



| 圖例<br>NOTATION  |                      |
|---|----------------------|
| ZONES   | 地帶                   |
| COMPREHENSIVE DEVELOPMENT AREA                            | CDA 綜合發展區            |
| COMMERCIAL / RESIDENTIAL                                  | C/R 商業 / 住宅          |
| RESIDENTIAL (GROUP A)                                     | R(A) 住宅 (甲類)         |
| RESIDENTIAL (GROUP B)                                     | R(B) 住宅 (乙類)         |
| RESIDENTIAL (GROUP C)                                     | R(C) 住宅 (丙類)         |
| RESIDENTIAL (GROUP E)                                     | R(E) 住宅 (戊類)         |
| VILLAGE TYPE DEVELOPMENT                                  | V 鄉村式發展              |
| GOVERNMENT, INSTITUTION OR COMMUNITY                      | G/I/C 政府、機構或社區       |
| OPEN SPACE  | O 休憩用地               |
| RECREATION  | REC 康樂               |
| OTHER SPECIFIED USES                                      | OU 其他指定用途            |
| GREEN BELT  | GB 綠化地帶              |
| COMMUNICATIONS  | 交通                   |
| RAILWAY AND STATION                                       | 鐵路及車站                |
| RAILWAY AND STATION (UNDERGROUND)                         | 鐵路及車站 (地下)           |
| MAJOR ROAD AND JUNCTION                                   | 主要道路及路口              |
| ELEVATED ROAD   | 高架道路                 |
| MISCELLANEOUS   | 其他                   |
| BOUNDARY OF PLANNING SCHEME                               | 規劃範圍界線               |
| PLANNING AREA NUMBER                                      | 規劃區編號                |
| BOUNDARY OF COUNTRY PARK                                  | 郊野公園界線               |
| BUILDING HEIGHT CONTROL ZONE BOUNDARY                     | 建築物高度管制區界線           |
| MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM) | 最高建築物高度 (在主水平基準上若干米) |
| MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)            | 最高建築物高度 (樓層數目)       |
| PETROL FILLING STATION                                    | P F S 加油站            |
| GREEN FUEL STATION  | G F S 潔淨能源站          |

| 土地用途及面積一覽表<br>SCHEDULE OF USES AND AREAS |                                  |        |          |
|--|----------------------------------|--------|----------|
| USES                                     | 大約面積及百分比<br>APPROXIMATE AREA & % |        | 用途       |
|  | 公頃<br>HECTARES                   | % 百分比  |          |
| COMPREHENSIVE DEVELOPMENT AREA           | 34.45                            | 1.96   | 綜合發展區    |
| COMMERCIAL / RESIDENTIAL                 | 20.07                            | 1.14   | 商業 / 住宅  |
| RESIDENTIAL (GROUP A)                    | 199.08                           | 11.30  | 住宅 (甲類)  |
| RESIDENTIAL (GROUP B)                    | 4.49                             | 0.25   | 住宅 (乙類)  |
| RESIDENTIAL (GROUP C)                    | 0.66                             | 0.04   | 住宅 (丙類)  |
| RESIDENTIAL (GROUP E)                    | 4.00                             | 0.23   | 住宅 (戊類)  |
| VILLAGE TYPE DEVELOPMENT                 | 22.03                            | 1.25   | 鄉村式發展    |
| GOVERNMENT, INSTITUTION OR COMMUNITY     | 157.67                           | 8.95   | 政府、機構或社區 |
| OPEN SPACE                               | 209.84                           | 11.92  | 休憩用地     |
| RECREATION                               | 66.28                            | 3.76   | 康樂       |
| OTHER SPECIFIED USES                     | 177.92                           | 10.10  | 其他指定用途   |
| GREEN BELT                               | 746.83                           | 42.41  | 綠化地帶     |
| RAILWAY                                  | 4.54                             | 0.26   | 鐵路       |
| MAJOR ROAD ETC.                          | 113.15                           | 6.43   | 主要道路等    |
| TOTAL PLANNING SCHEME AREA               | 1761.01                          | 100.00 | 規劃範圍總面積  |

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

| 核准圖編號 S/TKO/30 的修訂<br>AMENDMENTS TO APPROVED PLAN No. S/TKO/30      |                      |
|---|----------------------|
| AMENDMENTS EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE | 按照城市規劃條例第5條<br>展示的修訂 |
| AMENDMENT ITEM A  | 修訂項目A項               |
| AMENDMENT ITEM B  | 修訂項目B項               |
| AMENDMENT ITEM C  | 修訂項目C項               |
| AMENDMENT ITEM D  | 修訂項目D項               |
| AMENDMENT ITEM E  | 修訂項目E項               |
| AMENDMENT ITEM F  | 修訂項目F項               |
| (參看附表)<br>(SEE ATTACHED SCHEDULE)                                   |                      |

2025年2月14日 按照城市規劃條例第5條展示的  
核准圖編號 S/TKO/30 的修訂  
AMENDMENTS TO APPROVED PLAN No. S/TKO/30 EXHIBITED  
UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON  
14 FEBRUARY 2025

Ms Donna Tam 譚燕萍  
SECRETARY 城市規劃委員會秘書  
TOWN PLANNING BOARD

香港城市規劃委員會依據城市規劃條例擬備的將軍澳分區計劃大綱圖  
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD  
TSEUNG KWAN O - OUTLINE ZONING PLAN

SCALE 1:10,000 比例尺

米 METRES 250 0 500 1,000 1,500 METRES

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

圖則編號  
PLAN No. S/TKO/31



**SCHEDULE OF AMENDMENTS TO**  
**THE APPROVED TSEUNG KWAN O OUTLINE ZONING PLAN NO. S/TKO/30**  
**MADE BY THE TOWN PLANNING BOARD**  
**UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)**

**I. Amendments to Matters shown on the Plan**

- Item A – Incorporation of two sea areas in Fat Tong O into the planning scheme area, zoning the areas and/or rezoning the adjoining land from “Other Specified Uses” (“OU”) annotated “Deep Waterfront Industry” (“OU(DWI)”) and/or “OU” annotated “Desalination Plant” to the following land use zonings:
- (a) eight sites in Areas 137A, 137B, 137C and 137D to “Residential (Group A) 9” (“R(A)9”), “Residential (Group A) 10” (“R(A)10”), “Residential (Group A) 11” (“R(A)11”) and “Residential (Group A) 12” (“R(A)12”) with stipulation of building height restrictions;
  - (b) a site in Area 137C to “OU” annotated “Commercial/Residential Development with Public Transport Interchange (1)” (“OU(Commercial/Residential Development with PTI (1))”) with stipulation of building height restriction;
  - (c) six sites in Areas 137A, 137C and 137D to “Government, Institution or Community (10)” (“G/IC(10)”) with stipulation of building height restrictions;
  - (d) seven sites in Areas 137A, 137B, 137C and 137D to “Open Space”;
  - (e) a site in Area 137E to “OU” annotated “Effluent Polishing Plant” (“OU(EPP)”) with stipulation of building height restriction;
  - (f) a site in Area 137D to “OU” annotated “Green Fuel Station” (“OU(GFS)”);
  - (g) two sites in Fat Tong Chau in Area 135 to “Green Belt” (“GB”); and
  - (h) a site across Areas 137A, 137B, 137C and 137D to an area shown as ‘Road’.
- Item B – Rezoning of a site in Fat Tong Chau from “GB” and “OU(DWI)” to “G/IC(10)” with stipulation of building height restriction.

- Item C – Incorporation of a site occupied by a pier near Tit Cham Chau into the planning scheme area, zoning the site and rezoning the adjoining land from “OU(DWI)” to “OU” annotated “Pier” (“OU(Pier)”).
- Item D – Incorporation of a sea area in Chiu Keng Wan into the planning scheme area, zoning the area and/or rezoning the adjoining land from “GB” to the following land use zonings:
- (a) a site to “OU” annotated “Electricity Facilities” (“OU(EF)”) with stipulation of building height restriction;
  - (b) a site to “OU” annotated “Construction Waste Handling Facility and Public Fill Transfer Facility” (“OU(CWHF&PFTF)”) with stipulation of building height restrictions;
  - (c) a site to “OU” annotated “Refuse Transfer Station” (“OU(RTS)”) with stipulation of building height restriction;
  - (d) a site to “OU” annotated “Concrete Batching Plant” (“OU(CBP)”) with stipulation of building height restriction;
  - (e) a site to “G/IC(10)” with stipulation of building height restriction and three sites to “Government, Institution or Community” (“G/IC”); and
  - (f) a site to an area shown as ‘Road’.
- Item E – Incorporation of four sites near Chiu Keng Wan into the planning scheme area and zoning the sites to “GB”.
- Item F – Excision of five sites within “OU(DWI)” zone from the planning scheme area.

As the footbridge as described in the road scheme of the Tseung Kwan O Further Development Infrastructure Works for the Tseung Kwan O Stage 1 Landfill Site – Remaining Works spanning across Eastern Channel in Tseung Kwan O South has been completed, opportunity is taken to delete the annotation indicating its authorisation by the Chief Executive in Council under the Roads (Works, Use and Compensation) Ordinance (Chapter 370).

The possible alignments of Tseung Kwan O - Yau Tong Tunnel and Tseung Kwan O Line Southern Extension are shown for information.

## **II. Amendments to the Notes of the Plan**

- (a) Revision to the Remarks of the Notes for “Residential (Group A)” zone to incorporate “R(A)9”, “R(A)10”, “R(A)11” and “R(A)12” sub-areas with development restrictions.
- (b) Revision to the Remarks of the Notes for “G/IC” zone to incorporate “G/IC(10)” sub-area with development restriction.
- (c) Incorporation of new Remarks of the Notes for “OU” annotated “Commercial/Residential Development with Public Transport Interchange” zone to incorporate “OU(Commercial/Residential Development with PTI (1))” sub-area with development restrictions.
- (d) Deletion of the Notes for “OU(DWI)” zone.
- (e) Incorporation of new sets of Notes for “OU(EF)”, “OU(CWHF&PFTF)”, “OU(RTS)”, “OU(CBP)”, “OU(GFS)” and “OU(EPP)” zones.
- (f) Incorporation of ‘Government Refuse Collection Point’ and ‘Public Convenience’ under Column 1 of the Notes for “Village Type Development” (“V”) zone; and corresponding deletion of ‘Government Refuse Collection Point’ and ‘Public Convenience’ under Column 2 of the Notes for “V” zone.
- (g) Incorporation of ‘Field Study/Education/Visitor Centre’ under Column 2 of the Notes for “V” zone.
- (h) Revision to the Remarks of the Notes for “OU(Pier)” zone to revise the development restrictions and incorporate ‘Eating Place’ as an ancillary use.
- (i) Incorporation of ‘Public Utility Installation’ under Column 2 of the Notes for “OU” zones (For All Other Sites) and deletion of ‘Utility Installation not ancillary to the Specified Use’ under Column 2 of the Notes for “OU” zones (For All Other Sites).

Town Planning Board

14 February 2025



《將軍澳分區計劃大綱草圖編號 S/TKO/31》  
Draft Tseung Kwan O Outline Zoning Plan No. S/TKO/31

申述人名單

Index of Representations

| 申述編號<br>Representation No. | 提交編號<br>Submission No. | 申述人名稱<br>Name of Representer               |
|----------------------------|------------------------|--|
| TPB/R/S/TKO/31-R1          | TPB/R/S/TKO/31-S3      | The Conservancy Association                |
| TPB/R/S/TKO/31-R2          | TPB/R/S/TKO/31-S4      | 西貢區議會議員 張美雄                                |
| TPB/R/S/TKO/31-R3          | TPB/R/S/TKO/31-S12     | 西貢區議會議員 陳繼偉                                |
| TPB/R/S/TKO/31-R4          | TPB/R/S/TKO/31-S11     | 維景灣畔業主委員會                                  |
| TPB/R/S/TKO/31-R5          | TPB/R/S/TKO/31-S13     | 香港海岸郊野公園服務團                                |
| TPB/R/S/TKO/31-R6          | TPB/R/S/TKO/31-S14     | 香港綠色郊野大聯盟                                  |
| TPB/R/S/TKO/31-R7          | TPB/R/S/TKO/31-S17     | 將軍澳屋苑大聯盟                                   |
| TPB/R/S/TKO/31-R8          | TPB/R/S/TKO/31-S1      | Designing Hong Kong                        |
| TPB/R/S/TKO/31-R9          | TPB/R/S/TKO/31-S5      | Hong Kong Boating Industry Association     |
| TPB/R/S/TKO/31-R10         | TPB/R/S/TKO/31-S6      | Association for Geoconservation, Hong Kong |
| TPB/R/S/TKO/31-R11         | TPB/R/S/TKO/31-S2      | Peng Chau Reclamation Concern Group        |
| TPB/R/S/TKO/31-R12         | TPB/R/S/TKO/31-S8      | Hong Kong Institute of Urban Design        |
| TPB/R/S/TKO/31-R13         | TPB/R/S/TKO/31-S9      | Alexander Main Duggie                      |
| TPB/R/S/TKO/31-R14         | TPB/R/S/TKO/31-S15     | 鄭子憲  |
| TPB/R/S/TKO/31-R15         | TPB/R/S/TKO/31-S16     | Mary Mulvihill                             |
| TPB/R/S/TKO/31-R16         | TPB/R/S/TKO/31-S7      | Ivan To Chun Kit                           |
| TPB/R/S/TKO/31-R17         | TPB/R/S/TKO/31-S10     | Lee Yuk Ming                               |

公眾可於規劃署的規劃資料查詢處及城市規劃委員會網頁  
< [https://www.tpb.gov.hk/tc/plan\\_making/S\\_TKO\\_31.html](https://www.tpb.gov.hk/tc/plan_making/S_TKO_31.html) > 查閱就《將軍澳分區計劃大綱草圖  
編號 S/TKO/31》提出的申述。

Representations in respect of the Draft Tseung Kwan O Outline Zoning Plan No. S/TKO/31 are available for public inspection at the Planning Enquiry Counters of the Planning Department and on the Town Planning Board's website at < [https://www.tpb.gov.hk/en/plan\\_making/S\\_TKO\\_31.html](https://www.tpb.gov.hk/en/plan_making/S_TKO_31.html) >.



**Summary of Representations and Government Departmental Responses  
in respect of the Draft Tseung Kwan O Outline Zoning Plan (OZP) No. S/TKO/31**

| <b>Representation No.<br/>(TPB/R/S/TKO/31-R1 to R17)</b>                  | <b>Subject of Representation</b>  | <b>Responses to Representation</b>                |
|---|---|---|
| <b>R1</b><br>Roy Ng<br>Campaign Manager of The<br>Conservancy Association | <u>Item A</u>   |   |
|   | i. It is suggested that a study similar to the Study on Urban Biodiversity Enhancement for Tung Chung New Town Extension and Adjoining Areas should be conducted for TKO 137, in addition to the Tree Management and Enhancement Plan, to demonstrate how urban biodiversity can be well-incorporated during the process of urbanization. | Response (a) in <b>Para. 5.3.1.4</b> is relevant. |
|   | ii. It is suggested to incorporate bird friendly design in urban design framework to lower bird-window collision risk.  | Response (b) in <b>Para. 5.3.1.4</b> is relevant. |
|   | <u>Item D</u>   |   |
|   | i. The coastal landscape near TKO 132 is considered one of the remaining natural coastlines in Tseung Kwan O. It is suggested to further explore alternatives to largely reduce and minimize the reclamation footprint.   | Response (a) in <b>Para. 5.3.3.2</b> is relevant. |
|   | ii. It is considered that potential noise disturbance on On Luen Village from the public facilities in TKO 132 during construction and operation phase has yet to be addressed since the Fixed Noise Source Management Plan would be conducted at later stage.  | Response (a) in <b>Para. 5.3.3.3</b> is relevant. |
|   | iii. Road traffic noise from the traffic in TKO 132 near Ocean Shores will be approaching the limit, and may arouse   | Response (a) in <b>Para. 5.3.3.3</b> is relevant. |



| Representation No.<br>(TPB/R/S/TKO/31-R1 to R17)                      | Subject of Representation  | Responses to Representation  |
|---|--|--|
|   | <p>community attention.</p> <p>iv. Considering the long time span of the project, early and close communication, engagement and consultation with concern groups and locals in respect of noise or other environmental issues is suggested. Flexibility to review and adjust the detailed design of the planned public facilities in TKO 132 to cater for potential environmental issues is also suggested.</p> <p><u>Item E</u></p> <p>i. The incorporation of the four pieces of land near Chiu Keng Wan into the Area and zoning the land to “GB” to reflect the existing condition is supported.</p>   | <p>Response (c) in <b>Para. 5.3.1.4</b> and response (a) in <b>Para. 5.3.3.3</b> are relevant.</p> <p>The supportive view is noted.</p>                                    |
| <p><b>R2</b><br/>Cheung Mei Hung<br/>Sai Kung District Councillor</p> | <p><u>Item A</u></p> <p>i. It is suggested to improve traffic connectivity of Tseung Kwan O by measures including (1) construction of the fourth cross-harbour tunnel; (2) extension of TKLSE to Hong Kong Island East; (3) in short term, increasing frequency of bus services routing through TKO-LLT.</p> <p><u>Item D</u></p> <p>i. The outlook of public facilities in TKO 132 should be enhanced with greenery provision.</p> <p>ii. It is suggested to monitor the operation of various facilities in TKO132 to minimize potential environmental impacts, by measures including (1) works vehicles should be directed to Yau Tong; (2) closed-circuit television should be provided for real-time monitoring; (3) performance indicators (eg. for</p> | <p>Response (a) in <b>Para. 5.3.1.2</b> is relevant.</p> <p>Response (a) in <b>Para. 5.3.3.1</b> is relevant.</p> <p>Response (a) in <b>Para. 5.3.3.3</b> is relevant.</p> |



| Representation No.<br>(TPB/R/S/TKO/31-R1 to R17)  | Subject of Representation   | Responses to Representation  |
|---|---|--|
|   | <p>dust, PM2.5 and noise) should be set up for all works and facilities.</p> <p>iii. It is proposed to shift the location of the 5 facilities at TKO 132 southward or to Lei Yue Mun Quarry site; and to further reduce the number of facilities to be accommodated at TKO 132.</p> <p>iv. It is suggested to adopt the 55m slope-cutting scheme instead of the currently proposed 30m slope-cutting scheme to reduce the reclamation extent off TKO 132.</p> <p>v. It is suggested to explore cavern options to accommodate certain facilities in TKO 132.</p> <p><u>Others</u></p> <p>i. It is suggested to establish a Community Liaison Group for the implementation of TKO 132, inviting representative from each neighbouring residential developments to participate.</p> <p>ii. It is suggested to develop a waterfront promenade connecting TKO 137, Fat Tong Chau, Tseung Kwan O InnoPark and the existing promenade in Tseung Kwan O south and further to Lei Yue Mun.</p> | <p>Response (a) in <b>Para. 5.3.3.2</b> is relevant.</p> <p>Response (a) in <b>Para. 5.3.3.2</b> is relevant.</p> <p>Response (b) in <b>Para. 5.3.3.2</b> is relevant.</p> <p>Response (a) in <b>Para. 5.3.3.3</b> is relevant.</p> <p>Response (b) in <b>Para. 5.3.1.2</b> is relevant.</p> |
| <p><b>R3-R6</b><br/> Chan Kai Wai<br/> R3: Sai Kung District Councillor<br/> R4: Chairman of Ocean Shores Owners' Committee</p> | <p><u>Item D</u><br/> <b>Oppose</b> Item D for the following reasons:</p> <p>i. It is suggested to monitor the construction and operation of various facilities in TKO 132 to minimize potential environmental impacts, by measures including (1) works</p>   | <p>Response (a) in <b>Para. 5.3.3.3</b> is relevant.</p>   |

| Representation No.<br>(TPB/R/S/TKO/31-R1 to R17)                    | Subject of Representation  | Responses to Representation  |
|---|--|--|
| <p>R5: Chairman of 香港海岸郊野公園服務團</p> <p>R6: Chairman of 香港綠色郊野大聯盟</p> | <p>vehicles of the facilities should be directed to Yau Tong; (2) closed-circuit television and environmental monitors (for PM2.5 and noise) should be provided for real-time monitoring; (3) performance indicators (eg. for dust, PM2.5 and noise) should be set up for all works and facilities; and (4) at least one qualified environmental protection professional for environmental monitoring and at least one stakeholder from the local residential developments should be engaged for each facility during the construction and operation stages.</p> <p>ii. It is proposed to shift the location of the 5 facilities at TKO 132 southward or to Lei Yue Mun Quarry site; and to further reduce the number of facilities to be accommodated at TKO 132.</p> <p>iii. It is agreed to cut slope by 30m and to reduce the reclamation extent from 25ha to 20ha.</p> <p>iv. It is proposed to provide the concrete batching plant in Yau Tong area or elsewhere in New Territories away from the population, instead of TKO 132.</p> <p>v. A Community Liaison Group should also be established for the implementation of TKO 132, inviting at least one representative from each neighbouring residential developments to participate.</p> <p>vi. The outlook for public facilities in TKO 132 should be enhanced with greenery provision.</p> | <p>Response (a) in <b>Para. 5.3.3.2</b> is relevant.</p> <p>The comment is noted.</p> <p>Response (a) in <b>Para. 5.3.3.1</b> is relevant.</p> <p>Response (a) in <b>Para. 5.3.3.3</b> is relevant.</p> <p>Response (a) in <b>Para. 5.3.3.1</b> is relevant.</p> |



| Representation No.<br>(TPB/R/S/TKO/31-R1 to R17)   | Subject of Representation   | Responses to Representation   |
|--|---|---|
|  | <p><u>Others</u></p> <p>i. It is suggested for the Government to recall the management responsibility of 紅磚路 before commencement of Tiu Keng Leng park.</p> <p>ii. It is suggested to incorporate the development of TKO 137 and TKO 132 into the Northern Metropolis project to reduce financial burden of the Government.</p>   | <p>According to the lease of the Ocean Shores, the concerned section should be repair and managed by the Ocean Shores. Similar views provided by the community previously have been noted and reverted to relevant B/Ds for consideration.</p> <p>Response (a) in <b>Para. 5.3.1.1</b> is relevant.</p> |
| <p><b>R7</b><br/>Chan Kai Wai<br/>Chairman of 將軍澳屋苑大聯盟<br/>Jointly submitted by Harrman Management Services Limited, and Owners' Committees of Ocean Shores, The Wings IIIB, The Parkside, Savannah, Ocean Wings, Corinthia By The Sea and Alto Residences</p> | <p><u>Item D</u></p> <p>i. The outlook of public facilities in TKO 132 should be enhanced with greenery provision.</p> <p>ii. It is suggested to monitor the construction and operation of various facilities in TKO 132 to minimize potential environmental impacts, by measures including (1) works vehicles of the facilities should be directed to Yau Tong; (2) closed-circuit television and environmental monitors (for PM2.5 and noise) should be provided for real-time monitoring; (3) performance indicators (eg. for dust, PM2.5 and noise) should be set up for all works and facilities; and (4) at least one qualified environmental protection professional for environmental monitoring and at least one stakeholder from the local residential developments should be engaged for each facility during the construction and operation stages.</p> | <p>Response (a) in <b>Para. 5.3.3.1</b> is relevant.</p> <p>Response (a) in <b>Para. 5.3.3.3</b> is relevant.</p>   |

| Representation No.<br>(TPB/R/S/TKO/31-R1 to R17)                   | Subject of Representation  | Responses to Representation   |
|--|--|---|
|  | <p>iii. It is proposed to shift the location of the 5 facilities at TKO 132 southward or to Lei Yue Mun Quarry site; and to further reduce the number of facilities to be accommodated at TKO 132.</p> <p>iv. It is agreed to cut slope by 30m and to reduce the reclamation extent from 25ha to 20ha.</p> <p>v. It is proposed to provide the concrete batching plant in Yau Tong area or elsewhere in New Territories away from the population, instead of TKO 132.</p> <p>vi. It is suggested to establish a community liaison group for TKO 132.</p> <p><u>Others</u></p> <p>i. It is suggested for the Government to recall the management responsibility of 紅磚路 before commencement of Tiu Keng Leng park.</p> <p>ii. It is suggested to include the development of TKO 137 and TKO 132 into the Northern Metropolis project to reduce financial burden of the Government.</p> | <p>Response (a) in <b>Para. 5.3.3.2</b> is relevant.</p> <p>The comment is noted.</p> <p>Response (a) in <b>Para. 5.3.3.1</b> is relevant.</p> <p>Response (a) in <b>Para. 5.3.3.3</b> is relevant.</p> <p>Response to <b>R3-R6</b> on <b>Page 5</b> of <b>Annex IV</b> is relevant.</p> <p>Response (a) in <b>Para. 5.3.1.1</b> is relevant.</p> |
| <p><b>R8</b><br/>Paul Zimmerman<br/>CEO of Designing Hong Kong</p> | <p><u>Item A</u><br/><b>Oppose</b> proposed reclamation boundary and reclamation of the existing barging basin for the following reasons:</p> <p>i. The existing barging basin of TKO 137 should be reused as a public marine centre including sheltered moorings to support the development of a marine-based economy, yacht</p>  | <p>Response (a) in <b>Para. 5.3.2.1</b> is relevant.</p>  |



| Representation No.<br>(TPB/R/S/TKO/31-R1 to R17)                                 | Subject of Representation  | Responses to Representation  |
|--|--|--|
|  | <p>tourism and water sports facilities, given that TKO 137 is considered readily available for the use of mooring and other marine uses due to its location near Victoria Harbour, and can be enhanced by adding a breakwater.</p> <p>ii. TKO 137 is proposed to maintain in whole or in part the existing barging basin and adjacent land (or alternatively create a new bay in the area) for a public marine centre.</p> <p><u>Item D</u><br/><b>Oppose</b> Item D for the following reasons:</p> <p>i. There is a lack of pedestrian and cycling connections between Tseung Kwan O and Lei Yue Mun. The missing pedestrian and cycling links would contribute to connecting Lohas Park in Tseung Kwan O to Butterfly Beach in Tuen Mun. It is proposed to incorporate pedestrian and cycling connections between Tseung Kwan O and Lei Yue Mun.</p> <p>ii. There is a lack of visual integration of the proposed reclamation and developments thereon with the local environment, and that the rectangular outline is considered incompatible with the natural shoreline. It is proposed to revise the outline of the reclamation and to provide ample greening to soften the outlook and enhance visual integration with the existing natural shoreline.</p> | <p>Response (a) in <b>Para. 5.3.2.1</b> is relevant.</p> <p>Response (b) in <b>Para. 5.3.1.2</b> is relevant.</p> <p>Response (a) in <b>Para. 5.3.3.2</b> is relevant.</p> |
| <b>R9</b><br>Lawrence Chow<br>Chair of Hong Kong Boating<br>Industry Association | <p><u>Item A</u></p> <p>(a) Oppose the proposed reclamation boundary and reclamation of the existing barging basin for the following reasons:</p> <p>i. The existing barging basin of TKO 137 should be reused as</p>  | <p>Response (a) in <b>Para. 5.3.2.1</b> is relevant.</p>   |

| Representation No.<br>(TPB/R/S/TKO/31-R1 to R17)  | Subject of Representation  | Responses to Representation  |
|---|--|--|
|   | <p>a public marine centre including sheltered moorings to support the development of a marine-based economy, yacht tourism and water sports facilities, given that TKO 137 is considered readily available for the use of mooring and other marine uses due to its location at the entrance of Tolo Harbour and near Victoria Harbour, and can be enhanced by adding a breakwater.</p> <p>ii. It is proposed to maintain in whole or in part the existing barging basin and adjacent land (or alternatively create a new bay in the area) for a public marine centre.</p>  | <p>Response (a) in <b>Para. 5.3.2.1</b> is relevant.</p>   |
| <p><b>R10</b><br/>Cindy Choi Mo Ching<br/>Chairman of Association of<br/>Geoconservation, Hong Kong</p> | <p><u>Item D</u><br/><b>Oppose</b> the proposed reclamation at TKO 132 for the following reasons:</p> <p>i. It will destroy natural shorelines with high geodiversity and landscape values, hinder the potential for tourism development and exploration for ancient rock carvings to be found, given that six sites of monument status have been discovered in the eastern coastal area of Hong Kong.</p> <p>ii. The proposed reclamation method at TKO 132 is outdated and will permanently destroy the natural shoreline. It is proposed to shift the reclamation offshore.</p> <p>iii. The justifications against offshore reclamation are unconvincing on the grounds that (i) the benefits of minimising the reclamation size do not outweigh the permanently loss of natural shorelines and (ii) the need for a power cable connection between the inland area of TKO 132</p> | <p>Response (b) in <b>Para. 5.3.3.1</b> and response (a) in <b>Para. 5.3.3.2</b> are relevant.</p> <p>Response (a) in <b>Para. 5.3.3.2</b> is relevant.</p> <p>Response (a) in <b>Para. 5.3.3.2</b> is relevant.</p> |



| Representation No.<br>(TPB/R/S/TKO/31-R1 to R17)                  | Subject of Representation   | Responses to Representation   |
|---|---|---|
|   | <p>and the proposed electricity facilities should not pre-empt other cable routing and (iii) offshore reclamation design examples are seen in various successful projects with natural shoreline preserved.</p> <p>iv. It is considered that the proposed development at TKO 132 solely for industrial purpose violates government's current direction of encouraging multiple usage of land resources.</p> <p><u>Items D and E</u></p> <p>i. It is proposed to rezone the existing shoreline of TKO 132 as "Coastal Protection Area" ("CPA") to preserve the natural shoreline. It is also proposed to rezone the side of the offshore reclaimed land facing the shoreline as "Recreation and Open Space".</p> <p><u>Others</u></p> <p>i. The TKO-YTT under planning may further destroy the natural shorelines.</p> <p>ii. The credibility of EIA process is doubted given that the public concerns raised against the EIA submission were ignored.</p> | <p>Response (a) in <b>Para. 5.3.3.1</b> is relevant.</p> <p>Response (b) in <b>Para. 5.3.3.1</b> and response (a) in <b>Para. 5.3.3.2</b> are relevant.</p> <p>Response (c) in <b>Para. 5.3.1.2</b> is relevant.</p> <p>Response (a) in <b>Para. 5.3.1.3</b> is relevant.</p> |
| <b>R11</b><br>Fung Kam Lam<br>Peng Chau Reclamation Concern Group | <p><u>All Amendment Items</u></p> <p><b>Oppose</b> the new developments for the following reasons:</p> <p>i. It is considered that the approved EIA report fails to assess the effectiveness of coral translocation as a recommended mitigation measure. A detailed dive survey with such information should be provided.</p>   | <p>Response (b) in <b>Para. 5.3.3.3</b> is relevant.</p>  |

| Representation No.<br>(TPB/R/S/TKO/31-R1 to R17)   | Subject of Representation   | Responses to Representation   |
|--|---|---|
|  | <p>ii. The major part of TKO 137 is currently being used as a temporary fill bank for storing public fill for reuse in reclamation. In view of uncertainty of large-scale reclamation projects in Hong Kong, the proposed developments of TKO 137 would not be feasible with public fill not removed. In particular, there is no estimation on the volume of local public fill generation and consumption in the coming years, and unclear consideration under the scenario in which there will be no large-scale reclamation in middle to long-term in the territory and the subsequent impact on the development of TKO 137.</p>  | <p>Response (a) in <b>Para. 5.3.1.5</b> is relevant.</p>  |
| <p><b>R12</b><br/>Benny Chan Chak Bun<br/>President of Hong Kong Institute<br/>of Urban Design</p> | <p><u>Item D</u><br/><b>Oppose</b> the proposed development at TKO 132 for the following reasons:</p> <p>i. TKO 132 should not be used for an industrial complex in view of its strategic location as the eastern entrance to Victoria Harbour. It will destruct natural shorelines and will be incompatible with surrounding areas due to the scale and nature of industrial development.</p> <p>ii. There is a lack of measures to make the waterfront at TKO 132 accessible and engaging are missing.</p> <p>iii. The proposed development at TKO 132 will cause visual impact on Victoria Harbour.</p> <p>iv. It is suggested to relocate the facilities at TKO 132 to caverns with marine frontage in the form of a pier to preserve the</p> | <p>Response (a) in <b>Para. 5.3.3.1</b> is relevant.</p> <p>Response (b) in <b>Para. 5.3.3.1</b> and response (a) in <b>Para. 5.3.3.2</b> are relevant.</p> <p>Response (d) in <b>Para. 5.3.1.4</b> is relevant.</p> <p>Response (b) in <b>Para. 5.3.3.2</b> is relevant.</p> |



| Representation No.<br>(TPB/R/S/TKO/31-R1 to R17)                                       | Subject of Representation  | Responses to Representation   |
|--|--|---|
|  | <p>shoreline.</p> <p><u>Others</u></p> <p>i. A general disagreement with the consideration of the ACE and the responses to the public concerns raised against the EIA submission, on issues including the natural shorelines, scale of industrial development, urban design for the waterfront, visual impacts, and cavern development as an alternative.</p>  | <p>Response (a) in <b>Para. 5.3.1.3</b> is relevant.</p>  |
| <p><b>R13</b><br/>Alexander Main Duggie<br/>Managing Director of URBIS<br/>Limited</p> | <p><u>Item D</u><br/><b>Oppose</b> Item D for the following reasons:</p> <p>i. It is considered that The EIA Report failed to properly identify substantial adverse landscape impacts to both the natural coastline and the overall landscape character of Junk Bay. The alleged failures of the LVIA are found in the assessment methodology, source of impact, magnitude of change, significance of unmitigated landscape impacts, and residual impacts. The absence of Registered Landscape Architect as a member of ACE has led to the overlooking of basic failures in LVIAs in all EIAs and thus the approval of sub-standard LVIAs. PlanD has failed in conducting thorough professional checking of LVIA.</p> <p>ii. It is considered that the proposed development off TKO 132 would bring substantial adverse visual impact on the Eastern Sea approaching Victoria Harbour, on the grounds that the area should not be considered as 'obscure' as described in the LVIA of EIA which degraded the high-quality landscape of the area.</p> | <p>Response (a) in <b>Para. 5.3.1.3</b> is relevant.</p> <p>Response (d) in <b>Para. 5.3.1.4</b> is relevant.</p> |

| Representation No.<br>(TPB/R/S/TKO/31-R1 to R17) | Subject of Representation   | Responses to Representation   |
|--|---|---|
|  | <p>iii. It is proposed to reconfigure the proposed reclamation at TKO 132 to avoid impact on the existing shoreline (which is also proposed to be rezoned as "CPA") by adopting similar design solutions in other projects in Hong Kong.</p> <p>iv. It is proposed to rezone the existing shoreline of TKO 132 as "Coastal Protection Area" ("CPA") to protect the invaluable and irreplaceable natural coastline along the western coast of Tseung Kwan O.</p> <p><u>Others</u></p> <p>i. It is considered that the public consultation of the EIA is a failure in which the Representer's objections on the EIA had been ignored and not presented to the ACE.</p> <p>ii. It is considered that the absense of Registered Landscape Architect as a member of the ACE has led to the overlooking of basic failures in LVIAs in all EIAs and thus the approval of sub-standard LVIAs.</p> | <p>Response (a) in <b>Para. 5.3.3.2</b> is relevant.</p> <p>Response (b) in <b>Para. 5.3.3.1</b> is relevant.</p> <p>Response (a) in <b>Para. 5.3.1.3</b> is relevant.</p> <p>Response (a) in <b>Para. 5.3.1.3</b> is relevant.</p> |
| <p><b>R14</b><br/>Kwong Tse Hin Glenn</p>        | <p><u>Item D</u><br/><b>Oppose</b> the proposed reclamation at TKO 132 for the following reasons:</p> <p>i. It will destroy natural shorelines with high geodiversity and landscape values, hinder the potential for tourism development.</p> <p>ii. It is proposed to rezone the existing shoreline from Tiu Keng Leng to Lei Yue Mun as "Coastal Protection Area" ("CPA").</p>  | <p>Response (a) in <b>Para. 5.3.3.2</b> is relevant.</p> <p>Response (b) in <b>Para. 5.3.3.1</b> is relevant.</p>   |

| Representation No.<br>(TPB/R/S/TKO/31-R1 to R17) | Subject of Representation  | Responses to Representation   |
|--|--|---|
|  | <ul style="list-style-type: none"> <li>iii. The reclamation at TKO 132 should be shifted offshore.</li> <li>iv. It is proposed to rezone the western coast of the offshore-reclaimed TKO 132 as park with incorporation of pedestrian path/cycling tracks.</li> <li>v. It is considered that the proposed development at TKO 132 solely for industrial purpose violates government's current direction of encouraging multiple usage of land resources.</li> </ul>   | <p>Response (a) in <b>Para. 5.3.3.2</b> is relevant.</p> <p>Response (b) in <b>Para. 5.3.1.2</b> and response (b) in <b>Para. 5.3.3.1</b> are relevant.</p> <p>Response (a) in <b>Para. 5.3.3.1</b> is relevant.</p>  |
| <b>R15</b><br>Mary Mulvihill                     | <u>Item A</u> <ul style="list-style-type: none"> <li>i. It is suggested that the proposed roads should be built underground so that aboveground space could be freed up for other gainful uses.</li> <li>ii. There is concern on visual impact and the mitigation measures are considered not sufficient. It is considered that there is no stepped building height profile and the development scale is too massive which will create wall effect in TKO 137.</li> <li>iii. It is considered that the proposed school sites in Area 137D are sandwiched between developments and without natural elements nearby.</li> <li>iv. The lack of commercial uses in TKO 137 will lead to limited local employment opportunities. It is considered that sufficient commercial uses including catering and entertainment should be provided along the waterfront</li> </ul> | <p>Response (a) in <b>Para. 5.3.2.3</b> is relevant.</p> <p>Response (e) in <b>Para. 5.3.1.4</b> and response (a) in <b>Para. 5.3.2.2</b> are relevant.</p> <p>Response (c) in <b>Para. 5.3.2.2</b> is relevant.</p> <p>Response (c) in <b>Para. 5.3.2.1</b> is relevant.</p> |

| Representation No.<br>(TPB/R/S/TKO/31-R1 to R17) | Subject of Representation   | Responses to Representation   |
|--|---|---|
|  | <p data-bbox="757 268 1384 303">promenade in TKO 137 to enhance its vibrancy.</p> <p data-bbox="678 343 1529 446">v. The Representer concurs with the suggestion of Representer No. R8 that the existing barging basin of TKO 137 should be reused as a marine centre.</p> <p data-bbox="678 486 1529 598">vi. It is considered that there is insufficient provision of GIC facilities and open space in TKO 137 compared to the provision advocated in HK2030+.</p> <p data-bbox="678 638 1529 782">vii. The joint-user government complex in TKO 137 allows incompatible uses within the same building. The proposed public market and health centre are particularly unsuitable for co-existence in this setting due to hygiene concerns.</p> <p data-bbox="678 821 1529 965">viii. The rationale and necessity for the proposed development in TKO 137 are questionable in view of current economic conditions, decreasing demand for housing units and the redevelopment potential in other urban areas.</p> <p data-bbox="622 1005 806 1037"><u>Items A and D</u></p> <p data-bbox="678 1045 1529 1220">i. The impact of climate change has been overlooked in the reclamation design of TKO 137 and TKO 132. In particular, TKO 137 could be susceptible to swells and tsunami conditions. The proposed reclamation at TKO 132 cannot function as a buffer like a 'living shorelines'.</p> <p data-bbox="678 1260 1529 1364">ii. Additional passengers induced by the proposed development would adversely affect the capacity of already overcrowded railway services in TKO.</p> | <p data-bbox="1552 343 2083 375">Response (a) in <b>Para. 5.3.2.1</b> is relevant.</p> <p data-bbox="1552 486 2083 518">Response (d) in <b>Para. 5.3.2.1</b> is relevant.</p> <p data-bbox="1552 630 2083 662">Response (b) in <b>Para. 5.3.2.1</b> is relevant.</p> <p data-bbox="1552 821 2083 853">Response (b) in <b>Para. 5.3.1.1</b> is relevant.</p> <p data-bbox="1552 1045 2083 1077">Response (d) in <b>Para. 5.3.1.4</b> is relevant.</p> <p data-bbox="1552 1260 2083 1292">Response (a) in <b>Para. 5.3.1.2</b> is relevant.</p> |



| Representation No.<br>(TPB/R/S/TKO/31-R1 to R17) | Subject of Representation   | Responses to Representation  |
|--|---|--|
|  | <p><u>Item B</u><br/> <b>Oppose</b> Item B on the following reason:</p> <p>i. The proposed service reservoirs located on Fat Tong Chau involve felling of trees and destroy of natural resources. The facilities should locate on the already developed area e.g. near the desalination plant.</p> <p><u>Item C</u></p> <p>i. The pier at the southern tip of TKO 137 should be relocated to the waterfront to support a proposed marina and a public ferry pier providing commuter ferry links.</p> <p><u>Item D</u></p> <p>i. It is considered that the proposed reclamation at TKO 132 is visually not appealing and unnatural.</p> <p>ii. It is considered that the proposed reclamation at TKO 132 cannot function as a buffer like a 'living shorelines'.</p> <p><u>Item E</u></p> <p>i. The Representer expressed “hurray”.</p> <p><u>Item F</u></p> <p>ii. It is enquired whether the excised sites would be restored and incorporated into Country Park.</p> <p><u>Amendment to the Notes (f)</u><br/> (a) The incorporation of 'Government Refuse Collection Point' and 'Public Convenience' under Column 1 of the Notes in "Village Type</p> | <p>Response (b) in <b>Para. 5.3.2.2</b> is relevant.</p> <p>Response (b) in <b>Para. 5.3.2.3</b> is relevant.</p> <p>Response (a) in <b>Para. 5.3.3.2</b> is relevant.</p> <p>Response (a) in <b>Para. 5.3.3.2</b> is relevant.</p> <p>The comment is noted.</p> <p>Response (a) in <b>Para. 5.3.4.1</b> is relevant.</p> <p>Response (a) in <b>Para. 5.3.4.2</b> is relevant.</p> |

| Representation No.<br>(TPB/R/S/TKO/31-R1 to R17) | Subject of Representation  | Responses to Representation   |
|--|--|---|
|  | <p>Development" zone deprives the community to comment on the location and design of these facilities.</p> <p><u>Amendment to the Notes (g)</u></p> <p>(a) The incorporation of 'Field Study/Education/Visitor Centre' under Column 2 of the Notes in "V " zone can be exploited for commercial operations.</p>  | Response (b) in <b>Para. 5.3.4.2</b> is relevant.   |
| <b>R16</b><br>Ivan To                            | <p><u>Item A</u></p> <p><b>Oppose</b> Item A for the following reason:</p> <p>i. It would increase pressure on the capacity of the railway.</p> <p><u>Item D</u></p> <p><b>Oppose</b> Item D for the following reason:</p> <p>i. The public facilities should not be located at TKO 132 in order to prevent TKO residents from further affecting by undesirable public facilities.</p> | <p>Response (a) in <b>Para. 5.3.1.2</b> is relevant.</p> <p>Response (a) in <b>Para. 5.3.3.1</b> is relevant.</p> |
| <b>R17</b><br>Lee Yuk Ming                       | <p><u>Others</u></p> <p>i. The proposed new railway extension should avoid affecting on (1) the submarine cables buried under the seabed off Tseung Kwan O InnoPark and (2) the operations of vessels berthing along the waterfront of Tseung Kwan O InnoPark.</p>   | Response (a) in <b>Para. 5.4</b> is relevant.   |

**Extract of the Minutes of the TPB Meeting held on 17.1.2025**

**Sai Kung and Islands District**

**Agenda Item 4**

[Open Meeting]

Proposed Amendments to the Approved Tseung Kwan O Outline Zoning Plan No. S/TKO/30

(TPB Paper No. 10992)

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[The item was conducted in Cantonese.]

62. The Secretary reported that the proposed amendments to the approved Tseung Kwan O (TKO) Outline Zoning Plan (OZP) No. S/TKO/30 (the OZP) was to take forward the recommendations of the “Planning and Engineering Study for Re-planning of Tseung Kwan O 137 – Feasibility Study” jointly commissioned by the Civil Engineering and Development Department (CEDD) and the Planning Department (PlanD) and the subsequent “Development of Tseung Kwan O Area 137 and the Associated Reclamation Sites – Investigation, Design and Construction” (collectively “the Study”), both with AECOM Asia Company Limited (AECOM) as the consultant. The development in TKO Area 137 would involve rezoning of sites for proposed public housing developments to be developed by the Hong Kong Housing Authority (HKHA) with the Housing Department (HD) as the executive arm, as well as proposed Tseung Kwan O Line Southern Extension (TKOLSE) and its station which might involve MTR Corporation Limited (MTRCL). The following Members had declared interests on the item:

Mr Maurice K.W. Loo                      - being a member of HKHA;  
(as *Director of Lands*)

Mr Paul Y.K. Au                              - being a representative of the Director of  
(as *Chief Engineer (Works),*              Home Affairs who was a member of the  
*Home Affairs Department*)              Strategic Planning Committee and the  
Subsidised Housing Committee of HKHA;

- |                      |  |
|----------------------|--|
| Ms Kelly Y.S. Chan   | - being a member of HKHA, a member of its Strategic Planning Committee and the chairperson of its Audit Sub-committee; |
| Ms Sandy H.Y. Wong   | - being an independent non-executive director of MTRCL;  |
| Dr Tony C.M. Ip      | ] having current business dealings with AECOM;   |
| Mr Vincent K.Y. Ho   |  |
| Mr Daniel K.W. Chung | - being a former Director of CEDD;   |
| Dr C.M. Cheng        | - owning a flat in TKO; and  |
| Mr Ryan M.K. Ip      | - his spouse owning a car parking space in TKO.  |

63. Members noted that according to the procedure and practice adopted by the Town Planning Board (the Board), as the proposed amendments, including those for public housing developments and railway station, were the subjects of the proposed amendments to the OZP by PlanD, the interests of Members in relation to HKHA and MTRCL mentioned above on the item only needed to be recorded and they could stay in the meeting. Members also noted that Mr Maurice K.W. Loo, Dr Tony C.M. Ip, Messrs Vincent K.Y. Ho and Ryan M.K. Ip had already left the meeting. As Mr Daniel K.W. Chung had no involvement in the Study and the property owned by Dr C.M. Cheng had no direct view of the sites under the amendment items, Members agreed that they could stay in the meeting.

64. The Secretary reported that on 16.1.2025, a letter from the Peng Chau Reclamation Concern Group (坪洲填海關注組) (the Concern Group) to the Board in relation to the item was received. The Concern Group expressed concerns about the reclamation and development of TKO Areas 132 and 137, including the need for the



reclamation and the potential landscape, visual, and ecological impacts. Members noted that the item was to consider the proposed amendments to the OZP, and should the Board agree to the proposed amendments, the OZP would be exhibited for public inspection. During the statutory exhibition period of the draft OZP, members of the public, including the Concern Group, could submit representations in respect of the amendments to the Board in accordance with the provisions of the Town Planning Ordinance (the Ordinance).

#### Presentation and Question Sessions

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

##### Environment and Ecology Bureau

Miss Ellen Y.T. Chow - Assistant Secretary (AS)

Mr Viko K.H. Wan - Senior Town Planner (STP)

##### Transport and Logistics Bureau (TLB)

Mr Kenny C.M. Or - Assistant Secretary (AS)

##### PlanD

Mr Walter W.N. Kwong - District Planning Officer/Sai Kung and Islands (DPO/SKIs)

Mr Kenneth C.K. Yeung - Senior Town Planner/Sai Kung and Islands (STP/SKIs)

Ms S.H. Lau - Town Planner/Sai Kung and Islands

##### CEDD

Mr Michael C.L. Leung - Project Manager (PM)

Mr Marco M.K. Lee - Chief Engineer (CE)

Mr Rick W.C. Ko - Senior Engineer (SE)

Environmental Protection Department

Mr Colin K.C. Fan - Senior Environmental Protection Officer

Mr Bill H.Y. Ho - SE

AECOM

Mr Ivan Tsang ] Consultants

Ms Anna Chung ]

66. With the aid of a video and a PowerPoint presentation, Mr Kenneth C.K. Yeung, STP/SKIs, PlanD briefed Members on the proposed amendments to the OZP, including the background, land use proposals, technical considerations, consultations conducted and departmental comments, as detailed in the Paper. The proposed amendments mainly included:

- (a) Item A – incorporation of the sea area to be reclaimed off Fat Tong O into the Planning Scheme Area (the Area), zoning the reclamation area as and rezoning the adjoining land from “Other Specified Uses” (“OU”) annotated “Deep Waterfront Industry” (“OU(DWI)”) and “OU” annotated “Desalination Plant” to “Residential (Group A) 9” (“R(A)9”), “R(A)10”, “R(A)11”, “R(A)12”, “OU” annotated “Commercial/Residential Development with Public Transport Interchange (1)”, “Government, Institution or Community (10)” (“G/IC(10)”), “OU” annotated “Effluent Polishing Plant”, “OU” annotated “Green Fuel Station”, “Open Space”, “Green Belt” (“GB”) and area shown as ‘Road’ for the proposed developments in Area 137;
- (b) Item B – rezoning of a site in Fat Tong Chau in Area 135 from “GB” and “OU(DWI)” to “G/IC(10)” for a fresh water service reservoir and a salt water service reservoir;

- (c) Item C – incorporation of a piece of land occupied by a pier near Tit Cham Chau into the Area, zoning the land as and rezoning the adjoining site from “OU(DWI)” to “OU” annotated “Pier”;
- (d) Item D – incorporation of the sea area to be reclaimed in Chiu Keng Wan in Area 132B into the Area, zoning the reclamation area as and rezoning the adjoining land from “GB” to “OU” annotated “Electricity Facilities”, “OU” annotated “Construction Waste Handling Facility and Public Fill Transfer Facility”, “OU” annotated “Refuse Transfer Station”, “OU” annotated “Concrete Batching Plant”, “G/IC(10)”, “G/IC” and area shown as ‘Road’;
- (e) Item E – incorporation of four pieces of land near Chiu Keng Wan into the Area and zoning the land as “GB”; and
- (f) Item F – excision of five sites zoned “OU(DWI)” from the Area.

67. As the presentation of PlanD’s representative was completed, the Chairperson invited questions and comments from Members.

#### *Development Parameters of Area 137*

68. Noting that the development scale of Area 137 was about twice that of LOHAS Park, the Vice-chairperson asked for a comparison of the development scale between the two areas. In response, Mr Walter W.N. Kwong, DPO/SKIs, PlanD, with the aid of some PowerPoint slides, made the following main points:

- (a) in terms of development scale, Area 137, which was planned to include a proposed railway station, would accommodate approximately 50,000 residential units for a total population of around 135,000. In contrast, LOHAS Park and the surrounding residential developments near MTR LOHAS Park Station had a total population of about 80,000. The planning concept of TKO New Town emphasised a community hub centred around each railway station.

Taking MTR TKO Station and Po Lam Station as examples, the population in Area 137 was comparable with the community surrounding each railway station in TKO New Town; and

- (b) in terms of building height (BH), Area 137 was planned with a stepped profile from 120mPD at the waterfront to 200mPD inland, which was comparable to other areas in TKO including LOHAS Park with the maximum BH of 217mPD and other residential developments at TKO Station and Tiu Keng Leng Station.

#### *Road Infrastructure and Accessibility*

69. Noting that Wan Po Road would be the primary access road to Area 137, the Vice-chairperson and a Member asked whether there would be alternative routes for road traffic of Area 137 if there would be any accident at Wan Po Road blocking the traffic. In response, Mr Walter W.N. Kwong, DPO/SKIs, PlanD said that Wan Po Road, which was a dual two-lane carriageway, served as the main road connecting Area 137 to other parts of TKO. In the event of any accident affecting one of the road lanes of Wan Po Road, there would still be one other lane serving the area. In addition, if there were incidents in the middle section of Wan Po Road, traffic could still route through the roads inside TKO InnoPark, including Chun Wang Street and Chun Yat Street, to bypass the congested section of Wan Po Road. Besides, TKOLSE with a station in Area 137 was planned to meet the traffic and transport needs of Area 137. The detailed road network in and around Area 137 and the railway infrastructure would be worked out during the detailed design stage.

#### *Railway Alignment*

70. Noting that the proposed TKOLSE appeared to run offshore, the Vice-chairperson enquired about the rationale for adopting such an alignment, which would be more expensive than a land-based option. In response, Mr Walter W.N. Kwong, DPO/SKIs, PlanD, with the aid of some PowerPoint slides, explained that the TKOLSE alignment, which was to be extended from the existing LOHAS Park Station, had taken into account the location, orientation and alignment of LOHAS Park Station.



The TKOLSE alignment shown on the draft OZP was preliminary for information purpose only. The actual alignment would be determined through separate studies for the TKOLSE railway project.

71. Referring to a slide showing the development layout of the area, a Member enquired about the feasibility of adding a station at TKO InnoPark as part of the proposed TKOLSE so as to enhance its accessibility, foster home-job balance and unlock the development potential of TKO InnoPark especially for advanced technology related industries, which was currently constrained by limited public transport services.

72. In response, Mr Walter W.N. Kwong, DPO/SKIs, PlanD said that the preliminary TKOLSE alignment was proposed, taking into account the views received during the public consultation of the Hong Kong Major Transport Infrastructure Development Blueprint (the Blueprint). Mr Kenny Or, AS, TLB supplemented the following main points:

- (a) public consultations on the Blueprint were conducted in late 2022 and early 2023. Extensive feedbacks were received, including some suggestions regarding TKOLSE from the Sai Kung District Council and residents of LOHAS Park. Proposals received included alternative alignment options and the use of lighter means of mass transit system instead of heavy rail. All suggestions were carefully reviewed, taking into account the developments in the area and other technical considerations, such as turning radius required for trains;
- (b) from both engineering and transportation efficiency perspectives, extending the railway directly from the existing TKO Line at LOHAS Park Station to Area 137 was considered the most suitable option after review; and
- (c) the railway alignment would be further refined at subsequent stages of the project and the feasibility of adding a station at TKO InnoPark or enhancing connectivity between InnoPark and the railway station(s) could be explored under the railway project in due course.

73. The Member considered that the inclusion of a station at TKO InnoPark was crucial, and the significant economic contribution to Hong Kong and employment opportunities provided by TKO InnoPark through enhancing the accessibility should be taken into account. Noting that nearly all workers at TKO InnoPark relied solely on shuttle buses from LOHAS Park Station to access the InnoPark, which could worsen traffic congestion on Wan Po Road, the Member enquired whether the traffic assessment of TKOLSE had taken all such considerations into account. In response, Mr Kenny Or, AS, TLB said that the alignment of TKOLSE and the arrangement of the railway stations would be carefully considered to enhance service coverage and cost effectiveness, with a view to leveraging on the investment for railway infrastructure.

#### *Interface with the Landfill*

74. Noting the proximity of Area 137 to an existing landfill, the Vice-chairperson and a Member enquired about the planned use of the landfill site and the potential impact, particularly odour, of the landfill on future residents as there were complaints from residents living near the landfill in the past. In response, Mr Walter W.N. Kwong, DPO/SKIs, PlanD said that the South East New Territories (SENT) Landfill had already ceased operation, while its extension was currently being used to receive construction waste only. Both the SENT Landfill and its extension were zoned “Open Space (2)” and would be developed for open space use in long term after restoration. With regard to the odour from the landfill, Mr Michael C.L. Leung, PM, CEDD said that the odour concern was mainly related to the domestic waste previously received in SENT Landfill. Currently, the landfill only received construction waste which was unlikely to generate odour. Under the current planning, the landfill is expected to be closed before population intake of Area 137, and possible odour impact on the future residents had already been taken into account in the technical assessment.

#### *Provision of Government, Institution and Community (GIC) Facilities*

75. A Member considered that the provision of GIC facilities should be planned in advance to meet the need of the population of the Area, and raised the following questions:

- (a) noting that there were deficits in some GIC facilities, such as the elderly facilities/services, hospital/health care facilities, child care centres and rehabilitation services, as shown in Appendix F of the Paper, whether sufficient land/space had been reserved on the OZP for provision of GIC facilities in the Area to meet the needs of the future population, given the opportunity of planning for a new area; and
- (b) whether the planned GIC facilities would be provided in a timely manner to tie in with the population intake.

76. In response, Mr Walter W.N. Kwong, DPO/SKIs, PlanD made the following main points:

- (a) some GIC facilities, such as social welfare facilities and clinic, which might not require standalone sites, would be accommodated within housing developments or joint-user government complex. During the course of the Study, the Social Welfare Department had provided a wish list of social welfare facilities for serving the new population, and assumptions of such facilities had been factored in the technical assessment, but not yet reflected in Appendix F of the Paper. Upon consultation with the Social Welfare Department, the exact provision at individual sites would be finalised in the later stage, and the confirmed requirements would be incorporated in the planning briefs for public housing developments and the land documents for private developments for implementation. Moreover, land had been reserved on the OZP for some GIC facilities which required designated sites, including schools and police station. The supply and demand of some GIC facilities, such as hospital, would be considered and assessed in a wider regional context by relevant government bureaux/departments, taking into account overall service plan and distribution. There were hospitals in TKO and Kowloon East to serve the population of TKO; and

- (b) discussions amongst relevant government bureaux/departments to consider and determine the types of GIC facilities to be provided in Area 137 would continue with a view to providing appropriate and necessary GIC facilities in tandem with population intake.

#### *Waste Management Facilities*

77. A Member asked whether locating waste management facilities, such as storage and treatment facilities and the associated pipelines, underground had been considered to optimise land use and reduce visual impact of the facilities, and whether the OZP would have flexibility to allow the provision of underground waste management facilities. In response, Mr Walter W.N. Kwong, DPO/SKIs, PlanD, with the aid of some PowerPoint slides, said that the types of waste management facilities to be provided in residential developments, including the option for underground facilities, would be considered at the detailed design stage. For government facilities, a refuse collection point had been incorporated in the joint-user government complex in Area 137. The OZP had allowed flexibility for incorporating underground waste management facilities, as appropriate.

78. Upon the enquiry of Mr Ivan M.K. Chung, Director of Planning, Mr Walter W.N. Kwong, DPO/SKIs, PlanD elaborated that if environmentally friendly facilities, including those provided underground were exempted under the Buildings Ordinance, they could be exempted from gross floor area calculation under the OZP. The proposed BH restrictions under the OZP had already allowed flexibility for building design and it would not have any insurmountable problem for provision of such facilities aboveground or underground under the restrictions.

#### *Climate Change and Extreme Weather*

79. A Member appreciated that the current proposal had taken into account the impact of climate change, and raised the following questions:

- (a) whether the design of the development had taken into consideration storm surges, given that Area 137 was located at the southeastern part

of Hong Kong which was particularly vulnerable, as evidenced by the significant damage caused to the nearby areas during Super Typhoon Mangkhut in 2018. The design of the retail shops at waterfront should incorporate rain shelters and that of the MTR station entrances should be able to avoid flooding risks; and

- (b) noting that the proposed formation level of the reclamation areas had accounted for sea-level rise projections up to the end of the century, based on the Intergovernmental Panel on Climate Change (IPCC)'s 6<sup>th</sup> Assessment Report (AR6), whether the site formation level had also considered the impact of ice sheet melting in Antarctica and Greenland which might lead to accelerated sea-level rise, and whether the design of coastal facilities would be adaptive to future updates in IPCC reports, such as AR7.

80. In response, Mr Michael C.L. Leung, PM, CEDD and Mr Marco M.K. Lee, CE, CEDD made the following main points:

- (a) CEDD had gained experience in addressing extreme weather conditions, such as storm surges, heavy rains and large waves during previous Super Typhoons Hato and Mangkhut, in the construction of TKO–Lam Tin Tunnel and Cross Bay Link in the area. The project team would explore appropriate mitigation measures and work closely with MTRCL to address adverse weather conditions during the detailed design stage;
- (b) resilience measures, such as construction of water barriers or making adequate design allowance for additional flood wall height adjustments, would be incorporated in the seawall design to accommodate any potential sea-level rise as anticipated in future AR7;
- (c) sufficient buffer area would be reserved between the seawall and developments to allow for the dispersion of overtopping waves and reduce their direct impact on buildings and facilities; and



- (d) the Hong Kong Observatory had been consulted regarding the extreme weather scenarios outlined in AR6. Scenario testing for various conditions, such as the greenhouse effect, climate change, extreme climate and sea-level rise, by the end of the century had been conducted to ensure resilience and adequate design capacities to cope with different climate situations.

### *Reclamation in Area 132*

81. A Member was concerned about the environmental impact of reclamation in Area 132 on the natural coastline and marine biodiversity, despite its location outside Victoria Harbour, and enquired whether mitigation measures for biodiversity would be implemented. In response, Mr Michael C.L. Leung, PM, CEDD, with the aid of some PowerPoint slides, said that taken into account the public views expressing the wish to minimise impact on the natural coastline, the reclamation extent in Area 132 had been reduced from 25 hectares (ha) to 20 ha and the length of the affected natural shoreline was decreased from 800m to 500m. To address the environmental concerns, eco-shoreline designs would be implemented in the reclaimed area. For example, artificial baskets/pockets could be considered to be integrated into vertical and/or sloping seawalls to support marine biodiversity. These designs aimed to create sustainable habitats and mitigate the potential loss of natural habitats caused by reclamation.

### *Facilities in Area 132 and their Impacts*

82. Noting that Area 132 was designated for noxious facilities, such as refuse transfer station and concrete batching plant (CBP), and was located near the essential infrastructure of Cross Bay Link, the Vice-chairperson enquired whether studies had been conducted to assess the potential hazard risk that the facilities might pose to the nearby users of Cross Bay Link. In response, Mr Walter W.N. Kwong, DPO/SKIs, PlanD said that based on the Study's findings, the planned facilities in Area 132 were not expected to pose hazard risks. In any case, some facilities in Area 132 would undergo the statutory Environmental Impact Assessment (EIA) process to obtain Environmental Permits before implementation or would be required to obtain relevant licence for their

operation. The EIA would evaluate potential environmental and safety risks, including impacts on nearby users of infrastructure such as the Cross Bay Link. All facilities in Area 132 would comply with the environmental and safety standards and any potential risks would be mitigated.

83. A Member was concerned about the potential visual impact of the public facilities planned for Area 132, given their proximity to Lei Yue Mun Channel, a key entry point for cruise ships and other vessels to Victoria Harbour, and enquired whether measures would be taken to mitigate the aesthetic impact of the facilities to ensure a more visually appealing experience for arriving tourists. In response, Mr Walter W.N. Kwong, DPO/SKIs, PlanD said that the planning and design of Areas 137 and 132 had considered the visual impact of the future developments. In Area 137, the maximum BH of the developments at the waterfront in the vicinity of the harbour channel was planned to be about 120mPD. Aesthetic features, such as vertical greening, would be integrated into building design to enhance visual appeal. While BH restrictions would be specified on the OZP, other design measures, such as stepped BH profile within site, terraced building layouts and setbacks, could be explored during the design stage. For Area 132, the maximum BHs of the facilities would be even lower, with most structures, except for the electricity facilities which would have a BH of 70mPD, limited to 30mPD to 50mPD. To address aesthetic concerns, measures like vertical greening and other landscape elements would be considered during the detailed design stage to mitigate the visual impact of the facilities.

84. A Member enquired whether the planned CBP in Area 132 would replace the one currently located in Area 137. In response, Mr Walter W.N. Kwong, DPO/SKIs, PlanD said that the existing CBP in Area 137 was a temporary facility operated under Short Term Tenancy. While the function of concrete production would be transferred to the permanent facility in Area 132, the new CPB in Area 132 would go through open tendering process, and the future operator might not necessarily be the same as the current one. The new facility would primarily serve the construction needs of TKO and Kowloon East.

*Others*

85. Noting the mountain backdrop of Area 132, a Member asked whether the area was part of a Country Park and how the building design would be adapted to better blend in with the mountain scenery. In response, Mr Walter W.N. Kwong, DPO/SKIs, PlanD said that the mountain behind Area 132 was Chiu Keng Wan Shan, located near the Junk Bay Chinese Permanent Cemetery, and it was not part of a Country Park. In response to a Member's enquiry about the type of effluent polishing plant planned in Area 137, Mr Michael C.L. Leung, PM, CEDD said that it would be a sewage treatment plant designated to treat wastewater generated from Area 137.

[Mr Timothy K.W. Ma and Ms Sandy H.Y. Wong left the meeting during the Q&A session.]

86. The Chairperson remarked that the proposed amendments to the OZP were to take forward the recommendations of the Study. Should the Board agree with the proposed amendments, the draft OZP would be gazetted for public inspection for 2 months and the representations received, if any, would be submitted to the Board for consideration.

87. After deliberation, the Board decided to:

- (a) agree to the proposed amendments to the approved Tseung Kwan O (TKO) Outline Zoning Plan (OZP) No. S/TKO/30 and that the draft TKO OZP No. S/TKO/30A at Appendix B of the Paper (to be renumbered as S/TKO/31 upon exhibition) and its Notes at Appendix C of the Paper are suitable for exhibition under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) adopt the revised Explanatory Statement (ES) for the draft TKO OZP No. S/TKO/30A (to be renumbered as S/TKO/31 upon exhibition) at Appendix D of the Paper as an expression of the planning intentions and objectives of the Board for various land use zonings on the OZP and the revised ES will be published together with the OZP.

88. Members noted that, as a general practice, the Secretariat of the Board would undertake detailed checking and refinement of the draft OZP including the Notes and ES, if appropriate, before their publication under the Ordinance. Any major revision would be submitted for the Board's consideration.

89. The Chairperson thanked the government representatives and the consultants for attending the meeting. They left the meeting at this point.

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**Procedural Matters**

**Agenda Item 5**

[Open Meeting]

Application to the Secretary for Development under Section 8(8)(b) of the Town Planning Ordinance for Further Extension of Time Limit for Submission of the Draft Pok Fu Lam Outline Zoning Plan No. S/H10/22 to the Chief Executive in Council for Approval

(TPB Paper No. 10994)

[The item was conducted in Cantonese.]

90. The Secretary reported that the major amendment incorporated in the draft Pok Fu Lam Outline Zoning Plan (the draft OZP) involved the rezoning of a site on Pok Fu Lam Road (the Site) from "Green Belt", "Residential (Group C)6" and an area shown as 'Road' to "Other Specified Uses" annotated "Global Innovation Centre" ("OU(Global Innovation Centre)") to facilitate the development of a Global Innovation Centre by the University of Hong Kong (HKU) for deep technology research (Amendment Item A). Representations had been submitted by HKU (R1), The Hong Kong Bird Watching Society (HKBWS) (R264), Kadoorie Farm and Botanic Garden (R265), The Conservancy Association (R3637) and MTR Corporation Limited (MTRCL) (R3662).

~~The following Members had declared interests on the item:~~

**Extract of the Minutes of the SKDC Meeting held on 5.11.2024**

(Confirmed minutes)

(Translation)

**Sai Kung District Council  
Minutes of the Sixth Meeting in 2024**

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**Date:** 5 November 2024 (Tuesday)

**Time:** 10:00 a.m.

**Venue:** Conference Room of the Sai Kung District Council

**Present**

|   |  |
|---|--|
| Miss MA King-fan, Kathy, JP<br>(Chairman) | District Officer (Sai Kung),<br>Sai Kung District Office                 |
| Ms FONG Kwok-shan, Christine              | Member of Sai Kung District Council                                      |
| Mr WANG Wen                               | Member of Sai Kung District Council                                      |
| Mr WONG Shui-sang                         | Member of Sai Kung District Council                                      |
| Mr LI Tin-chi                             | Member of Sai Kung District Council                                      |
| Mr LI Ka-leung, Philip, MH                | Member of Sai Kung District Council                                      |
| Ms LI Ka-yan                              | Member of Sai Kung District Council                                      |
| Mr CHAU Ka-lok                            | Member of Sai Kung District Council                                      |
| Mr LAM Chun-ka                            | Member of Sai Kung District Council                                      |
| Ms KI Lai-mei, MH                         | Member of Sai Kung District Council                                      |
| Mr YAU Siu-hung, Kelvin, MH               | Member of Sai Kung District Council                                      |
| Mr YAU Ho-lun                             | Member of Sai Kung District Council                                      |
| Ms YU Natasha                             | Member of Sai Kung District Council                                      |
| Ms SZE Pan-pan                            | Member of Sai Kung District Council                                      |
| Ms WU Suet-lin                            | Member of Sai Kung District Council                                      |
| Mr CHEUNG Mei-hung, Chris                 | Member of Sai Kung District Council                                      |
| Mr CHEUNG Chin-pang                       | Member of Sai Kung District Council                                      |
| Mr CHEUNG Man-tim                         | Member of Sai Kung District Council                                      |
| Mr CHONG Yuen-tung, MH                    | Member of Sai Kung District Council                                      |
| Ms CHONG Nga-ting, Angel                  | Member of Sai Kung District Council                                      |
| Mr CHAN Chi-ho                            | Member of Sai Kung District Council                                      |
| Mr CHAN Kin-chun, Ken                     | Member of Sai Kung District Council                                      |
| Mr CHAN Kwong-fai                         | Member of Sai Kung District Council                                      |
| Mr CHAN Kai-wai, MH                       | Member of Sai Kung District Council                                      |
| Mr CHAN Kuen-kwan, MH                     | Member of Sai Kung District Council                                      |
| Mr TSANG Kwok-ka                          | Member of Sai Kung District Council                                      |
| Mr WAN Kai-ming                           | Member of Sai Kung District Council                                      |
| Mr WONG Wang-to, MH                       | Member of Sai Kung District Council                                      |
| Mr WONG Yuen-hong                         | Member of Sai Kung District Council                                      |
| Ms KAN Tung-tung                          | Member of Sai Kung District Council                                      |
| Mr LAU Kai-hong, MH                       | Member of Sai Kung District Council                                      |
| Mr CHENG Yu-hei                           | Member of Sai Kung District Council                                      |
| Ms TAM Chuk-kwan                          | Member of Sai Kung District Council                                      |
| Mr CHUNG Kai-yin (Secretary)              | Senior Executive Officer (District Council),<br>Sai Kung District Office |

### **In Attendance**

|                              |   |
|------------------------------|---|
| Miss LAM I-ching             | Assistant District Officer (Sai Kung)1,<br>Sai Kung District Office                                       |
| Miss CHENG Suet-ching, Lacus | Assistant District Officer (Sai Kung)2,<br>Sai Kung District Office                                       |
| Mr CHENG Chi-wing, Ken       | Senior Liaison Officer (1), Sai Kung District Office  |
| Ms LAM Yee-mang, Dawn        | Senior Liaison Officer (2), Sai Kung District Office  |
| Mr NG Wai-ming               | Senior Liaison Officer (3), Sai Kung District Office  |
| Mr HUI Chun-kwan, Simon      | Senior Executive Officer (District Management),<br>Sai Kung District Office                               |
| Miss WONG Chui-ying, Erin    | Executive Officer I (District Council),<br>Sai Kung District Office                                       |
| Mr KWONG Wang-ngai, Walter   | District Planning Officer/Sai Kung & Islands,<br>Planning Department                                      |
| Mr NG Wai-lung, David        | District Social Welfare Officer (Wong Tai Sin/<br>Sai Kung), Social Welfare Department                    |
| Mr YEUNG Chun-po, Carmelo    | District Commander (Wong Tai Sin),<br>Hong Kong Police Force  |
| Mr MAK Man-yu                | District Commander (Tseung Kwan O),<br>Hong Kong Police Force   |
| Ms WAI Kar-yan, Maria        | Divisional Commander (Sai Kung),<br>Hong Kong Police Force  |
| Mr TAM Chun-hei              | Assistant District Commander (Administration)<br>(Tseung Kwan O), Hong Kong Police Force                  |
| Ms YEUNG Lok-kei, Kiki       | Senior Engineer/20(East),<br>Civil Engineering and Development Department                                 |
| Mr YEUNG Wong-pan            | Senior Property Service Manager/Kowloon West &<br>Sai Kung, Housing Department                            |
| Miss LEUNG Pui-yin, Wendy    | Chief Transport Officer/Sai Kung & North,<br>Transport Department   |
| Mr CHAU Chun-wing            | Chief Leisure Manager (New Territories East),<br>Leisure and Cultural Services Department                 |
| Ms LEE Lai-sheung, Susan     | District Leisure Manager (Sai Kung),<br>Leisure and Cultural Services Department                          |
| Miss LAI Wing-sau, Winsy     | District Environmental Hygiene<br>Superintendent (Sai Kung),<br>Food and Environmental Hygiene Department |
| Ms CHOW Yuk-chu              | Chief Health Inspector (Sai Kung)1,<br>Food and Environmental Hygiene Department                          |
| Mr HO Yiu-ming               | Chief Health Inspector (Sai Kung)2,<br>Food and Environmental Hygiene Department                          |
| Mr MAK Hon-sum, Ronnie       | District Lands Officer/Sai Kung,<br>District Lands Office, Sai Kung                                       |
| Mr CHOW Kin-keung            | Administrative Assistant/Lands,<br>District Lands Office, Sai Kung  |

|                                  |   |                          |
|----------------------------------|---|--------------------------|
| Mr YEUNG Man-leung               | Senior District Engineer/South East,<br>Highways Department   |                          |
| Mr YEUNG Ka-chun                 | Engineer/Sai Kung,<br>Drainage Services Department  |                          |
| Mr YEUNG Yan-kin, Andy,<br>FSDSM | Director of Fire Services,<br>Fire Services Department  | For agenda<br>item II(A) |
| Mr CHU Man-chiu                  | Divisional Commander (Kowloon East),<br>Fire Services Department  |                          |
| Mr LEUNG Tak-yiu, Kelvin         | Assistant Chief Ambulance Officer<br>(Kowloon Central & East),<br>Fire Services Department                                |                          |
| Mr LAW Wing-chun                 | Divisional Officer (Corporate Services)<br>(Acting), Fire Services Department   |                          |
| Miss AU Wing-yan, Christine      | Principal Assistant Secretary<br>(Planning & Lands)2, Development Bureau  | For agenda<br>item II(B) |
| Miss CHU Hiu-yin, Rebecca        | Assistant Secretary (Planning) Special Duties 1,<br>Development Bureau  |                          |
| Mr CHENG Kam-ming, Anson         | Assistant Secretary (Works Policies 3)4,<br>Development Bureau  |                          |
| Mr CHEUNG Doi-ching              | Principal Assistant Secretary for Environment and<br>Ecology (Sustainable Development),<br>Environment and Ecology Bureau |                          |
| Miss CHOW Yin-tung, Ellen        | Assistant Secretary for Environment and Ecology<br>(Sustainable Development)2,<br>Environment and Ecology Bureau          |                          |
| Mr WAN Ka-ho, Viko               | Senior Town Planner (Sustainable Development),<br>Environment and Ecology Bureau  |                          |
| Mr OR Chun-ming, Kenny           | Assistant Secretary for Transport and Logistics 7B,<br>Transport and Logistics Bureau                                     |                          |
| Mr CHUNG Wing-hong               | Deputy Project Manager (East),<br>Civil Engineering and Development Department  |                          |
| Mr LEE Ming-keung, Marco         | Chief Engineer/East 2,<br>Civil Engineering and Development Department  |                          |
| Mr KO Wai-ching, Rick            | Senior Engineer/19(East),<br>Civil Engineering and Development Department   |                          |
| Dr KWAN Cheuk-yan, Joanna        | Principal Environmental Protection Officer<br>(Waste Transfer & Development),<br>Environmental Protection Department      |                          |
| Mr HO Hei-yin, Bill              | Senior Engineer (Environmental Infrastructure),<br>Environmental Protection Department                                    |                          |
| Miss WONG Ho-ying, Connie        | Senior Environmental Protection Officer<br>(Regional East)4,<br>Environmental Protection Department                       |                          |
| Mr KWONG Pak-yiu, Patchill       | Senior Environmental Protection Officer<br>(Waste Transfer & Development)2,<br>Environmental Protection Department        |                          |

|                           |  |
|---------------------------|--|
| Mr CHO Chung-hon          | Senior Engineer/Railway Strategy (7),<br>Highways Department                       |
| Mr YU Chun, Calvin        | Senior Executive Officer (Planning)22,<br>Leisure and Cultural Services Department |
| Mr YUEN Shing-yip, Kepler | Assistant Director of Planning/New Territories,<br>Planning Department             |
| Mr YEUNG Chi-kit, Kenneth | Senior Town Planner/Special Duties,<br>Planning Department                         |
| Mr KWOK Ho-man, Kelvin    | Manager - External Affairs,<br>MTR Corporation Limited                             |

For agenda  
item II(B)

The Chairman said a quorum was present and the meeting commenced officially.

2. The Chairman welcomed all Members and attendees to the meeting, in particular:

- Mr Andy YEUNG, FSDSM, Director of Fire Services;
- Mr CHU Man-chiu, Divisional Commander (Kowloon East), Hong Kong Fire Services Department (FSD);
- Mr Kelvin LEUNG, Assistant Chief Ambulance Officer (Kowloon Central & East), FSD;
- Mr LAW Wing-chun, Divisional Officer (Corporate Services) (Acting), FSD;
- Ms Kiki YEUNG, Senior Engineer/20(East), Civil Engineering and Development Department (CEDD), who attended the meeting on behalf of Mr NG Chou-keen, Horace, Chief Engineer/East 1;
- Mr TAM Chun-hei, Assistant District Commander (Administration) (Tseung Kwan O), Hong Kong Police Force; and
- Mr Kelvin KWOK, Manager - External Affairs, MTR Corporation Limited (MTRCL).

## **I. Confirmation of Minutes of the Fifth Meeting of Sai Kung District Council (SKDC) held on 3 September 2024**

3. The Chairman said that the Secretariat had not received any proposed amendment before the meeting. There being no proposed amendment at the meeting, the Chairman declared that the above minutes were confirmed.

## **II. New Items**

### **(A) Visit by the Director of Fire Services to SKDC**

4. Mr Andy YEUNG, Director of Fire Services introduced the department's work with the presentation slides.

5. Mr WONG Yuen-hong expressed that some venues with high footfall in Sai Kung District were not provided with automated external defibrillators (AEDs). Examples



- Upon completion of the construction works, FSD would invite SKDC, schools and community organisations in the district to visit the Community Emergency Preparedness Experiential Learning Centre. The visit would encourage them to learn the skills in emergency preparedness applicable to their daily lives.
- FSD thanked SKDC for its support for FAST Connect. FSD planned to progressively extend FAST Connect to various districts and increase the participation quota, with the aim of encouraging more young people to join and promoting training on emergency preparedness, e.g. extinguishing and preventing fire, as well as self-help.

20. The Chairman expressed her gratitude to the Director of Fire Services for sharing and discussing relevant matters in detail with SKDC. Noting that the roads in the rural villages of Sai Kung were prone to accumulation of water and blockages during typhoons and rainstorms, she thanked Members and the Care Teams for their timely reports on the on-site situation. This enabled government departments such as FSD and SKDO to immediately deploy resources through the emergency response mechanism to promptly clear the blocked drains, so as to reduce the impact on residents. The Chairman commended FSD for its handling of emergencies, and hoped that FSD would share its dashboard information with the chairmen of the “three committees” of the district. This would facilitate timely dissemination of information about relevant issues in the district, such as flooding, to affected residents.

(B) Enhanced land creation proposal for Tseung Kwan O Area 137 and off Area 132  
(SKDC(M) Paper No. 106/24)

21. The Chairman welcomed the representatives of government departments including the Development Bureau (DEVB), the Environment and Ecology Bureau (EEB), the Transport and Logistics Bureau (TLB), CEDD, the Environmental Protection Department (EPD), the Highways Department (HyD) and the Planning Department (PlanD). Considering the number of attendees, she invited the departmental representatives to introduce themselves before they spoke.

22. As the following motion was relevant to the current item, and there being no objection from Members, the Chairman declared that the discussion of the motion would be advanced and combined with the said item.

- (1) Suggest constructing a new cross-harbour railway from Area 137 to Hong Kong Island East, and study the proposal to operate the LOHAS Park line independently to meet future population needs and tackle the traffic problems in Tseung Kwan O in the long run  
(SKDC(M) Paper No. 103/24)

23. The Chairman said the motion was moved by Mr CHAU Ka-lok and seconded by Mr Philip LI, Mr LI Tin-chi, Ms KAN Tung-tung, Mr YAU Ho-lun, Mr Chris CHEUNG, Ms SZE Pan-pan, Ms WU Suet-lin, Mr CHAN Kuen-kwan, Mr CHEUNG Man-tim,

Mr CHONG Yuen-tung, Mr Ken CHAN, Mr LAM Chun-ka, Mr CHAN Kwong-fai, Mr CHENG Yu-hei, Mr WONG Wang-to, Mr TSANG Kwok-ka, Mr WAN Kai-ming, Mr LAU Kai-hong, Ms TAM Chuk-kwan, Ms KI Lai-mei, Mr CHEUNG Chin-pang, Mr WONG Yuen-hong and Ms Christine FONG.

24. Members noted the written replies from TLB and MTRCL (SKDC(M) Paper Nos. 107/24 and 108/24).

25. Miss Christine AU, Principal Assistant Secretary (Planning & Lands)2, DEVB briefed SKDC on the enhanced land creation proposal for Tseung Kwan O Area 137 and off Area 132 with the aid of presentation slides.

26. Mr LAU Kai-hong suggested developing a carriageway linking Area 137 with Clear Water Bay Road to improve the traffic conditions of High Junk Peak and the surrounding area. As the nearby section of Clear Water Bay Road was a two-lane two-way carriageway, residents' access would be hindered whenever there were road maintenance works. To provide convenience for villagers to travel to and from urban areas, and for members of the public to reach rural Sai Kung, Po Toi O and Tai Au Mun, he hoped that the Government would proactively consider the above suggestion. He also wished that the proposed pier in Area 137 would be closer to residential areas, and suggested enhancing the ancillary facilities around the pier in Area 137 by providing transport services connecting the urban areas with the pier. He recommended that the department should meet with and brief residents including the Rural Committees more often details of the development of Area 137. Additionally, he proposed that the reclamation site in Area 132 should be curved, which was more natural, instead of having a square-shaped outline.

27. Mr CHAN Kai-wai said the previous-term SKDC had discussions about the development project. He suggested that the department should organise more exchange sessions to explain to residents the overall design and the facility locations of Area 132. He opined that frequent relocation of the concrete batching plant (CBP) would lead to a waste of resources, and thus suggested opting for alternative solutions at the original location. He also expressed concerns about the impact of the future population growth on the transport system in Tseung Kwan O. In particular he had concern on whether the upgraded signalling system for railway lines could cope with the increased population. As the construction works in Area 132 might generate a noise nuisance, he suggested establishing a mechanism for works suspension. The buildings of the public facilities in Area 132 were quite tall, which would have an impact on the surrounding environment and residents. He had previously received reports from residents of Tseung Kwan O on their poor reception for television signals. He remarked that the Environmental Impact Assessment Report (EIA Report) should explain in detail whether the electricity facilities would give rise to noise and radiation problems, etc. He also asked the Town Planning Board about the public consultation period, and hoped that the Government would listen to residents' views and strengthen communication, in order to ensure that the project could actually meet public needs.

28. Mr CHEUNG Chin-pang expressed concerns about the pedestrian walkway connecting Tiu Keng Leng with Lei Yue Mun in the development project. He asked whether the viaduct design of Tseung Lam Highway Garden was intended for pedestrian use only. Moreover, he enquired whether the driving route for transporting the household waste in Tseung Kwan O to Area 132 would pass through Tseung Lam Highway. He concerned that the dump trucks and refuse collection vehicles would affect Tiu Keng Leng residents. Furthermore, he suggested taking Yantian, Shenzhen as reference for a waterfront boardwalk along the shoreline to connect Lei Yue Mun with Tiu Keng Leng. It would be easier for pedestrians to walk up and down the slopes and would enhance connectivity. The pedestrian walkway should be completely segregated from the carriageway, so as not to affect the walking experience.

29. Mr CHONG Yuen-tung supported the development scheme of Area 137, believing that it could alleviate land and housing problems in the short run. For future population growth in Area 137 and the long-term issues related to cross-harbour traffic in Tseung Kwan O, he suggested that the Government should build a new cross-harbour tunnel, which could complement the future development of Hong Kong Island East and the industrial area in Chai Wan. He also proposed that the Government should develop Area 137 into a pilot smart city and introduce smart mobility measures, as well as smart water supply and electricity grid systems. Noting that the Government strived to achieve carbon neutrality in 2050, he expressed support for the addition of public facilities in Area 132 to realise the concept of carbon neutrality. The new facilities could complement the land development of Area 137 and process the household waste in the district.

30. Miss Christine AU, Principal Assistant Secretary (Planning & Lands)2, DEVB responded that when formulating the Recommended Outline Development Plan, the project team had already established the technical feasibility of the proposed development through conducting detailed technical assessment and environmental impact assessment, covering aspects including transport and traffic, drainage, water supplies, sewerage, environment, and air ventilation, etc. The current suggestion of setting up a CBP in Area 132 was not intended for relocating the existing CBP in Yau Tong. Instead, the future operator of the CBP in Area 132 would be selected by the Government through tender. The Government, as the party inviting bids from the market, could set tender conditions to debar CBP operators with poor track record in operation from taking part in the tender exercise from the onset. Besides, relevant departments would closely monitor the operation of the CBP in the future so as to ensure its compliance with conditions imposed by EPD when granting the relevant licence. As regards the project programme, the project team planned to submit the EIA Report to EPD within this year for its review, to be followed by public inspection. The project team would also strive to commence the relevant statutory procedures, including those related to town planning, in the first quarter of 2025.

31. Mr Kenny OR, Assistant Secretary for Transport and Logistics 7B, TLB gave a consolidated response as follows:

- The Hong Kong Major Transport Infrastructure Development Blueprint released by the Government last year had taken full account of the latest planning and land uses, including the potential population intake in Area 137.
- The report indicated that the cross-harbour section between Yau Tong and Quarry Bay of the Tseung Kwan O Line had the highest loading. Meanwhile, the sections between Po Lam and Tseung Kwan O and between LOHAS Park and Tseung Kwan O had relatively lower loadings.
- Through upgrading the signalling system and increasing the number of trains, the train frequency and maximum carrying capacity of the Tseung Kwan O Line could meet the passenger demand to and from Po Lam Station as well as enabling the increase in train frequency to and from LOHAS Park Station/Area 137, meeting the transport demand arising from the long-term development in Tseung Kwan O.
- For the suggestion of a new cross-harbour railway in Tseung Kwan O South, the study showed that the construction of cross-harbour transport infrastructure in Tseung Kwan O South would not effectively shorten the journey time for Tseung Kwan O residents to travel to the core business districts on Hong Kong Island. The relevant transport benefits and service coverage were also limited.
- Factors such as the associated transport infrastructure on Hong Kong Island and technical feasibility should be taken into account when considering the provision of additional cross-harbour transport infrastructure, including the potential demolition of a number of offshore buildings and public facilities for the connection of the new transport infrastructure to the existing elevated railway and major roads. The Government had comprehensively considered the overall transport and cost effectiveness, as well as the impact on the existing buildings and public facilities. Currently, the Government had no plans to provide cross-harbour infrastructure in Tseung Kwan O South. Reviews would be conducted in due course if the planning parameters or physical conditions changed significantly over time.
- Member's suggestion to connect Clear Water Bay Road with Area 137 was noted. TLB would continue to study the suggestion with the Transport Department (TD).

32. Mr CHUNG Wing-hong, Deputy Project Manager (East), CEDD responded that straight seawalls would be more suitable for vessels to berth as the daily operation of the public facilities in Area 132 relied on marine transport. If the seawalls were curved as suggested, the reclamation extent would be unnecessarily increased. Conversely, the current proposal could effectively reduce the reclamation extent and was also cost-effective. In addition, CEDD would build new connecting roads to link Area 132 with the existing road network. As for the connection between Tseung Kwan O and Lei Yue Mun, CEDD would ensure a safe and comfortable walking environment for pedestrians on the footpath linking Tiu Keng Leng with Area 132.

33. Miss Christine AU, Principal Assistant Secretary (Planning & Lands)2, DEVB added that, as one of the enhancement measures, the project team would look into the

feasibility of opening the existing pier at the southeastern end of Area 137 near Tit Cham Chau for public use, with a view to enhancing the connectivity of the new community by providing sea access. When planning Area 137, space had already been reserved for connecting the future developments with the pier located at the end of the future roads.

34. The Chairman asked CEDD representatives to explain the driving route of urban refuse collection vehicles after the planned development in the future.

35. Mr CHUNG Wing-hong, Deputy Project Manager (East), CEDD responded that currently vehicles heading from Kowloon East to the South East New Territories (SENT) Landfill would normally travel via Tseung Kwan O – Lam Tin Tunnel (TKO-LT Tunnel), the Cross Bay Bridge and Wan Po Road. Relevant vehicles in Tseung Kwan O would travel via roads to Wan Po Road to reach SENT Landfill. If the land creation proposal was implemented, vehicles entering and leaving Area 132 could travel to and from Kowloon directly via TKO-LT Tunnel and the new connecting roads in the future, without passing through road sections such as Wan Po Road. Vehicles in the Tseung Kwan O area could also reach Area 132 via the road network of the district and the new connecting roads.

36. Miss Christine AU, Principal Assistant Secretary (Planning & Lands)<sup>2</sup>, DEVB added that to cater for the operational needs, these public facilities would adopt marine transport alongside land transport in their future operations. For instance, the construction waste handling facility would transfer construction waste to other waste handling facilities by barges; the public fill transfer facility would transfer public fill received to appropriate projects for reuse through marine transport; and the refuse transfer station would transfer compacted and containerised municipal solid waste to waste handling facilities via marine traffic. The abovementioned traffic arrangements would be conducive to minimising the impact on road traffic.

37. Mr CHAN Chi-ho remarked that the future public pier in Area 137 was relatively far from residential areas, and enquired about the feasibility of moving the pier closer. He suggested constructing a new cross-harbour tunnel connecting to Hong Kong Island East in Area 137, so as to alleviate traffic congestion during morning and evening peak hours at the Eastern Harbour Crossing (EHC), and to cope with the transport demand arising from the future population growth in Area 137. He recommended building walkways and cycle tracks linking Area 137 and Area 132, so that Tseung Kwan O would have a complete cycle track network. Toilets should also be provided along the way for the convenience of users. He also proposed putting up a private hospital in Area 137 to meet the demand for medical services brought by the future population growth. In that way, residents would not have to travel to Kowloon Central or Hong Kong Island to seek medical services.

38. Mr WONG Yuen-hong said the development project report anticipated that Area 137 would provide around 50 000 units in the future. 35 000 of them would be public housing units based on the current public/private split for housing supply.

However, this year the Policy Address stated that the ratio between public housing and subsidised sale flats would be adjusted in the future. This approach might result in a decrease in the proportion of public housing originally planned for Area 137. He asked whether the public/private split for housing supply in Area 137 would remain unchanged. He also suggested that the percentage increase of the average living space per person in Area 137 should be adjusted downward from 10% to 5%. The overall units to be supplied could thus be increased to 52 500 to meet the housing needs of the grassroots. As the Government intended to establish a third medical school, he suggested reserving part of the land in Area 137 to build a public teaching hospital, with a view to supporting the medical needs of over 200 000 residents living in Area 137 and LOHAS Park.

39. Ms SZE Pan-pan relayed local residents' concerns about the heights of the public facilities in Area 132. The development project report mentioned that the height of the electricity facilities would be limited to 70 metres (m) above Principal Datum (mPD). She asked whether this meant the buildings would be 70 m tall. She suggested that the department should explain to residents with simulated images, and invite residents living nearby who were worried about the potential noise and odour nuisance to visit relevant facilities. She agreed that the boardwalk connecting Tiu Keng Leng with Lei Yue Mun should be provided with cycle track facilities to offer convenience for residents who opted for cycling instead of walking for a relatively long distance.

40. Miss Christine AU, Principal Assistant Secretary (Planning & Lands)2, DEVB gave a consolidated response as follows:

- In response to Member's concerns about the building heights and visual impact, building height restrictions would be imposed for different facilities having regard to their respective needs. The proposed development on the newly reclaimed land off Area 132 would mainly comprise low-rise structures, with height restrictions set between 35 mPD to 70 mPD. Besides, when conducting detailed design for the new structures in the future, the relevant bureaux and departments would consider adopting vertical greening for the building facades so as to further enhance the visual appeal of the area.
- To build a green and liveable new waterfront community, the project team had already planned a cycle track network of about 6.5 kilometres (km) long in Area 137. The said network would be connected to the current cycle track network of Tseung Kwan O via the existing 2.4-km cycle track along Wan Po Road and Wan O Road.

41. Mr Kenny OR, Assistant Secretary for Transport and Logistics 7B, TLB understood the demand of residents in Tseung Kwan O, including those in Area 137 in the future, for connectivity to and from Hong Kong Island. Given the geographical location and the existing road network, at present, most of the residents in the district mainly used Tseung Kwan O Tunnel or TKO-LT Tunnel for harbour crossing via EHC. The entire Route 6, including TKO-LT Tunnel which had been in use since December

2022, and the Central Kowloon Route, the Trunk Road T2 and Cha Kwo Ling Tunnel which were currently under construction, was expected to be fully commissioned in 2026. After its completion, the travelling time between Tseung Kwan O Town Centre and Yau Ma Tei Interchange would be significantly reduced from 65 minutes to 12 minutes approximately during peak hours. TLB anticipated that the new route would effectively divert the residents in Tseung Kwan O and those in Area 137 in the future to use the Cross-Harbour Tunnel and the Western Harbour Crossing, thereby reducing the reliance on EHC. In the long run, the Government also planned to construct a strategic route under the project of the Kau Yi Chau Artificial Islands to connect Northeast Lantau with Hong Kong Island. The route could be regarded as the fourth cross-harbour tunnel to further improve the traffic conditions of the existing three cross-harbour tunnels.

42. Miss Ellen CHOW, Assistant Secretary for Environment and Ecology (Sustainable Development)<sup>2</sup>, EEB provided supplementary information about the design of the electricity facilities in Area 132. A multi-storey design would be adopted to accommodate equipment within the four buildings, each not exceeding 60 m in height. The design would incorporate elements such as vertical greening and roof greening.

43. Mr Philip LI reflected the lack of cultural performance venues in the district. In addition to providing a community hall under the development scheme of Area 137, he suggested a civic centre to provide adequate performance venues as well as cultural and recreational facilities. Furthermore, while seven kindergarten facilities were reserved in the development project in Area 137, some of the kindergarten facilities in Po Lam remained vacant at present. He suggested changing these sites into multi-purpose uses in the future land planning. If the demand for kindergartens was insufficient, the sites could be converted to other uses. He said that the location linking Area 137 with the pier facilities shown in the bureau's layout plan was inconsistent with that in its three-dimensional modelling plan. He enquired about the location of the pedestrian link therein, and suggested leveraging AI to explore the implementation of smart city in Area 137 and Area 132.

44. Ms Christine FONG expressed her gratitude to the Government and the relevant departments for actively gauging public views. The primary concern of residents living in housing estates in Tseung Kwan O South was the reclamation issue as raised in a number of consultation meetings held by the previous-term SKDC. She emphasised the need to consider the impact on the surrounding environment in tandem with the implementation of the development project. It was thus necessary to enhance environmental monitoring measures to minimise the impact of the new facilities on the community. Relaying the current inadequacy of recreational and sports facilities, she hoped that the Government would, while advancing the construction of the Tiu Keng Leng Park in Area 72, consider expediting the construction of the sports centre in Area 86 and the water sports centre in Area 77. She agreed that the new development project should fully adhere to the infrastructure-led approach and ensure infrastructural facilities were aligned with the existing community needs. She suggested that a small public market should be constructed in the joint-user government building in Area 86 to address the livelihood needs of the residents in LOHAS Park. In respect of transportation, she

stressed the serious overcrowding at LOHAS Park MTR Station and hoped that the relevant departments could implement the circular railway link scheme through the construction of the “Tseung Kwan O Line Southern Extension”, and there could be a long-term planning of the cross-harbour section linking Area 137. She suggested upgrading the signalling system of the Tseung Kwan O Line as soon as possible, introducing new trains and enhancing the service between LOHAS Park and Area 137 with a view to operating with the train frequency of every four minutes throughout the day.

45. Mr YAU Ho-lun was concerned about the number of parking spaces and ancillary facilities provided in Area 137 as it was a large-scale residential development project. There were restrictions on the demand and supply ratio of parking spaces in large-scale housing estates. He suggested making good use of the parking spaces in government buildings to meet public needs and alleviate parking difficulties. As Area 137 was located at a “cul-de-sac”, footbridges could be constructed to connect the large-scale residential buildings within Area 137. As Area 137 was currently at the planning and development stage, advance planning should be made to ensure that all residential buildings could be interconnected by footbridges, even though there might be technical difficulties.

46. Miss Christine AU, Principal Assistant Secretary (Planning & Lands)<sup>2</sup>, DEVB responded that the Government was committed to developing Area 137 into a green and liveable new waterfront community, to be supported by ancillary facilities and served by transport. In terms of development layout, the proposed railway station would be located at the centre of Area 137, accessible within a 15-minute walk from most residential developments and community facilities. An all-weather pedestrian network would also be provided in the area with a view to providing future residents with a comfortable walking experience. The project team would further work on the design of the pedestrian network at the detailed design stage, and identify appropriate locations for the footbridges or covered pedestrian walkways. Besides, the project team had already reserved sufficient floor area for kindergartens in Area 137, after taking into account the planned population and needs for community services as mentioned in the Hong Kong Planning Standards and Guidelines (HKPSG). Since the planned kindergartens formed part of the non-domestic portion, upon the completion of the developments, the use of the non-domestic portion could be suitably adjusted based on actual circumstances and the community’s demand for kindergartens.

47. Mr Kepler YUEN, Assistant Director of Planning/New Territories, PlanD responded that the existing location of the pier at the southeastern end of Area 137 near Tit Cham Chau was marked in Figure 3a in Paper No. 106/24. When considering amendments to the Outline Zoning Plan (OZP), PlanD would include the pier site as part of the amendments and designate it with a suitable land use zone on the OZP. As regards Member’s suggestion on the ancillary facilities at the pier, the relevant departments would carry out a detailed study at the next stage to enhance the planning of the ancillary pier facilities.



48. Miss Christine AU, Principal Assistant Secretary (Planning & Lands)2, DEVB understood that Members had expectations for the development of Area 137 and hoped that more kinds of community facilities (such as cultural, recreational and sports facilities) could be provided for residents in the district to enjoy. In anticipation of the future increase in population arising from the development of Area 137, the Government would reserve sufficient land for the provision of various types of community facilities in accordance with the requirements set out in the HKPSG so as to meet the needs of the future residents. The project team would also relay Members' views on other development projects and community facilities in the district to the relevant bureaux and departments for consideration.

49. The Chairman said that Members were concerned about the location of the public market in the district. She asked the government departments to give an account of the current planning and considerations.

50. Miss Christine AU, Principal Assistant Secretary (Planning & Lands)2, DEVB responded that, as one of the enhancement measures, when planning Area 137, the project team had already reserved a site near the proposed railway station for constructing a joint-user government complex. In addition to the originally proposed facilities, the complex would also include a public market to serve the residents in the area and those living near the southeastern side of Tseung Kwan O. Moreover, the waterfront commercial/residential site located next to the proposed railway station and all other residential sites in the area would allow the provision of commercial facilities (such as shop and services as well as eating place, etc.) on lower floors to meet the daily needs of residents.

51. Ms Angel CHONG expressed that even though the number of public facilities in Area 132 was reduced from six to five and the marine refuse collection point would no longer be constructed, a public fill transfer facility, a CBP, electricity facilities, a construction waste handling facility and a refuse transfer station were still retained by DEVB. Notably, these facilities were only around 1 km away from residential areas. She asked DEVB, when planning the construction of the relevant facilities, whether it had considered other factors beyond marine transport to justify the site selection. For example, whether the relevant EIA Report and results were available before constructing the relevant facilities. She hoped that DEVB could provide more information on pollution control measures. Also, she suggested providing an online real-time data display platform to allow the public to monitor in real time the impact of these facilities' operation on the nearby environment. Furthermore, she suggested providing more youth hostels, youth housing projects, "Youth Post" hostels or youth start-up spaces, etc. in Area 137.

52. Mr Chris CHEUNG supported the construction of a government complex in Area 137 and expected DEVB to provide more specific information. He also raised the following views:

- The current housing demand and supply in Hong Kong required a change, and

- suggested reducing the residential density in Area 137 with a view to minimising the traffic impact on Tseung Kwan O.
- The 6.5-km cycle track mentioned in the development project paper did not include the proposed 1.4-km waterfront promenade in Area 137. He suggested that DEVB should consider extending the 1.4-km waterfront promenade in the project to the existing Tseung Kwan O Industrial Estate, connecting the Tseung Kwan O Waterfront Promenade with Lei Yue Mun, in order to create a super-long waterfront promenade similar to the one extending from North Point to Central.
  - He enquired when the railway signalling system and service frequency in Area 137 would be further enhanced.
  - He enquired about the specific details and timetable for the construction of the Tiu Keng Leng Park.
  - He asked whether consideration could be given to relocating the reclamation extent of Area 132 towards Lei Yue Mun and further away from the Tseung Kwan O area.
  - The proposals of adjusting the slope cutting works to 55 m and relocating public facilities to caverns mentioned in the development project report could further reduce the reclamation size, and suggested that the bureau should give consideration to the relevant proposals.
  - He enquired about the timetable for the reclamation works in Area 132 and asked whether the works would cause air and water pollution to the nearby areas.

53. Mr CHAU Ka-lok said that a press report in 2014 stated that the maximum carrying capacity of the Tseung Kwan O Line was 67 500 passengers. He pointed out that in addition to the construction of residential buildings in Area 137, there were four residential sites under construction in the district. It was expected that the population of the entire Area 137 would increase to 150 000. Even if the Government constructed the Tseung Kwan O Line Southern Extension, increased the capacity of the Tseung Kwan O Line by upgrading the MTR signalling system, and increasing the number of trains, these measures would still not be sufficient in addressing the traffic demand of the additional population in the district. He thus suggested that DEVB should reconsider operating the LOHAS Park line independently.

54. Miss Christine AU, Principal Assistant Secretary (Planning & Lands)2, DEVB gave a consolidated response as follows:

- When putting forward the proposal to provide public facilities off Area 132, the project team had already taken into consideration a variety of factors. These included, for example, the need to prevent the reclamation works from causing sedimentation and affecting water quality due to slow water flow, affecting the principal fairways, marine facilities, submarine cables, submarine outfalls and Junk Bay Dangerous Goods Anchorage, as well as jeopardising areas which were relatively more ecologically sensitive and fish culture zones, etc. After thorough assessment, the project team concluded

- that the current proposal could best balance the various factors involved. Any further southward shifting of the reclamation area off Area 132 would affect areas which were relatively more ecologically sensitive.
- The proposed construction waste handling facility off Area 132 would receive, handle and bulk transfer construction waste to other waste handling facilities via marine traffic. The facility had no storage function. The process of handling construction waste would mainly take place within the building to minimise the impact on the nearby environment.
  - At present, there were seven refuse transfer stations operating across the territory. The refuse transfer station to be located off Area 132 in the future would be approximately 1 200 m away from the nearest residential development, rendering it the furthest from residential developments among the five existing refuse transfer stations located in urban areas of Hong Kong. The waste handling process would take place in the tipping and compactor halls, where the former had been equipped with negative pressure system to prevent the odour from leaking. The air extraction system would then channel the odorous gas to the air scrubbing system for treatment prior to discharging. All refuse collection vehicles must be washed externally before leaving the facility.
  - Regarding Area 137, as mentioned earlier, the project team had already planned a 6.5-km cycle track network, part of which would be located next to the waterfront promenade in Area 137 with a view to making good use of the promenade area to provide a comprehensive pedestrian and cycle track network.

55. Mr Kenny OR, Assistant Secretary for Transport and Logistics 7B, TLB gave a consolidated response as follows:

- MTRCL was currently upgrading its signalling system to further enhance the overall reliability and efficiency of railway services. According to the existing work plan, the entire project was expected to complete between 2028 and 2029. By that time, the train frequency and service level would be further enhanced.
- The Government would keep on urging MTRCL to pay close attention to the patronage of different service lines and to improve the passenger flow, as well as improving passenger travel experience through a multi-faceted approach. It would include flexible deployment and adjustment of train service, stepping up passenger flow management measures and arranging short-haul train service to facilitate diversion of passenger flow, etc.
- The maximum patronage of the Tseung Kwan O Line referred to the carrying capacity of the most frequent train service during the busiest hour. Since not all additional commuters would travel at the same hour, a direct comparison could not be drawn between the maximum patronage of the Tseung Kwan O Line and the expected increase in population in the Tseung Kwan O area.

56. Miss Christine AU, Principal Assistant Secretary (Planning & Lands)2, DEVB

further responded as follows:

- If the newly created land was further pushed into the mountain body as per Member's suggestion, the associated excavation works and cost would increase significantly in a disproportionate manner. Further expanding the scale of slope-cutting would involve additional rock excavation and reinforcement works, resulting in a substantial increase in the overall scale, construction time and cost of the project, and aggravate the impact on the surrounding environment. Besides, as the public facilities off Area 132 all required marine frontage, additional slope-cutting would affect the operation of those facilities.
- Although cavern development could bring about a number of benefits, there were also many technical constraints and considerations. Cavern was not a large piece of flat land, but an area composed of a number of access tunnels with partitioning rock pillars to support the entire cavern complex. Cavern was therefore often long and narrow in shape, rendering it unsuitable for accommodating bulky yet indivisible facilities. An example would be the electricity facilities where a space of at least 80 m in diameter was required for placing the modules. Besides, as the remaining four public facilities all required marine frontage, even if we sub-divided the facilities and moved part of them into cavern, reclamation would still be inevitable for setting up docks for mooring of vessels, providing waterfront site for operation as well as constructing roads between the berthing facilities and cavern. In other words, the above arrangement not only failed to reduce the extent of reclamation, but indeed would further enlarge the space needed for operation. Higher cost and longer time would also be required for taking forward the works.

57. The Chairman said SKDC was highly concerned about the development of the Tiu Keng Leng Park. She asked the departmental representatives to explain the reasons for including the construction of the Tiu Keng Leng Park in the project of Area 137 and Area 132.

58. Miss Christine AU, Principal Assistant Secretary (Planning & Lands)<sup>2</sup>, DEVB responded that in response to the aspirations of the residents, as one of the enhancement measures, the project team would advance the implementation of the Tiu Keng Leng Park which was planned in early years. This would be done by including the construction works of the Tiu Keng Leng Park into the Area 137 and Area 132 projects, and jointly seeking funding approvals for works. By doing so, recreational and sports facilities would become available sooner for the enjoyment of residents.

59. Mr Ken CHAN supported the development of Area 137 and Area 132 but he was worried about the transport planning arrangements in the district. He said that he had repeatedly expressed to TLB the hope for constructing a tunnel connecting Area 137 with Siu Sai Wan, yet this had not been considered. TLB indicated that the Trunk Road T2 and Cha Kwo Ling Tunnel and the Widening of T6 Bridge of Tate's Cairn Highway

were effective in alleviating traffic congestion. However, the related works could not really resolve traffic congestion in the district, and would like TLB to reconsider the suggestion to construct a tunnel in Area 137 connecting Siu Sai Wan. At present, residents in LOHAS Park were mainly diverted and transferred to other railway lines at Tiu Keng Leng Station, making the platforms very crowded during peak hours. He believed that the rapid population growth in Area 137 would aggravate the overcrowding situation at those platforms. He thus suggested that the construction of a direct railway line from LOHAS Park to Hong Kong Island so as to relieve road traffic congestion.

60. Mr CHAN Kuen-kwan indicated no objection to reclamation and land creation works, but considered the proportion of public housing construction in Area 137 too high. The public facilities in Area 132 were only about 1 km away from the residential buildings. He suggested implementing proper greening works on external walls of public facilities buildings in implementing the project of Area 132 so as to reduce the nuisance caused to residents. He supported the proposal on the construction of a carriageway linking Area 137 with Clear Water Bay Road as raised by Mr LAU Kai-hong. Also, the residential density of Area 137 should be increased so as to make a stronger case for seeking the construction of a road linking Area 137 with Hong Kong Island. He further enquired about the construction cost of the public facilities in Area 132.

61. Mr WAN Kai-ming supported the development project of Area 137. In the “Hong Kong Smart City Blueprint 2.0” released in 2020, the Government was committed to promoting smart city development to enhance the city’s competitiveness. He suggested introducing AI and city management systems in the construction of Area 137, including measures such as air quality measurement, smart traffic, green energy and social security in order to upgrade people’s quality of life. On the long-standing shortage of parking spaces in Tseung Kwan O, he enquired about the ratio of parking spaces to residents in Area 137 in the future. He requested the planning of more parking spaces to meet the demand, and suggested adopting smart car parks and providing additional charging facilities. Referring to an increase in the number of pet owners, he suggested that more pet and human inclusive space, including facilities such as a pet park, should be provided in Area 137.

62. Mr CHEUNG Chin-pang said the public had a negative impression of waste management facilities, mainly due to unsatisfactory performance of operators in the past. This development project report only focused on explaining the hardware facilities as well as the reclamation and land creation proposal, with no coverage on how the project could be optimised by detailed clauses in the tender documents, and thus could not effectively explain to the public the measures to improve the tender documents. Members of the public were worried that the operation of the public facilities in Area 132 might repeat such situation occurred in the CBP in the Yau Tong Industrial Area, resulting in the poor hygiene condition on Wan Po Road. He put forward the following four improvement suggestions, including:

- For the facilities which were likely to generate odour, they should be operated

in a sealed environment to minimise odour emission.

- When works were carried out in Area 132, EPD should set up a 24-hour real-time monitoring system to check the air quality, including dust particles, odour, water quality near the pier, noise and road pollution, etc.
- Operators with adverse records, including their shareholders, directors and operating staff, should be restricted from participating in this tendering exercise. The companies whose license renewals had been refused by EPD should not be engaged and the monitoring and vetting of operators should be stepped up.
- The Government should increase the amount of retention money so that the contract sum could be deducted if operators failed to perform, so as to demonstrate the Government's determination to create a green and liveable environment.

63. The Chairman said the Government had consulted the previous-term SKDC on the development project in 2023, when the planning had been at an early stage without many details. Furthermore, there were fewer SKDC Members in the previous term. After the establishment of the current SKDC, the Government presented a more comprehensive planning for consulting SKDC in a timely manner. The Chairman added that after the consultation with the previous-term SKDC in early 2023, the Government had also conducted meetings with more than 30 local organisations, including owners' committees of housing estates, local communities, village representatives, concern groups, etc. She stressed that this consultation with SKDC was just the first step. SKDO would discuss with the relevant departments and SKDC Members on the subsequent arrangements for consulting residents to ensure close and effective communication with local residents.

64. Miss Christine AU, Principal Assistant Secretary (Planning & Lands)2, DEVB further responded as follows:

- Regarding Member's suggestion to integrate more greening into the design of the facilities, the relevant bureaux and departments would consider adopting designs such as vertical greening for the building facades in the future so as to enhance the visual appeal of the area.
- She did note the concerns of the Members about the future operation of the CBP. At present, there were over 20 CBPs located in various districts across the territory. While some of CBPs were in close proximity to residential areas, most of their operators were able to properly manage and operate the CBPs to ensure their daily operations were in compliance with the requirements under the relevant ordinances. The operating right of the future CBP off Area 132 would be determined through tender. The Government, as the party inviting bids from the market, would consider setting tender conditions to debar CBP operators who had failed to renew their operating license with EPD for some time in the past from taking part in the tender exercise, thus disallowing operators with poor track record from the onset. Various project teams would carry out environmental monitoring and

auditing in accordance with the requirements of the environmental permits issued by EPD for the relevant designated projects, and release the relevant environmental monitoring data regularly.

65. Mr CHEUNG Doi-ching, Principal Assistant Secretary for Environment and Ecology (Sustainable Development), EEB thanked Members for their views. He said that EPD would actively explore and consider the suggestions about waste management facilities. He added that the main installations of electricity facilities (including transformers, high-voltage current converters and other control and communication supporting devices) did not involve the combustion of fuels for generating electricity nor chemical processing, and so no polluting substances would be emitted.

66. Mr Kenny OR, Assistant Secretary for Transport and Logistics 7B, TLB responded that with the upgrading of the signalling system and service frequency enhancement of the Tseung Kwan O Line, it was expected that passengers' waiting time would be shortened, thereby relieving overcrowding on platforms. TLB would keep on urging MTRCL to upgrade the signalling system as planned and closely monitor the operational arrangements for the Tseung Kwan O Line to further enhance the service.

67. Mr CHAN Kai-wai said the bureau had not responded as to when the EIA Report would be released. He also asked if the facilities in Area 132 generated problems on air quality, odour, noise nuisance, etc., whether the bureau would prohibit their operation until the problems were ameliorated.

68. The Chairman understood Members' concerns about the progress of planning. SKDC had also discussed the environmental hygiene problems caused by the entry and exit of dump trucks in the area. The Chairman briefed Members about the use of new technology in the facilities of K. Wah Group's CBP to minimise the environmental impact since the commencement of the operation of the CBP in October this year. SKDO would later arrange a site inspection to K. Wah Group's CBP for SKDC to observe the application of the latest technology on reducing the risk of environmental pollution. The Chairman believed that technology would advance over time. She was confident that future technology would help minimise the environmental impact. The Chairman invited DEVB representatives to provide more concrete information on the timing of the release of the EIA Report.

[Post-meeting Note: SKDC Secretariat arranged a visit on 17 January 2025 to Ka Wah Group's Concrete Batching Plant.]

69. Miss Christine AU, Principal Assistant Secretary (Planning & Lands)2, DEVB responded that the project team would submit the EIA Report to EPD within this year. As required by the Environmental Impact Assessment Ordinance, the EIA Report would then be released for public inspection and comment.

70. The Chairman understood Mr CHAN Kai-wai's concerns. She said time should be given for government departments and consultants to complete a more detailed EIA

Report, which would then be released to the public. The Chairman stressed that it was not a one-off consultation, and SKDC could follow up the planning and discuss details at any time. The government departments were encouraged to provide timely updates on the planning to SKDO and SKDC Secretariat for sharing with SKDC Members and local residents.

71. Regarding the motion “Suggest constructing a new cross-harbour railway from Area 137 to Hong Kong Island East, and study the proposal to operate the LOHAS Park line independently to meet future population needs and tackle the traffic problems in Tseung Kwan O in the long run” moved by Mr CHAU Ka-lok, the Chairman concluded that the majority of Members had expressed concerns about the railway link in Area 137 and the demand for transport services between LOHAS Park and Hong Kong Island East. There being no objection from Members, the Chairman declared that the above motion was passed and SKDC’s views would be relayed to DEVB, EEB, TLB, CEDD, EPD, HyD, PlanD and MTRCL in writing. She asked the departments to provide written replies to the relevant views.

72. The Chairman said there had been a full discussion on the item. She thanked the representatives of the government departments for attending the meeting, and asked the relevant departments to follow up Members’ views.

### **III. Matters Arising**

#### **(A) Follow-up on motions discussed at the fifth meeting of SKDC held on 3 September 2024**

73. The Chairman said four motions were passed at the fifth meeting of SKDC meeting in 2024 and the views of SKDC on the passed motions were sent to relevant government departments in writing. The Secretariat had already informed Members about the replies received via email and uploaded them to the SKDC’s website.

### **IV. Report Items**

#### **(A) Progress reports of the committees under SKDC**

- (1) District Facilities and Works Committee
- (2) Food, Environment and Hygiene Committee
- (3) Community Involvement, Culture and Recreation Committee
- (4) Traffic and Transport Committee  
(SKDC(M) Paper Nos. 98/24 to 101/24)

74. Members endorsed the above reports.

#### **(B) Progress report of the committee under SKDO**

- (1) Sai Kung District Management Committee  
(SKDC(M) Paper No. 102/24)



**Provision of Major Community Facilities and Open Space in  
Tseung Kwan O Outline Zoning Plan**

| 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 (including Existing Provision) |   |
| District Open Space       | 10 ha per 100,000 persons <sup>#</sup>   | 59.47 ha  | 32.00 ha           | 75.48 ha   | +16.01 ha                                       |
| Local Open Space          | 10 ha per 100,000 persons <sup>#</sup>   | 59.47 ha  | 71.40 ha           | 74.66 ha   | +15.19 ha                                       |
| Secondary School          | 1 whole-day classroom for 40 persons aged 12-17 <sup>#</sup><br><br>(assessed by Education Bureau (EDB) on a territorial-wide basis) | 683 classrooms                                  | 695 classrooms     | 845 classrooms                                   | +162 classrooms                                 |
| Primary School            | 1 whole-day classroom for 25.5 persons aged 6-11 <sup>#</sup><br><br>(assessed by EDB on a district/school network basis)            | 889 classrooms                                  | 713 classrooms     | 893 classrooms                                   | +4 classrooms                                   |
| Kindergarten/ Nursery     | 34 classrooms for 1,000 children aged 3 to under 6 <sup>#</sup>  | 336 classrooms                                  | 346 classrooms     | 376 classrooms                                   | +40 classrooms                                  |
| District Police Station   | 1 per 200,000 to 500,000 persons<br><br>(assessed on a regional basis)   | 1   | 1                  | 1  | 0   |
| Divisional Police Station | 1 per 100,000 to 200,000 persons<br><br>(assessed on a regional basis)   | 3   | 0                  | 2  | -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 (including Existing Provision) |   |
| Hospital                                      | 5.5 beds per 1,000 persons <sup>^</sup><br><br>(assessed by Hospital Authority on a regional/cluster basis)         | 3,348 beds                                      | 1,520 beds         | 2,070 beds                                       | -1,278 beds                                     |
| Clinic/Health Centre                          | 1 per 100,000 persons   | 6   | 2                  | 5  | -1  |
| Magistracy (with 8 Courtrooms)                | 1 per 660,000 persons<br><br>(assessed on a regional basis)   | 0   | 0                  | 0  | 0   |
| Child Care Centres                            | 100 aided places per 25,000 persons <sup>#@</sup>   | 2,378 places                                    | 882 places         | 1,182 places                                     | -1,196 places                                   |
| Integrated Children and Youth Services Centre | 1 for 12,000 persons aged 6-24 <sup>#</sup>   | 7   | 7                  | 7  | 0   |
| Integrated Family Services Centre             | 1 for 100,000 to 150,000 persons <sup>#</sup><br><br>(assessed by SWD on a service boundary basis)                  | 3   | 3                  | 3  | 0   |
| District Elderly Community Centres            | One in each new development area with a population of around 170,000 or above <sup>#</sup><br><br>(assessed by SWD) | N/A   | 2                  | 2  | N/A   |

| 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 (including Existing Provision) |   |
| Neighbourhood Elderly Centres                         | One in a cluster of new and redeveloped housing areas with a population of 15,000 to 20,000 persons, including both public and private housing <sup>#</sup><br><br>(assessed by SWD) | N/A   | 5                  | 9  | N/A   |
| Community Care Services (CCS) Facilities              | 17.2 subsidised places per 1,000 elderly persons aged 65 or above <sup>##@</sup>   | 2,649 places                                    | 864 places         | 1,112 Places                                     | -1,537 places                                   |
| Residential Care Homes for the Elderly                | 21.3 subsidised beds per 1,000 elderly persons aged 65 or above <sup>##@</sup><br><br>(assessed by SWD on a cluster basis)   | 3,280 beds                                      | 1,016 beds         | 1,586 beds                                       | -1,694 beds                                     |
| Pre-school Rehabilitation Services                    | 23 subvented places per 1000 children aged 0-6 <sup>#</sup>  | 482 places                                      | 427 places         | 577 places                                       | +95 places                                      |
| Day Rehabilitation Services                           | 23 subvented places per 10,000 persons aged 15 or above <sup>#</sup>   | 1,144 places                                    | 403 places         | 403 places                                       | -741 places                                     |
| Residential Care Services                             | 36 subvented places per 10,000 persons aged 15 or above <sup>#</sup><br><br>(assessed by SWD on a cluster basis)   | 1,791 places                                    | 496 places         | 526 places                                       | -1,265 places                                   |
| Community Rehabilitation Day Centre                   | 1 centre per 420,000 persons <sup>#</sup>  | 1   | 0                  | 1  | 0   |
| District Support Centre for Persons with Disabilities | 1 centre per 280,000 persons <sup>#</sup>  | 1   | 1                  | 1  | 0   |

| 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 (including Existing Provision) |   |
| Integrated Community Centre for Mental Wellness | 1 standard scale centre per 310,000 persons <sup>#</sup> | 1   | 2                  | 2  | +1  |
| Community Hall                                  | No set standard  | N/A   | 6                  | 7  | N/A   |
| Library   | 1 district library for every 200,000 persons             | 3   | 2                  | 2  | -1  |
| Sports Centre                                   | 1 per 50,000 to 65,000 persons <sup>#</sup>              | 9   | 6                  | 10   | +1  |
| Sports Ground/Sports Complex                    | 1 per 200,000 to 250,000 persons <sup>#</sup>            | 2   | 1                  | 1  | -1  |
| Swimming Pool Complex– standard                 | 1 complex per 287,000 persons <sup>#</sup>               | 2   | 1                  | 2  | 0   |

Note:

The planned resident population including Usual Residents (UR) and Mobile Residents (MR) population is about 594,700. If including transients, the overall planned population is about 608,900. All population figures have been adjusted to the nearest hundred.

Remarks:

# The requirements exclude planned population of transients.

^ The provision of hospital beds is to be assessed by the Hospital Authority on a regional basis.

\* Consisting of 40% centre-based CCS and 60% home-based CCS.

@ This is a long-term goal and the actual provision would be subject to the consideration of the Social Welfare Department in the planning and development process as appropriate.

**July 2025**