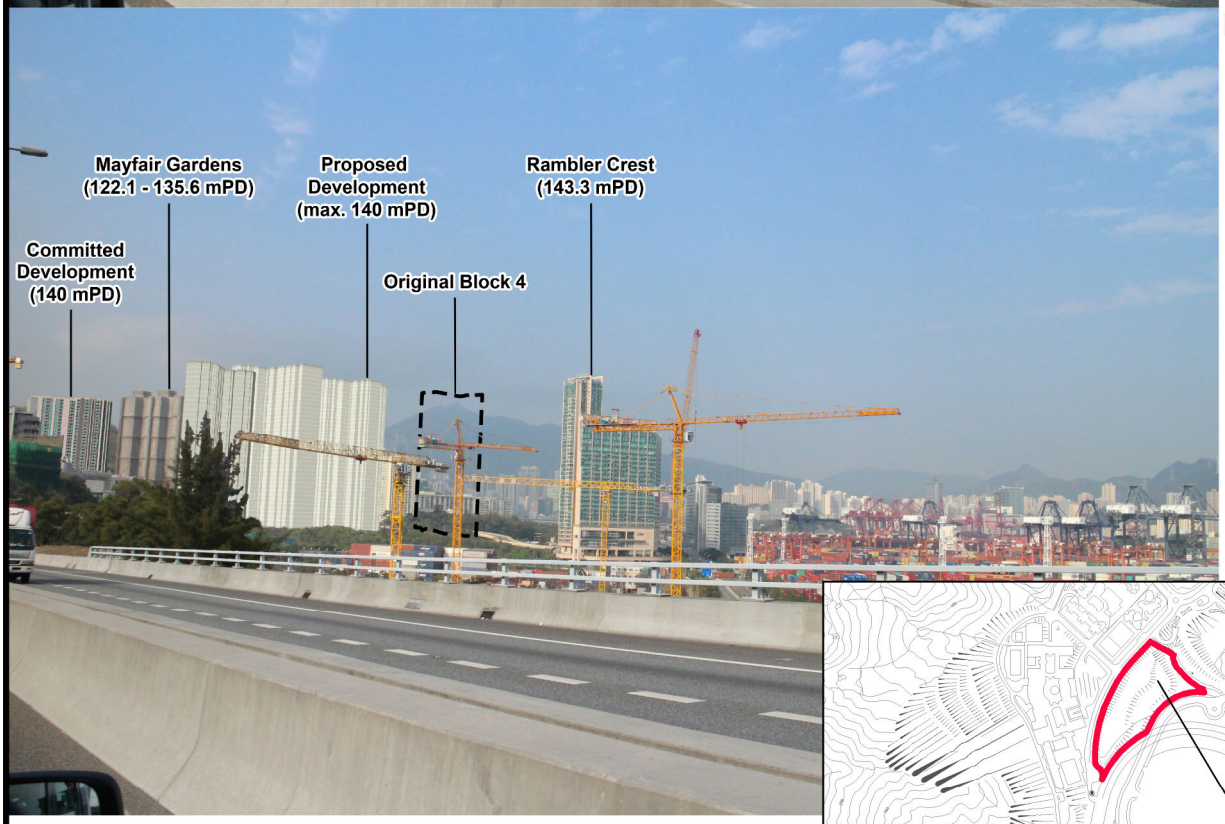
DATE :
31. 8. 2016

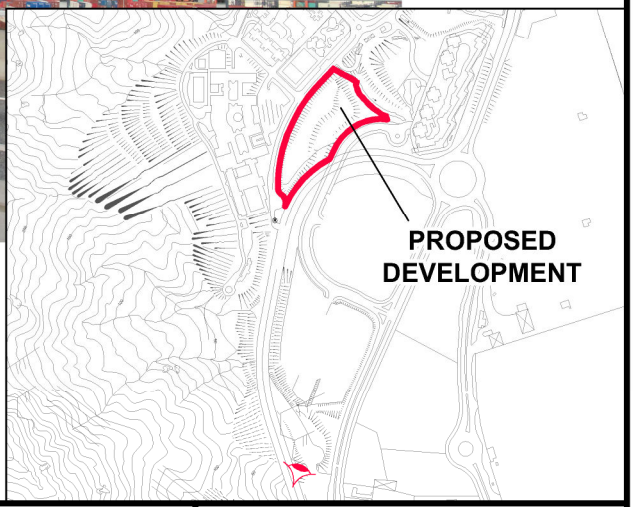
16_0756KT_VP3a

Existing View



Photomontage





PHOTOMONTAGE AT VIEWPOINT 4
(NORTHBOUND SLIPROAD OF THE TSING SHA HIGHWAY NEAR THE PORTAL OF THE NAM WAN TUNNEL)

HOUSING DEPARTMENT
PLANNING SECTION

Figure D

DATE :
29. 9. 2016

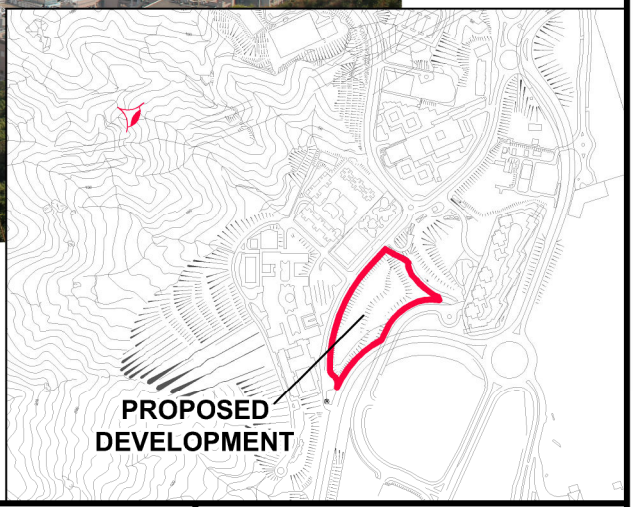
16_0756KT_VP4



Existing View



Photomontage



PHOTOMONTAGE AT VIEWPOINT 5
(TSING YI SAN SHAN AT ABOUT 159mPD)

HOUSING DEPARTMENT
PLANNING SECTION

Figure E

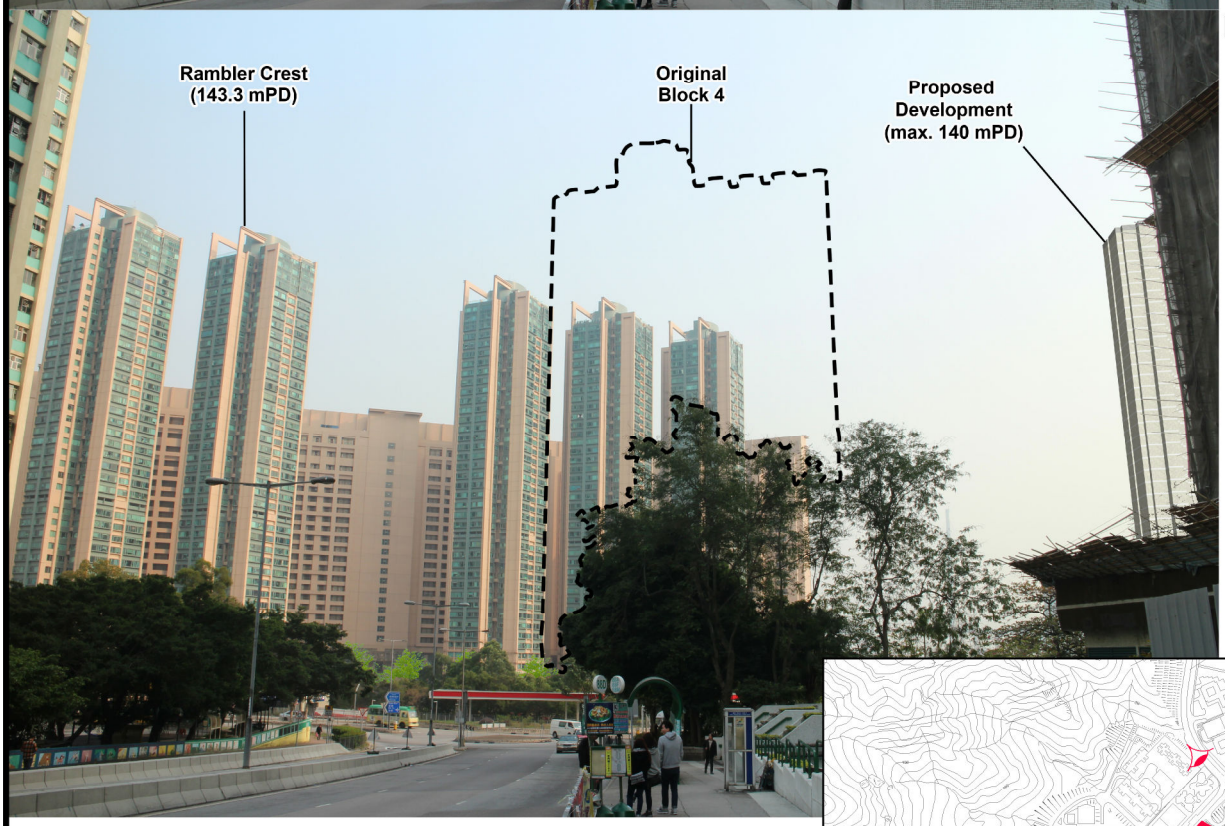
DATE :
29. 9. 2016

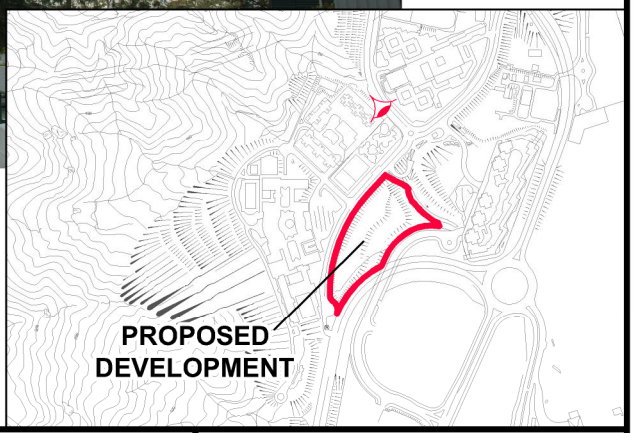
16_0756KT_VP5

Existing View



Photomontage





PHOTOMONTAGE AT VIEWPOINT 6
(TSING HONG ROAD NEAR THE BUS STOP OF MAYFAIR GARDENS)

HOUSING DEPARTMENT
PLANNING SECTION

Figure F

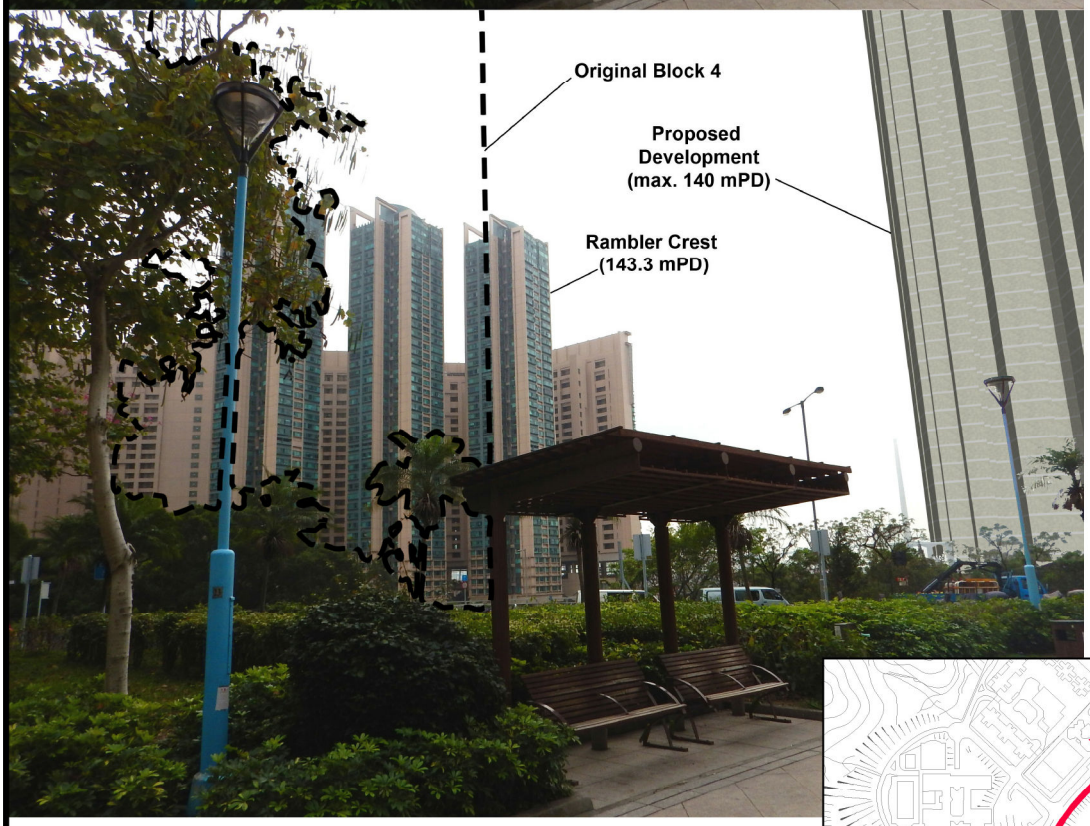
DATE :
13. 9. 2016

16_0756KT_VP6

Existing View



Photomontage





PHOTOMONTAGE AT VIEWPOINT 7
(MEI KING PLAYGROUND)

HOUSING DEPARTMENT
PLANNING SECTION

Figure G

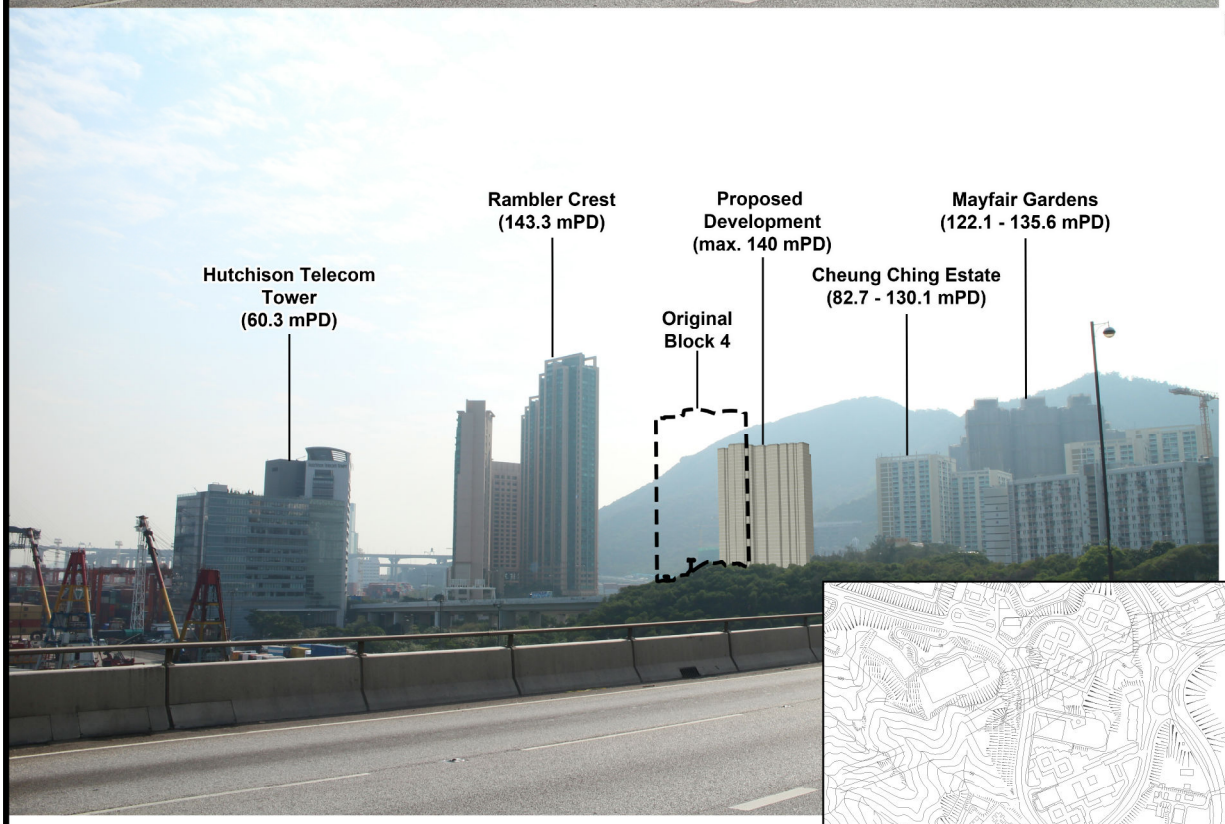
DATE :
13. 9. 2016

16_0756KT_VP7

Existing View



Photomontage





PHOTOMONTAGE AT VIEWPOINT 8
(KWAI TSING BRIDGE)

HOUSING DEPARTMENT
PLANNING SECTION

Figure H

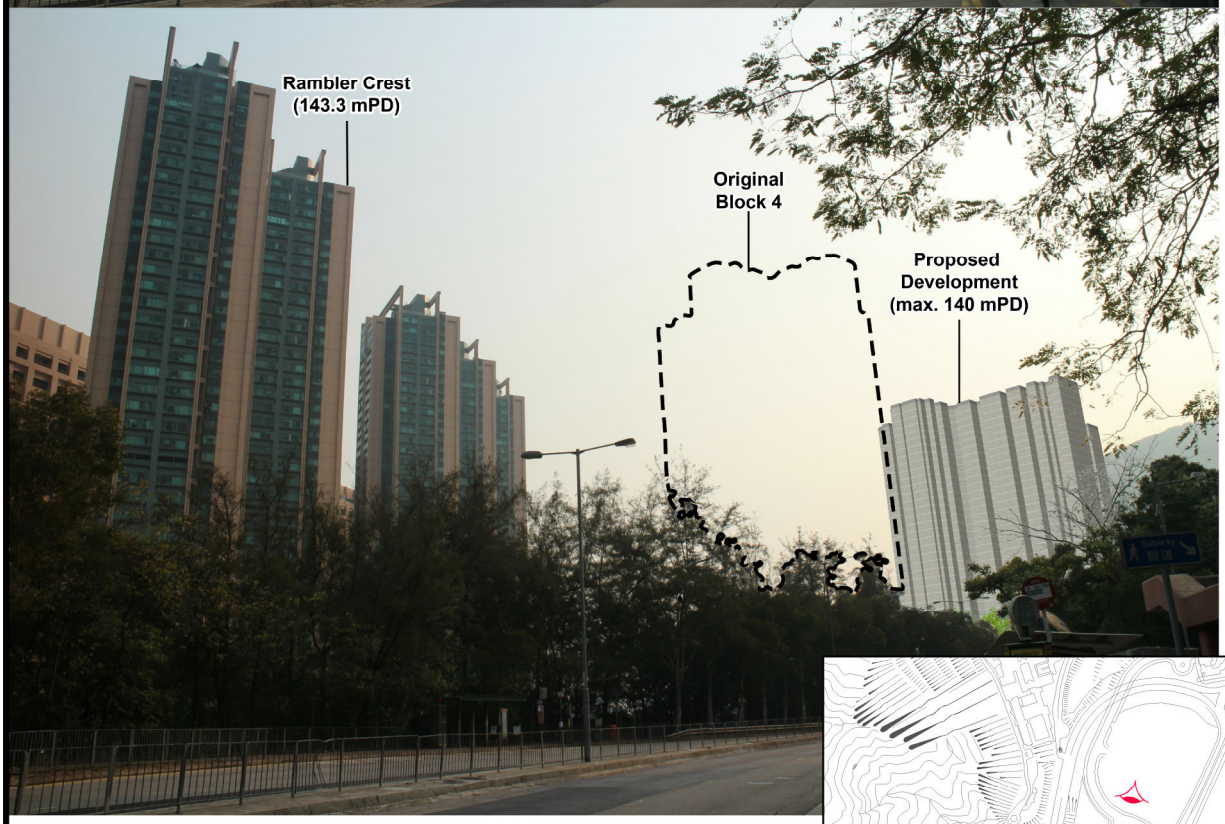
DATE :
13. 9. 2016

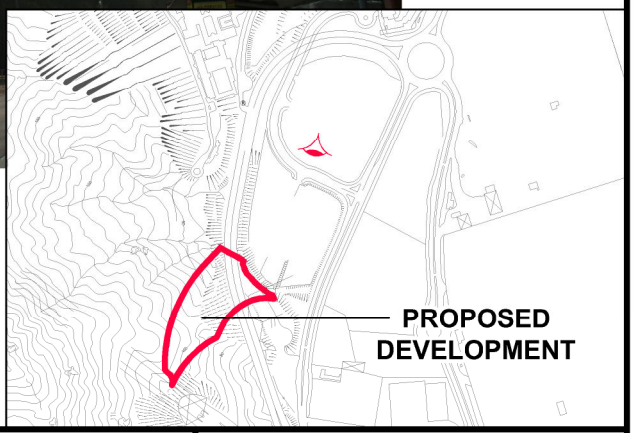
16_0756KT_VP8

Existing View



Photomontage





PHOTOMONTAGE AT VIEWPOINT 9

(BUS STOP AT CHING TAO HOUSE, NEAR CHEUNG CHING ESTATE COMMERCIAL COMPLEX, TSING YI HEUNG SZE WUI ROAD)

HOUSING DEPARTMENT
PLANNING SECTION

Figure 1

DATE :
13. 9. 2016

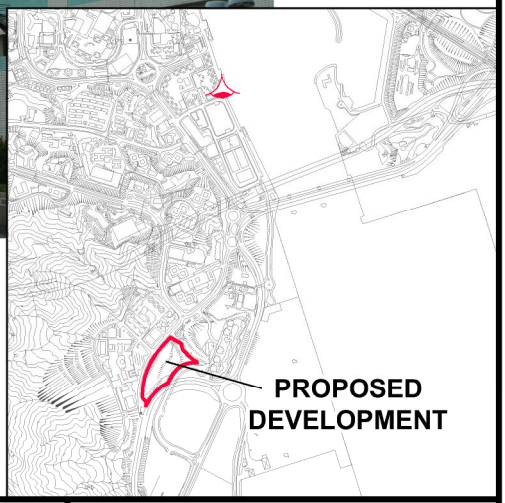
16_0756KT_VP9

Existing View



Photomontage





PHOTOMONTAGE AT VIEWPOINT 10
(TSING YI PROMENADE)

HOUSING DEPARTMENT
PLANNING SECTION

Figure J

DATE :
13. 9. 2016

16_0756KT_VP10

Provision of Major Community and Open Space Facilities in Tsing Yi

(Existing Population: 191,750)
(Planned Population: 206,850) (1)

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision	
District Open Space	10 ha per 100,000 persons	18.83 ha	20.47 ha	20.79 ha	1.96 ha
Local Open Space	10 ha per 100,000 persons	18.83 ha	42.67 ha	47.3 ha	28.47 ha
Secondary School	1 whole-day classroom for 40 persons aged 12-17	202 classrooms	184	244	42 classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6-11	315 classrooms	324	324	9 classroom
Kindergarten/ Nursery	26 classrooms for 1,000 children aged 3-6	96 classrooms	148	148	52 classrooms
District Police Station	1 per 200,000 to 500,000 persons	0	1	1	1
Divisional Police Station	1 per 100,000 to 200,000 persons	1	1	1	0
Hospital	5.5 beds per 1,000 persons	1,138 beds	0	0	-1,138 beds
Specialist Clinic/Polyclinic	1 specialist clinic/polyclinic whenever a regional or district hospital is built	NA	0	0	NA
Clinic/Health Centre	1 per 100,000 persons	2	2	2	0
Magistracy (with 8 courtrooms)	1 per 660,000 persons	NA	0	0	NA
Market	No set standard	NA	0	0	NA
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24	2	5	5	3
Integrated Family Services Centres	1 for 100,000 to 150,000 persons	1	2	2	1
Library	1 district library for every 200,000 persons	1	1	1	0
Sports Centre	1 per 50,000 to 65,000 persons	3	3	4	1
Sports Ground/ Sport Complex	1 per 200,000 to 250,000 persons	1	1	1	0
Swimming Pool Complex - standard	1 complex per 287,000 persons	1	1	1	0

Note: (1) The planned population for the OZP area is 188 320 (including usual residents and mobile residents). If the transient population of 18 530 (e.g. tourists) is included, the figure will be 206 850.
(2) The demand for open space is calculated based on the planned population of 188 320.
(3) Some facilities are assessed on a wider district basis, e.g. hospital beds. The shortfall in the OZP area could be addressed by the provision in the adjoining area.

青衣區主要社區設施

(現有人口: 191,750)
(計劃人口: 206,850) (1)

設施種類	《香港規劃標準與準則》的標準	按標準要求 (基於計劃人口)	供應		剩餘/ 短缺 (已計劃的供應)
			現有的	已計劃的	
地區休憩用地	每 100 000 人 10 公頃	18.83 公頃	20.47 公頃	20.79 公頃	1.96 公頃
鄰舍休憩用地	每 100 000 人 10 公頃	18.83 公頃	42.67 公頃	47.3 公頃	28.47 公頃
中學	每 40 名 12-17 歲青少年設一間全日制學校課室	202 課室	184	244	42 課室
小學	每 25.5 名 6-11 歲兒童設一間全日制學校課室	315 課室	324	324	9 課室
幼稚園及幼兒班	每 1 000 名 6-11 歲兒童設 26 個課室	96 課室	148	148	52 課室
警區警署	每 200 000 – 500 000 人設一間	0	1	1	1
分區警署	每 100 000 – 200 000 人設一間	1	1	1	0
醫院	每 1 000 人設 5.5 張病牀	1,138 病牀	0	0	-1,138 病牀
專科診療所／分科診療所	在興建一間分區或地區醫院時，設一間專科診療所／分科診療所	不適用	0	0	不適用
普通科診療所／健康中心	每 100 000 人設一間	2	2	2	0
裁判法院 (8 個法庭)	每 660 000 人設一間	不適用	0	0	不適用
街市	無既定標準	不適用	0	0	不適用
綜合青少年服務中心	每 12 000 名屬於 6 至 24 歲年齡組別的兒童／青年設一間	2	5	5	3
綜合家庭服務中心	每 100 000 至 150 000 人設一間	1	2	2	1
圖書館	每 200 000 人應設一間分區圖書館	1	1	1	0
體育中心	每 50 000 至 65 000 人一個	3	3	4	1
運動場／運動場館	每 20 000 至 250 000 人一個	1	1	1	0

遊泳池場館 -標準池	每 287 000 人一個場館	1	1	1	0

註：（1）分區計劃大綱圖內的規劃人口為 188 320 （常住人口及流動人口）。如包括 18 530 的過境人口（例如旅客），人口數字則為 206 850。

（2）休憩用地需求的計算是根據規劃人口 188 320 作計算。

（3）有些設施是根據較廣濶範圍去評估供求的，例如醫院病床。在分區計劃大綱圖的範圍內如有短缺情況，可以由附近地區的設施補充。