

TOWN PLANNING BOARD

TPB Paper No. 11011

**For Consideration by
the Town Planning Board on 11.7.2025**

**DRAFT TSEUNG KWAN O OUTLINE ZONING PLAN NO. S/TKO/31
CONSIDERATION OF REPRESENTATION NO. TPB/R/S/TKO/31-R1 TO R17**

**DRAFT TSEUNG KWAN O OUTLINE ZONING PLAN NO. S/TKO/31
CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/TKO/31-R1 TO R17**

| Subject of Representations | Representers (No. TPB/R/S/TKO/31-) |
|---|---|
| <p><u>Amendments to the Plan</u></p> <p><u>Item A</u> Incorporation of two sea areas in Fat Tong O into the planning scheme area (the 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” (“OU(DP)”) to the following land use zonings:</p> <p>(a) eight sites in Tseung Kwan O (TKO) Areas 137A, 137B, 137C and 137D to “Residential (Group A) 9” (“R(A)9”), “R(A)10”, “R(A)11” and “R(A)12” with stipulation of building height (BH) restrictions (BHR);</p> <p>(b) a site in TKO Area 137C to “OU” annotated “Commercial/Residential Development with Public Transport Interchange (1)” (“OU(Commercial/Residential Development with PTI) 1”) with stipulation of BHR;</p> <p>(c) six sites in TKO Areas 137A, 137C and 137D to “Government, Institution or Community (10)” (“G/IC(10)”) with stipulation of BHR;</p> <p>(d) seven sites in TKO Areas 137A, 137B, 137C and 137D to “Open Space” (“O”);</p> <p>(e) a site in TKO Area 137E to “OU” annotated “Effluent Polishing Plant” (“OU(EPP)”) with stipulation of BHR;</p> <p>(f) a site in TKO Area 137D to “OU” annotated “Green Fuel Station” (“OU(GFS)”);</p> | <p>Total: 17</p> <p><u>Support Item E and Provide Adverse Views on Items A and D (Total: 1)</u> R1: The Conservancy Association</p> <p><u>Oppose and/or Provide Adverse Views on All or Individual Items (Total: 15)</u></p> <p><i><u>Oppose and/or Provide Adverse Views on All or Individual Items related to both Developments in TKO Area 137 (TKO 137) and off TKO Area 132 (TKO 132) and Amendments to the Notes (7)</u></i> R2: Cheung Mei Hung, Member of the Sai Kung District Council (SKDC) R8: Designing Hong Kong Limited R11: Peng Chau Reclamation Concern Group R12: Hong Kong Institute of Urban Design R14-R16: Individuals</p> <p><i><u>Oppose Item A related to TKO 137 only (1)</u></i> R9: Hong Kong Boating Industry Association</p> <p><i><u>Oppose Items D and/or E related to TKO 132 only (7)</u></i> R3: Chan Kai Wai, Member of SKDC R4: Ocean Shores Owners’ Committee (OC) R5: 香港海岸郊野公園服務團 R6: 香港綠色郊野大聯盟 R7: 將軍澳屋苑大聯盟 R10: Association for Geoconservation Hong Kong R13: Individual</p> <p><u>Provide Views (Total: 1)</u> R17: Individual</p> |

| Subject of Representations | Representers (No. TPB/R/S/TKO/31-) |
|---|---------------------------------------|
| <p>(g) two sites in Fat Tong Chau in TKO Area 135 to “Green Belt” (“GB”); and</p> <p>(h) a site across TKO Areas 137A, 137B, 137C and 137D to an area shown as ‘Road’.</p> <p><u>Item B</u> Rezoning of a site in Fat Tong Chau from “GB” and “OU(DWI)” to “G/IC(10)” with stipulation of BHR.</p> <p><u>Item C</u> Incorporation of a site occupied by a pier near Tit Cham Chau into the Area, zoning the site and rezoning the adjoining land from “OU(DWI)” to “OU” annotated “Pier” (“OU(Pier)”).</p> <p><u>Item D</u> Incorporation of a sea area in Chiu Keng Wan into the Area, zoning the area and/or rezoning the adjoining land from “GB” to the following land use zonings:</p> <p>(a) a site to “OU” annotated “Electricity Facilities” (“OU(EF)”) with stipulation of BHR;</p> <p>(b) a site to “OU” annotated “Construction Waste Handling Facility and Public Fill Transfer Facility” (“OU(CWHF&PFTF)”) with stipulation of BHR;</p> <p>(c) a site to “OU” annotated “Refuse Transfer Station” (“OU(RTS)”) with stipulation of BHR;</p> <p>(d) a site to “OU” annotated “Concrete Batching Plant” (“OU(CBP)”) with stipulation of BHR;</p> <p>(e) a site to “G/IC(10)” with stipulation of BHR and three sites to “G/IC”; and</p> <p>(f) a site to an area shown as ‘Road’.</p> <p><u>Item E</u> Incorporation of four sites near Chiu Keng Wan into the Area and zoning the sites to “GB”.</p> | |

| Subject of Representations | Representers (No. TPB/R/S/TKO/31-) |
|--|---------------------------------------|
| <p><u>Item F</u> Excision of five sites within “OU(DWI)” zone from the Area.</p> <p><u>Amendments to the Notes of the Plan</u></p> <p>(a) Revision to the Remarks of the Notes for “R(A)” zone to incorporate “R(A)9”, “R(A)10”, “R(A)11” and “R(A)12” sub-areas with development restrictions.</p> <p>(b) Revision to the Remarks of the Notes for “G/IC” zone to incorporate “G/IC(10)” sub-area with development restriction.</p> <p>(c) Incorporation of new Remarks of the Notes for “OU” annotated “Commercial/ Residential Development with PTI” zone to incorporate “OU(Commercial/ Residential Development with PTI (1))” sub-area with development restrictions.</p> <p>(d) Deletion of the Notes for “OU(DWI)” zone.</p> <p>(e) Incorporation of new sets of Notes for “OU(EF)”, “OU(CWHF&PFTF)”, “OU(RTS)”, “OU(CBP)”, “OU(GFS)” and “OU(EPP)” zones.</p> <p>(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.</p> <p>(g) Incorporation of ‘Field Study/Education/ Visitor Centre’ under Column 2 of the Notes for “V” zone.</p> | |

Note: The names of the representers are attached at **Annex III**. Soft copies of the submissions are sent to Town Planning Board (the Board) Members via electronic means; and are also available for public inspection at the Board’s website at https://www.tpb.gov.hk/en/plan_making/S_TKO_31.html and the Planning Enquiry Counters of the Planning Department in North Point and Sha Tin. A set of hard copies is deposited at the Board’s Secretariat for Members’ inspection.

1. **Introduction**

- 1.1 On 14.2.2025, the draft TKO Outline Zoning Plan (OZP) No. S/TKO/31 (the Plan) (**Annex I**) was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance)¹. The Schedule of Amendments setting out the amendments incorporated into the OZP is at **Annex II** and the locations of the amendment items are shown on **Plans H-1 and H-2**.
- 1.2 During the two-month exhibition period, a total of 17 valid representations were received. On 30.5.2025, the Board agreed to consider all the representations collectively in one group.
- 1.3 This paper is to provide the Board with information for consideration of the representations. The list of representers and summary of their submissions are at **Annexes III and IV** respectively. The representation sites are shown on **Plan H-2**. The representers have been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

2. **Background**

Development of TKO 137 and TKO 132

- 2.1 TKO 137 in Fat Tong O², located to the south of TKO InnoPark, is a sizeable piece of formed land of around 80 hectares (ha). Most of this piece of land was previously zoned “OU(DWI)” on the OZP intended primarily for special industries which require marine access. The majority of the land is currently being used as a temporary fill bank for storing public fill for re-use in reclamation. In anticipation of future reclamation works that might take up the public fill from TKO 137 progressively, and the land is not required for the deep waterfront industry originally planned for, TKO 137 has been re-planned to make good use of this rare, vast piece of formed land in the metro area.
- 2.2 The Government announced in the 2022 Policy Address that TKO 137 will be developed into a new community primarily for residential purpose, providing about 50,000 residential units, as an extension of TKO New Town. It will be served by the existing road network as well as the TKO – Yau Tong Tunnel (TKO-YTT) and TKO Line Southern Extension (TKLSE) recommended under the Hong Kong Major Transport Infrastructure Development Blueprint (the Blueprint) promulgated in 2023. A piece of land to be reclaimed off TKO 132 in Chiu Keng Wan is also identified for accommodating five public facilities mainly serving the territory east area including TKO which require marine frontage for their operation.

¹ The draft TKO OZP No. S/TKO/31 together with its Notes and Explanatory Statement (ES) is available at the Board’s website at https://www.tpb.gov.hk/en/plan_making/S_TKO_31.html.

² Currently, TKO 137 includes the land in Fat Tong O generally bounded by Clear Water Bay Country Park, Tit Cham Chau, Junk Bay, Fat Tong Chau and TKO InnoPark mostly reclaimed in late 1990s/early 2000s, and is being used as a temporary fill bank, a desalination plant, a pier for off-loading explosive and a portion of the South East New Territories Landfill Extension. The subject area of re-planning focuses mainly on the land being taken up by the temporary fill bank.

- 2.3 In January and February 2023, the Legislative Council’s Panel on Development and SKDC were consulted respectively on the Preliminary Outline Development Plan (PODP) recommended under the “Planning and Engineering Study for Re-planning of TKO Area 137 – Feasibility Study” jointly commissioned by Civil Engineering and Development Department (CEDD) and Planning Department (PlanD). Subsequently, the “Development of TKO Area 137 and Associated Reclamation Sites – Investigation, Design and Construction” (the Study) was commissioned by CEDD in November 2023 where the PODP was reviewed and refined taking into consideration the public views collected. Detailed technical assessments have been conducted and a Recommended Outline Development Plan (RODP) has been formulated.
- 2.4 On 5.11.2024, SKDC was consulted on the enhanced land creation proposal for TKO 137 and TKO 132 as shown on the RODP, proposed amendments to the approved TKO OZP No. S/TKO/30 and other statutory procedures which was attended by the representatives of Development Bureau (DEVB), PlanD, CEDD and other relevant bureaux/departments (B/Ds) (**Annex VI**). Upon request by SKDC members, two information sessions at local community level with members from SKDC, Sai Kung Area Committee and OCs of residential developments in TKO were held on 11.12.2024 and 12.12.2024.
- 2.5 On 13.11.2024, an Environmental Impact Assessment (EIA) Report for Development of TKO 137 and Associated Reclamation Sites (the EIA Report) to assess the environmental impacts has been submitted for approval under section 6(2) of the EIA Ordinance (Cap. 499) (EIAO). The report was exhibited for public inspection from 3.1.2025 to 11.2.2025. Having considered the public comments received during public inspection period and comments from Advisory Council on the Environment (ACE), the EIA Report was approved with conditions by the Director of Environmental Protection (DEP) under section 8(3) of the EIAO on 30.4.2025.
- 2.6 It is targeted to progressively commence works in TKO 137 and TKO 132 in phases starting from the end of this year. The first population intake of TKO 137 will be in 2030, while the proposed public facilities in TKO 132 will come into operation starting from 2030 onwards.
- 2.7 To take forward the proposed developments, TKO 137 and TKO 132 have been zoned as/rezoned to suitable zonings with appropriate development restrictions (**Items A to C on Plans H-3a to H-3c** for TKO 137 and **Item D on Plans H-4a to H-4c** for TKO 132). Four sites which are existing natural features have been zoned as “GB” (**Item E**) while five sites either currently sea areas outside the proposed reclamation boundary of TKO 137 or within Clear Water Bay Country Park have been excised from the Area (**Item F**).

Amendments to the Notes and ES of the OZP

- 2.8 In relation to the above amendment items, the Notes of the OZP have been revised accordingly. Opportunity has also been taken to revise the Notes of the OZP to incorporate the latest revisions of the Master Schedule of Notes to Statutory Plans (MSN) where appropriate and other technical amendments, which includes:

- (a) To align with the updated MSN, ‘Government Refuse Collection Point’ and ‘Public Convenience’ have been moved from Column 2 to Column 1 while ‘Field Study/Education/Visitor Centre’ use is added under Column 2 in the Notes for “V” zone.
- (b) To provide flexibility for provision of ancillary uses within the piers, the development restrictions in the Remarks of the “OU(Pier)” zone have been revised so that kiosk or premises not in excess of a maximum non-domestic gross floor area of 100m² in total for use as ‘Shop and Services’ and ‘Eating Place’ are also considered as ancillary to ‘Pier’ use.

The Draft OZP

- 2.9 On 17.1.2025, the Board agreed that the proposed amendments to the approved TKO OZP No. S/TKO/30 were suitable for exhibition under section 5 of the Ordinance for public inspection. The relevant Town Planning Board paper (TPB Paper) No. 10992 is available at the Board’s website³ and the extract of the minutes of the Board’s meeting is at **Annex V**. Subsequently, the draft TKO OZP No. S/TKO/31 was gazetted on 14.2.2025.

3. Local Consultation

Prior to Gazettal of the Draft OZP

- 3.1 As mentioned in paragraph 2.4 above, SKDC was consulted on the enhanced land creation proposal for TKO 137 and TKO 132 together with proposed amendments to the TKO OZP No. S/TKO/30 and other statutory procedures⁴ on 5.11.2024. Two information sessions at local community level were held on 11.12.2024 and 12.12.2024.

Upon Gazettal of the Draft OZP

- 3.2 Upon gazettal of the draft OZP on 14.2.2025, members of SKDC were notified on the same date that members of the public can submit representations on the amendments in writing to the Secretary of the Board during the exhibition period of the draft OZP. Two representations from SKDC members were received.
- 3.3 On 20.2.2025, Hang Hau Rural Committee (HHRC) was consulted on the amendments incorporated in the draft OZP. At the meeting, HHRC members expressed concerns mainly on the possible impact on the road and railway traffic network in Sai Kung and TKO, connectivity of the proposed pier at the southern-most tip of TKO 137 and detailed design of the proposed open space in TKO 137. No representation from HHRC members was received.

³ TPB Paper No. 10992 and the attachments are available at the Board’s website at https://www.tpb.gov.hk/en/meetings/TPB/Agenda/1330_tpb_agenda.html.

⁴ These include the reclamation scheme under the Foreshore and Sea-bed (Reclamations) Ordinance (Cap. 127), the road scheme under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) and the sewerage works under the Water Pollution Control (Sewerage) Regulation (Cap. 358AL).

4. The Representation Sites and their Surrounding Areas (Plans H-1 and H-2)

4.1 The Representation Sites and their Surrounding Areas

Representation Site under Item A (Plans H-3a to H-3c)

- 4.1.1 Representation site under **Item A (Item A Site)** comprises government land (GL) in TKO 137 currently occupied by the temporary fill bank, a temporary concrete batching plant under short-term tenancy as well as the sea area to be reclaimed at the barging basin and waterfront off Fat Tong O. To its east and north are Clear Water Bay Country Park and TKO InnoPark respectively while Junk Bay and Tathong Channel are to its west and south. It is currently accessible via Wan Po Road connecting to Tseung Lam Highway and other parts of TKO New Town.
- 4.1.2 A total of 9 sites in different parts of TKO Areas 137A, 137B, 137C and 137D (total about 52 ha) are zoned “R(A)9”, “R(A)10”, “R(A)11”, “R(A)12” and “OU(Commercial/Residential Development with PTI (1))” for residential development and/or commercial use and PTI subject to relevant maximum PRs and BHs. A total of 6 sites and 7 sites in TKO 137 are zoned “G/IC(10)” and “O” respectively for development of various Government, Institution and Community (GIC) facilities and open space to mainly serve the future population. The site to the east of TKO 137 across the proposed extension of Wan Po Road is zoned “OU(EPP)” for development of an effluent polishing plant to cater for the population growth. Other sites are zoned “OU(GFS)” and ‘Road’ reserved for green fuel station and road while two sites at the foothill of Fat Tong Chau are zoned “GB” to reflect existing condition.
- 4.1.3 The key development parameters of TKO 137 are provided below:

| | |
|--|--|
| Total Development Area (ha) (about) | 103 (including about 20 ha of reclamation) |
| - Residential | 46.5 |
| - Commercial/Residential | 5.5 |
| - G/IC | 10 |
| - Open space | 19 |
| - Other uses (including effluent polishing plant and green fuel station) | 5 |
| - Major roads, etc. | 17 |
| Total No. of Flats (about) | 50,000 |
| Total Planned Population (about) | 135,000 |
| Domestic Plot Ratio (PR) | 4 to 7.5 |
| Non-domestic PR for Commercial/Retail Facilities | 1 (for commercial/residential site) 0.3 (for residential sites) |

| BH of Residential and Commercial/Residential Sites | 120mPD to 200mPD |
|--|---|
| Major GIC and Supporting Facilities⁵ | <ul style="list-style-type: none"> - One public market - One swimming pool complex - Two sports centres - One community hall - One health centre - Three primary schools and two secondary schools - One recycling centre and one public refuse collection point - One post office - One divisional police station - One sub-divisional fire station cum ambulance depot - Two electricity substations - One fresh water service reservoir and one salt water service reservoir - One effluent polishing plant - One green fuel station |

Representation Site under Item B (Plans H-3a to H-3c)

- 4.1.4 Currently a piece of GL, representation site under **Item B (Item B Site)** (about 5.98 ha) is on the south-facing slope of Fat Tong Chau in TKO Area 135 covered by vegetation and a minor portion is currently occupied by the temporary fill bank. It is zoned “G/IC(10)” for the development of a fresh water service reservoir and a salt water service reservoir mainly serving the future population of TKO 137.

Representation Site under Item C (Plans H-3a to H-3c)

- 4.1.5 Representation site under **Item C** is currently a pier at the southern-most tip of TKO Area 137E near Tit Cham Chau (**Item C Site**) (about 0.36 ha) being used by CEDD for off-loading explosive. The pier will cease operation before the population in-take of TKO 137. It is zoned “OU(Pier)” for the provision of a pier intended for recreation and pleasure vessels and tourism to serve the needs of the community and to enhance the recreation and tourism potential of the area, including other part of Sai Kung.

Representation Site under Item D (Plans H-4a to H-4c)

- 4.1.6 Away from the population centre of the TKO New Town while close to the TKO portal of TKO-Lam Tin Tunnel (TKO-LTT), representation site under **Item D (Item D Site)** (about 20 ha) is currently a sea area in Chiu Keng Wan to be reclaimed in TKO Area 132B which has been identified to house five region-specific public facilities that require marine frontages for

⁵ The provision of the GIC facilities is subject to further examination during the preparation of Outline Development Plan (ODP) and review by relevant B/Ds at later implementation stage.

operation. It is zoned “OU(EF)”, “OU(CWHF&PFTF)”, “OU(RTS)”, “OU(CBP)”, “G/IC” and “G/IC(10)” on the OZP.

4.1.7 The key development parameters of TKO 132 are provided below:

| Land Use | Area (ha) (about) | Maximum Building Height (mPD) |
|---|----------------------|---|
| (i) Electricity facilities | 5.6 | 70 |
| (ii) Construction waste handling facility | 4.5 | 30 |
| (iii) Public fill transfer facility | 4 | 35 |
| (iv) Refuse transfer station | 3 | 50 |
| (v) Concrete batching plant | 0.6 | 35 |
| (vi) Other uses (including sewage pumping station, government reserve and road) | 2 | 15 (for sewage pumping station only) |
| Total Development Area | 20 | - |

4.1.8 The proposed electricity facilities comprising power receiving and conversion facilities in the northern-most portion of TKO Area 132B in the “OU(EF)” zone are to receive zero-carbon energy from the Mainland. The proposed construction waste handling facility and public fill transfer facility in the “OU(CWHF&PFTF)” zone and proposed refuse transfer station in the “OU(RTS)” zone are to receive and transfer the construction waste, public fill and municipal solid waste generated in the territory east (including TKO) to other downstream facilities in Hong Kong through marine transport. The proposed concrete batching plant in the southern part of TKO Area 132B zoned “OU(CBP)” is to produce and deliver freshly mixed concrete for construction sites in New Territories (NT) East (including TKO) and Kowloon East where its marine frontage will allow transportation of raw materials by sea. All these public facilities would be low-rise where their “OU” zones are subject to maximum BHs ranging from 30mPD to 70mPD.

4.1.9 Four other sites (total about 0.98 ha) scattered in TKO Area 132B are zoned “G/IC(10)” and “G/IC” respectively either reserved for a sewage pumping station to support the developments in TKO 132 or designated as government reserve purpose where the development thereon should be low-rise and compatible with surrounding environment. New connecting roads to TKO 132 (about 2.88 ha) are shown as ‘Road’ on the OZP.

Representation Sites under Item E and F (Plans H-3a to H-4c)

4.1.10 Representation sites under **Item E** comprising four sites (**Item E Site**) (total about 0.42 ha) zoned “GB” are existing natural features in TKO Area 132A on GL to be maintained upon reclamation including rocky cliffs and vegetation overlooking Chiu Keng Wan. Representation site under **Item F** comprising five sites (**Item F Site**) (total about 0.76 ha) excised from the Area are either currently sea areas outside the proposed reclamation boundary of TKO 137, or within Clear Water Bay Country Park.

4.2 Planning Intentions

The planning intentions of the zones in relation to the above representation sites are as follows:

- (a) the “R(A)” zone (**Item A**) is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building;
- (b) the “G/IC” zone (**Items A, B and D**) is intended primarily for the provision of Government, Institution or Community (GIC) facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organisations providing social services to meet community needs, and other institutional establishments;
- (c) the “O” zone (**Item A**) is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public;
- (d) the “OU(Commercial/Residential Development with PTI)” zone (**Item A**) is intended primarily for commercial and/or residential development with public transport interchange facilities. Commercial, residential and mixed commercial/residential uses are always permitted;
- (e) the “OU(EPP)” zone (**Item A**) is intended primarily for the development of an effluent polishing plant serving the needs of the community;
- (f) the “OU(GFS)” zone (**Item A**) is intended primarily for the provision of green fuel station for vehicles serving the needs of the community;
- (g) the “OU(Pier)” zone (**Item C**) is primarily intended for the provision of pier for recreation and pleasure vessels and tourism to serve the needs of the community and to enhance the recreation and tourism potential of the area;
- (h) the “OU(EF)” zone (**Item D**) is primarily intended for the provision of electricity facilities;
- (i) the “OU(CWHF&PFTF)” zone (**Item D**) is primarily intended for the provision of construction waste handling facility and public fill transfer facility;
- (j) the “OU(RTS)” zone (**Item D**) is primarily intended for the provision of refuse transfer station;
- (k) the “OU(CBP)” zone (**Item D**) is primarily intended for the provision of concrete batching plant;
- (l) the “GB” zone (**Items A and E**) is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general

presumption against development within this zone; and

- (m) the area shown as ‘Road’ (**Items A and D**) is mainly reserved for road purpose.

5. The Representations

5.1 Subject of Representations

5.1.1 A total of 17 valid representations were received which include:

- (a) 1 representation submitted by a green/concern group (**R1**) supporting **Item E** and providing adverse views on **Items A and D**;
- (b) 15 adverse representations including:
 - (i) 7 representations submitted by a SKDC member (**R2**), two green/concern groups (**R8 and R11**), a professional institution (**R12**) and three individuals (**R14 to R16**) opposing and/or providing adverse views on all or individual items related to both TKO 137 and TKO 132 and amendments to the Notes;
 - (ii) 1 representation submitted by a boating industry association (**R9**) opposing **Item A** related to TKO 137 only; and
 - (iii) 7 representations submitted by another SKDC member (**R3**), the OC of Ocean Shores in Tiu Keng Leng containing about 4,314 standard letters with various combinations of grounds signed by residents in January 2023 (**R4**), a housing estate coalition jointly supported by OCs and a management office of 8 private housing estates in Tiu Keng Leng and TKO South presented about 763 signatures of residents (**R7**), three green/concern groups (**R5, R6 and R10**) and an individual (**R13**) opposing **Items D and/or E** related to TKO 132 only; and
- (c) 1 representation from an individual (**R17**) providing views.

5.1.2 The major grounds and views of the representations as well as their proposals (if any), and PlanD’s responses in consultation with the relevant government B/Ds, are at **Annex IV** and summarised in paragraphs 5.2 to 5.4 below.

5.2 Supportive Representation

| Major Grounds/Views | Representation No. |
|---|--------------------|
| (1) Support Item E to designate “GB” zone to reflect the existing condition. | R1 |
| Responses | |
| (a) The supportive view is noted. | |

5.3 Opposing Representations / Representations Providing Adverse Views

5.3.1 *Major Grounds/Views related to both TKO 137 and TKO 132 (Items A to F)*

5.3.1.1 *Necessity of the Proposed Development*

| Major Grounds/Views | Representation No. |
|--|--------------------|
| (1) The development of TKO 137 and TKO 132 should be incorporated into the Northern Metropolis (NM) projects to reduce financial burden of the Government. | R3 to R7 |
| (2) 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. | R15 |
| Responses | |
| <p>(a) In response to (1):</p> <p>The developments in NM and TKO 137 and TKO 132, differing in strategic positioning, locational advantages and development objectives, are both planned as a major source of land supply for short, medium to long term of Hong Kong. As set out in the 2024 Policy Address, the Government remains determined to sustain efforts in land production and take forward various projects in a steady and paced manner.</p> <p>NM primarily covers a vast expanse of land in the northern part of Hong Kong including large New Development Areas (NDAs) such as Kwu Tung North/Fanling North, Hung Shui Kiu/Ha Tsuen, Yuen Long South and San Tin Technopole as well as other new land development projects including NT North New Town, Ngau Tam Mei, Lau Fau Shan and Ma Tso Lung, each with a distinctive strategic positioning and development theme. These NDAs/projects are at different stages of planning and development. They are not only major sources of housing supply in the future, but will also provide much-needed land for economic development, not least the development of innovation and technology.</p> <p>TKO 137 and TKO 132 have different strategic positions and development objectives with NM. Located within TKO New Town at the eastern part of Hong Kong, TKO 137 is a piece of rare and vast formed land in the metro area. As set out in the 2022 Policy Address, TKO 137 will be developed into a new community primarily for residential purpose, providing about 50,000 residential units, as an extension of TKO New Town. At the same time, a piece of land to be reclaimed off TKO 132 in Chiu Keng Wan is identified for accommodating five regional-specific public facilities mainly serving the territory east area (including TKO) and requiring marine frontage.</p> | |

(b) In response to (2):

As pointed out in 2025-26 Budget Speech, Hong Kong needs a sufficient supply of land to create the capacity for supporting the development of new industries, injecting new impetus into our economy, and providing a better living and leisure environment for our people. Having learnt from past experience that land shortage would constrain Hong Kong's development, the Government must persist with the work on planning and land creation while the pace of rolling out residential sites can be adjusted in the light of actual circumstances.

5.3.1.2 Traffic, Transport Infrastructures and Connectivity

| Major Grounds/Views | Representation No. |
|--|--------------------|
| (1) The connectivity of TKO should be improved by various measures including (i) construction of the fourth cross-harbour tunnel; (ii) extension of TKLSE to Hong Kong Island East; (iii) in short term, increasing frequency of bus services routing through TKO-LTT. | R2 |
| (2) Additional passengers induced by the proposed development would adversely affect the capacity of already overcrowded railway services in TKO. | R15, R16 |
| (3) There is a lack of pedestrian and cycling connections between TKO and Lei Yue Mun. For instance, pedestrian and cycling connections along the waterfront at TKO 137 under Item A , Fat Tong Chau, TKO InnoPark and the existing waterfront promenade in TKO South, TKO 132 under Item D and further to Lei Yue Mun and wider area should be developed. | R2, R8, R14 |
| (4) TKO-YTT under planning may further destroy the natural shorelines. | R10 |
| Responses | |
| <p>(a) In response to (1) and (2):</p> <p>According to the Traffic and Transport Impact Assessment (TTIA) of the Study, with the implementation of the necessary road improvement works and recommended public transport provision (including TKLSE and TKO-YTT) in place, the proposed development in TKO 137 and TKO 132 are acceptable on the overall traffic impacts. C for T has no adverse comment on the proposed developments from traffic engineering viewpoints.</p> <p>The performance of MTR TKO Line with extension to TKO 137 was assessed in the TTIA which concluded that the impact of TKO 137 to the operation of MTR TKO Line is acceptable. Besides, when formulating the Blueprint, the latest planning and land use information, including the</p> | |

potential new population growth in the TKO New Town including TKO 137 had thoroughly been considered. It was found that through upgrading the signaling system and increasing the number of trains, the train frequency and maximum carrying capacity of the TKO Line could meet the passenger demand to and from Po Lam Station as well as the increased train frequency to and from LOHAS Park Station and Area 137, meeting the transport demand arising from long-term development in TKO.

In evaluating the construction of a new cross harbour road or railway tunnel between TKO 137 and Hong Kong Island, various factors have been considered including transport benefits, existing and planned transport infrastructure on Hong Kong Island, engineering feasibility, and implications on the local community. According to the assessment in the Strategic Studies on Railways and Major Roads Beyond 2030, there will be numerous technical difficulties for connecting a new cross-harbour tunnel to the existing highway and railway in the Hong Kong Island i.e. Island Eastern Corridor and MTR Island Line near Chai Wan and Heng Fa Tsuen, for example, 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. Moreover, the studies assessed that the existing and planned cross-harbour transport infrastructure will have sufficient capacity to meet the anticipated transport demand of TKO, and hence taking forward new cross-harbour transport infrastructure at TKO 137 could not effectively shorten the journey and commuting time of TKO residents to the commercial areas on Hong Kong Island. Moreover, construction of such transport infrastructure requires significant public resources. With an assessment of overall transport benefits, cost-effectiveness and impact on existing buildings and public facilities (e.g. potential demolition of the offshore buildings and public facilities), the Government currently does not have plan to construct new cross harbour transport infrastructure in the southern part of TKO.

Transport Department (TD) will continue to closely monitor the passenger demands and public transport service level in light of new development areas, and will adjust the public transport arrangements, in consultation with public transport operators and the locals as necessary, to meet passenger needs.

(b) In response to (3):

Footpath and cycling tracks have been provided along major waterfront open space in TKO, which include TKO Waterfront Promenade, TKO South Park in TKO Area 68 and waterfront promenade along coastline from TKO South to LOHAS Park. There are also plans to further extend the existing cycling track network of TKO Town Centre to TKO 137 and the planned waterfront promenade therein via Wan Po Road. Construction of waterfront promenade or cycling track along the waterfront connecting TKO 137 with LOHAS Park is not recommended as this section of waterfront is either natural coastline of Fat Tong Chau or being occupied by tenants of TKO InnoPark for marine access.

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| <p>Regarding the provision of cycling track in TKO 132, the road connections to TKO 132 are expected to accommodate heavy vehicles to support planned public facilities. Given the commitment to minimal reclamation in TKO 132 and the absence of existing cycling track in Lei Yue Mun, it is not recommended to provide a cycling track along the proposed elevated road between Tiu Keng Leng, TKO 132 and Lei Yue Mun. Instead, footpath will be provided along the proposed elevated road, and the Government is also exploring the feasible improvements to the hiking trails between TKO 132 and Lei Yue Mun for better connectivity.</p> |
| <p>(c) In response to (4):</p> <p>The alignments of TKO-YTT shown on the OZP are for information only. Statutory procedure will be required under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) to take forward the TKO-YTT. Relevant technical considerations and environmental impacts will be assessed for the implementation of TKO-YTT.</p> |

5.3.1.3 EIA and EIA Procedures

| Major Grounds/Views | Representation No. |
|---|--------------------|
| (1) The credibility of EIA process is doubted given that the public concerns raised against the EIA submission were ignored and not presented to ACE. | R10, R13 |
| (2) 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 are generally disagreed. | R12 |
| (3) The absence of Registered Landscape Architect as a member of ACE has led to the overlooking of basic failures in Landscape and Visual Impact Assessment (LVIA) across all EIAs and thus the approval of sub-standard LVIA. PlanD has failed to conduct thorough professional checking of LVIA, which did not 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. | R13 |
| Responses | |
| <p>(a) In response to (1) to (3):</p> <p>CEDD has conducted various assessments in the EIA for the project of TKO</p> | |

137 and TKO 132 which meets the established standards and requirements of the EIA Study Brief and the Technical Memorandum (TM) on EIA Process. The assessments in the EIA Report have been reviewed and endorsed by the relevant B/Ds based on their specific areas of expertise including PlanD for landscape and visual aspects. Regarding approval of an EIA Report, the Environmental Protection Department (EPD) strictly follows the provisions of the EIAO in processing application, including detailed review of the EIA report, and comprehensive and careful consideration of the requirements of the EIA Study Brief and the TM on EIA Process and comments on the environment raised by the public and ACE, before making the decision on whether to approve the EIA report and the conditions to be imposed if the EIA report is approved.

Regarding the public inspection of EIA Report, EIAO stipulates statutory procedures for consulting the public and ACE on EIA report, which include a 30-day public inspection period of the EIA report. A member of the public can give the DEP written comments on the report during the public inspection period. The ACE will be provided with a copy of the EIA report, and may give its comments thereon within 60 days of its receipt of the EIA report. Although not required by the EIAO, it is the standing practice of EPD to provide ACE with the written public comments received during the public inspection period to facilitate ACE's consideration of the EIA report for the purpose of giving comments to the DEP. The public comments received during the public inspection would be considered and dealt with during the deliberation in the ACE meetings.

5.3.1.4 *Environmental, Ecological, Biodiversity, Sustainability, Landscape and Visual*

| Major Grounds/Views | Representation No. |
|---|--------------------|
| (1) 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 urbanisation. | R1 |
| (2) Bird friendly design should be incorporated in urban design framework to lower bird-window collision risk. | R1 |
| (3) 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. | R1 |
| (4) The impact of climate change has been overlooked in the reclamation design of TKO 137 and TKO 132 under Items A and D . In particular, TKO 137 could be | R15 |

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| <p>susceptible to swells and tsunami conditions. The proposed reclamation at TKO 132 cannot function as a buffer like a ‘living shorelines’.</p> | |
| <p>(5) The assessment on landscape and visual impacts and mitigation measures for TKO 137 and TKO 132 under Items A and D are considered not sufficient. There are concerns on the visual impact on both the Eastern Sea and Victoria Harbour.</p> | <p>R11, R12, R13, R15</p> |
| <p>Responses</p> | |
| <p>(a) In response to (1):</p> <p>Greening opportunity with native plant species has already been recommended as one of the proposed landscape and visual mitigation measures. It is expected that the native plant species could provide foraging and feeding opportunities for local wildlife such as birds and butterfly, and thus potentially enhance the biodiversity. CEDD will consider planting native species for greening to enhance ecological connectivity and urban biodiversity in the detailed design stage.</p> | |
| <p>(b) In response to (2):</p> <p>Precautionary measures such as the use of non-transparent or non-glazing materials in windows of buildings could be implemented to minimise the potential of bird collisions in corresponding detailed design stage.</p> | |
| <p>(c) In response to (3):</p> <p>CEDD will set up community liaison group(s) comprising representatives from the concerned and affected parties to facilitate communication and enquiries handling on all environmental issues related to the Project.</p> | |
| <p>(d) In response to (4):</p> <p>In designing the marine structure for TKO 137 and TKO 132, due considerations has been given to various factors including the operational needs of future users, promenade and landscape design, and the potential effects of climate change towards the end of the 21st century.</p> <p>The Hong Kong Observatory was consulted regarding extreme weather scenarios outlined in Intergovernmental Panel on Climate Change (IPCC)’s 6th Assessment Report (AR6). Scenario testing was conducted for various conditions, including the greenhouse effect, climate change, extreme climate and sea-level rise by the century’s end, ensuring resilience and adequate design capacities to cope with different climate situations.</p> <p>A sensitivity test was also conducted to evaluate potential risk due to climate change beyond this century. Resilient measures, such as construction of water barriers or making adequate design allowance for additional flood wall</p> | |

height adjustments, would be incorporated in the seawall design to accommodate any potential sea-level rise as anticipated in future AR7.

CEDD will consider climate resilience in the seawall design to prevent flooding at the proposed development in TKO 137 and TKO 132 in the detailed design stage.

(e) In response to (5):

CEDD has conducted the LVIA that has (i) considered various alternative development options that may reduce the potential impact on the natural shoreline in TKO 132 and revised the proposed reclamation extent and configuration of TKO 132 to reduce direct impact on the natural coastline in TKO 132; (ii) covered the landscape impact to the natural coastline in TKO 132 and the landscape impact from the permanent presence of the reclamation in TKO 132; (iii) taken into account various factors for determination of the magnitude of change, significance of unmitigated landscape impact, and residual impact to the natural coastline in TKO 132 and the landscape character of Junk Bay; and (iv) proposed measures that could avoid potential impact from the project and is anticipated to have preventive in addition mitigating effect. According to the LVIA, a total of 12 key strategic and popular local vantage points (VPs) were identified within the visual envelope of the development to assess potential visual impacts. Among these VPs, VP2, VP10 and VP11 represent the view of the proposed development from Tathong Channel (Eastern Sea), Siu Sai Wan Promenade and Heng Fa Chuen Promenade (Hong Kong Island) (**Plan H-5**). While some degree of visual impact is inevitably anticipated, the residual visual impact of the development with full implementation of the proposed mitigation measures such as provision of open space and greenery along TKO 137 promenade, proper landscape treatment with aesthetically pleasing design for aboveground structures at TKO 132, could be alleviated and is acceptable.

5.3.1.5 Implementation

| Major Grounds/Views | Representation No. |
|---|--------------------|
| (1) The major part of TKO 137 under Item A 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. | R11 |

| Responses |
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| <p>(a) In response to (1):</p> <p>The schedule and situation of reclamation works in the territory are under close monitoring by the Government. The latest target is to commence the relevant works for the proposed development in TKO 137 in 2025, with a view to enabling and achieving first population intake in TKO 137 in 2030.</p> <p>Most of the construction waste generated locally is inert construction waste, commonly known as public fill which includes rock, rubble, sand, concrete, asphalt, brick, tile, etc. It is roughly anticipated that the construction industry will generate an average of about 15 million tonnes of public fill annually in the next few years. CEDD has been closely monitoring the generation of and the demand for public fill, and continue to implement control and management measures to reduce public fill generation and re-use public fill in suitable local construction projects. The quantity of public fill consumption is dependent on the progress of the local construction projects while only the surplus public fill will be delivered to the Mainland for beneficial re-use.</p> |

5.3.2 *Major Grounds/Views and Proposals related to TKO 137 only (Items A to C)*

5.3.2.1 *Planning Intention and Land Uses*

| Major Grounds/Views | Representation No. |
|---|-----------------------|
| (1) TKO 137 is situated near Victoria Harbour, making it readily available for mooring to address the current shortage of safe moorings in the territory and to facilitate other marine activities. The existing barging basin covered by Item A should be re-used as a public marine centre by building a breakwater or a new bay should be created to support a marine-based economy, yacht tourism and water sports facilities. | R8, R9 and R15 |
| (2) The joint-user government complex (JUC) in TKO 137 under Item A 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. | R15 |
| (3) The lack of commercial uses in TKO 137 will lead to limited local employment opportunities. Sufficient commercial uses including catering and entertainment should be provided along the waterfront promenade in TKO 137 to enhance its vibrancy. | R15 |
| (4) There is insufficient provision of GIC facilities and open space in TKO 137 compared to the provision standards | R15 |

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| advocated in “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” (Hong Kong 2030+). | |
| Proposals | |
| (i) The original boundary of the Area should be kept so that the existing barging basin in TKO 137 can be maintained for marine facilities (Drawing H-3). | R8, R9 and R15 |
| Responses | |
| <p>(a) In response to (1) and (i):</p> <p>As announced in the 2022 Policy Address, TKO 137 will be developed into a new waterfront community primarily for residential purpose, providing about 50,000 units for a total population of around 135,000. To provide land for housing and supporting facilities, a total developable land will be about 103 ha, including about 20 ha of land created from reclamation in the existing barging basin and along the shoreline. The land-to-be-reclaimed in the barging basin forms an integral part of the new community, and reduction in developable land will reduce flat production and limit flexibility in the overall layout design. Meanwhile, the reclamation at the barging basin is also essential to support the construction of various infrastructure, such as TKLSE under planning, with tunnel routing through the barging basin.</p> <p>The Government has been addressing the shortage of sheltered moorings in the territory while also working to promote the yacht tourism in Hong Kong through other policy initiatives. The 2024 Policy Address announced to invite market to construct and operate yacht berthing facilities in the expansion area of Aberdeen Typhoon Shelter, the Ex-Lamma Quarry area and the waterfront site near the MTR Hung Hom Station. These three locations are considered suitable for setting up yacht berthing facilities because of their synergy with tourism-related developments on the land-side. Besides, the Airport Bay Marina with ancillary facilities being planned by the Airport Authority Hong Kong in the bay area between Hong Kong International Airport and Tung Chung East will provide over 500 berths. Hence, the proposal of re-using the existing barging basin for a public marine centre in TKO 137 to support a marine-based economy, yacht tourism and water sports facilities is not justifiable.</p> <p>The Government has also earmarked land in TKO Area 77 in Junk Bay for constructing a new water sports centre. Upon completion, the availability of activities to be provided by water sports centres under Leisure and Cultural Services Department will be increased by around 20%. At this stage, providing another water sports centre in TKO is not required.</p> | |
| <p>(b) In response to (2):</p> <p>Developing JUC to provide the public services aligns with the principle of “Single Site, Multiple Use” to maximise the utilisation of scarce land resource. The Government will take into account all relevant factors including compatibility of different facilities to finalise the mix of services</p> | |

and facilities of a JUC in corresponding detailed design stage. For instance, the interface issues between a public market and a health centre can be addressed through sensitive layout design that ensures separate entrance and access for the clinic and non-healthcare facilities. The JUC with Market in TKO Area 67 under construction is a good example for accommodating a public market with a number of medical and health facilities including Sai Kung District Health Centre and a maternal and child health centre. Ventilation systems will also be carefully designed to meet the specific needs of each facility while maintaining hygiene standards.

(c) In response to (3):

While positioned as a new community primarily for residential purpose, TKO 137 also has immediate access to TKO InnoPark and owns locational advantage in proximity to CBD2 in Kowloon East with convenient road and railway connections, where a vast diversity and ample employment opportunities could be found.

As an extension to TKO New Town, TKO 137 is planned to provide diverse commercial uses, open space and community and infrastructural facilities. A waterfront site near the future railway station in TKO Area 137C (**Plan H-3a**) is zoned “OU(Commercial/Residential Development with PTI (1))” primarily for residential development with commercial use and PTI. Commercial facilities such as shopping mall can be developed up to a maximum non-domestic PR of 1. Besides, commercial uses are allowed at the lowest three floors of the residential development in the 8 sites zoned “R(A)” with a maximum non-domestic PR of 0.3 to meet the daily needs of population. To this end, the predominantly high-density residential area in TKO 137 will be well supported by retail and commercial uses. Besides, a public market will be provided in the planned JUC in TKO Area 137C near railway station to serve residents in the area and those living near the south-eastern side of TKO.

(d) In response to (4):

The vision of higher open space provision (i.e. 3.5m² per capita) advocated in the Hong Kong 2030+ has been factored in and adopted as a long-term target when planning the new community in TKO 137. After balancing various land uses, about 19 ha of open space has been proposed within TKO 137 to provide a network of quality open spaces for public enjoyment. In addition, six sites (about 8.15 ha) are reserved in TKO 137 for free-standing GIC facilities including a public market, a swimming pool complex, two sports centres, five schools and etc.

Overall, TKO will have a surplus of about 16 ha of district open space and about 15 ha of local open space provision based on the requirements under the Hong Kong Planning Standards and Guidelines (HKPSG). Furthermore, the existing and planned provision for GIC facilities in TKO are generally adequate (**Annex VII**).

5.3.2.2 Urban Design and Landscape

| Major Grounds/Views | Representation No. |
|--|--------------------|
| (1) There is no stepped building height profile and the development scale is too massive which will create wall effect in TKO 137. | R15 |
| (2) The proposed service reservoirs located on Fat Tong Chau under Item B , involve felling of trees and destroy of natural resources. The facilities should be located on the already developed area e.g. near the desalination plant. | R15 |
| (3) The proposed school sites in TKO Area 137D under Item A are sandwiched between developments and without natural elements nearby. | R15 |
| Responses | |
| <p>(a) In response to (1):</p> <p>Based on the urban design framework for TKO 137, a stepping-down BH profile of the proposed developments in two directions, from the hinterland in the northeast to the southwest and from the northwest to the southeast towards the waterfronts which opens to a long vista to South China Sea through Tathong Channel would be adopted. The BH profile has been translated into the BHR on the OZP for individual sites. Besides, variation of BHs within development sites is also suggested to create a dynamic overall skyline. Detailed requirements are subject to further study and will be stipulated on the Outline Development Plan (ODP) to be prepared. Besides, the developments would also need to comply with the Sustainable Building Design Guidelines to ensure that adequate building gaps are provided.</p> | |
| <p>(b) In response to (2):</p> <p>Service reservoir has specific siting requirements to ensure a steady and sufficient pressure for gravity-fed water supply. After thorough evaluation, the current location with a higher level at the knoll of Fat Tong Chau (Item B Site) has been identified as the most suitable location for the two service reservoirs to support the development of TKO 137. The area near TKO Desalination Plant or other part of TKO 137 with a lower level is not suitable for the development of the service reservoirs.</p> <p>According to the LVIA, approximately 675 trees will be affected by the proposed service reservoirs, amongst those no registered Old and Valuable Trees (OVTs) are found. Landscape mitigation measures, including compensatory tree planting, have been proposed. Furthermore, according to the LVIA, tree compensation at a ratio of 1:1 will be achieved for the implementation of the TKO 137 and TKO 132 including the proposed service reservoirs as far as possible in accordance with the requirement</p> | |

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| <p>stipulated in Development Bureau Technical Circular (Works) No. 4/2020. CEDD will consider planting native species for greening to enhance ecological connectivity and urban biodiversity in the detailed design stage.</p> |
| <p>(c) In response to (3):</p> <p>The proposed schools in TKO Area 137D are to support the future population of TKO 137 which should be located in the vicinity of the residential sites. Nevertheless, greenery will be provided within the school sites in accordance with relevant guidelines in corresponding detailed design stage where appropriate, and there will be tree planting and sensitive landscaped areas along the connected walking and cycling paths.</p> |

5.3.2.3 Traffic and Transport Infrastructures

| Major Grounds/Views | Representation No. |
|---|--------------------|
| (1) The proposed roads in TKO 137 under Item A should be built underground so that aboveground space could be freed up for other gainful uses. | R15 |
| (2) The pier at the southern tip of TKO 137 under Item C should be relocated to the waterfront to support a proposed marina and a public ferry pier providing commuter ferry links. | R15 |
| Responses | |
| <p>(a) In response to (1):</p> <p>The land use layout and road network in TKO 137 has been comprehensively planned taking into account all relevant factors including site/geotechnical constraints, interfacing with the planned land uses and infrastructure, development programme and costs. The planned road network shown on the OZP under Item A meets the prevailing transport planning standards. There is no strong justification to submerge the road network underground which would inevitably result in additional capital, operating and maintenance costs as well as delay the development programme.</p> | |
| <p>(b) In response to (2):</p> <p>The existing pier for off-loading explosive at the southern-most tip of TKO Area 137E near Tit Cham Chau (Item C Site) will be relocated before the first population intake in 2030. The pier zoned “OU(Pier)” will be converted to a public pier intended for recreation and pleasure vessels and tourism to serve the needs of the community and to enhance the recreation and tourism potential of the area, including other part of Sai Kung. It is desirable and cost effective to utilise this existing pier facility for the provision of a public pier. Necessary pedestrian connection will be provided between future MTR station in TKO 137 and the new public pier. Any proposed new licensed ferry services will be reviewed by TD with regard to all relevant factors such</p> | |

as availability of ferry pier facilities, transport policy, existing and planned public transport services, passenger demand, etc.

Situated at the waterfront of TKO 137, Tathong Channel is a major waterway for vessels entering and exiting Victoria Harbour. A 250m buffer distance has been maintained between the proposed reclamation at TKO 137 and the inshore traffic zone to ensure safe navigation. While it is not totally technically infeasible to provide a new public pier in the waterfront, careful planning is required to avoid any disruption to the heavy marine traffic passing through Tathong Channel.

For the proposal on marina, the responses in paragraph 5.3.2.1 (a) above are relevant.

5.3.3 *Major Grounds/Views and Proposals related to TKO 132 only (Items D and E)*

5.3.3.1 *Planning Intention and Land Uses*

| Major Grounds/Views | Representation No. |
|---|---------------------------|
| (1) Concrete batching plant should be located in Yau Tong or elsewhere in NT away from the population, instead of TKO 132 under Item D . | R3 to R7 |
| (2) TKO 132 should not be used for an industrial complex in view of its strategic location as the eastern entrance to Victoria Harbour. The scale and industrial nature of the facilities proposed are incompatible with the surrounding existing land uses. The proposed development at TKO 132 solely for industrial purpose under Item D contradicts the Government's current directive to promote multiple use of land resources. | R10, R12, R14 |
| (3) The public facilities should not be located at TKO 132 in order to prevent TKO residents from further affecting by undesirable public facilities. If they are planned to be located at TKO 132, the outlook of public facilities should be enhanced with greenery provision. | R2 to R7, R16 |
| (4) The scenic coastlines of TKO 132 is a valuable natural asset for Hong Kong, the existing shoreline of TKO 132 should be rezoned to "Coastal Protection Area" ("CPA") to preserve this natural shoreline, which has significant geodiversity. If the proposed reclamation in TKO 132 under Item D can be an offshore artificial island, the western coastline of the reclaimed land should be used for recreation or as a park. There is lack of measures to make the waterfront accessible and engaging. | R10, R12, R13, R14 |

Responses

(a) In response to (1) to (3):

Away from the population centre of the TKO New Town with a buffer distance of around 1km from the nearest residential developments in TKO, TKO 132 is a suitable location to house the five region-specific public facilities that require marine frontages for operation. These facilities have multiple uses and different functions: (i) electricity facilities comprising power receiving and conversion facilities are to import zero-carbon energy from the Mainland; (ii) construction waste handling facility is to receive, handle and bulk transfer the construction waste generated in the territory east area (including TKO) to other downstream waste handling facilities; (iii) public fill transfer facility is to receive public fill generated from the territory east area (including TKO) and transfer to other downstream handling facilities; (iv) refuse transfer station is to compact and containerise municipal solid waste collected from the territory east area (including TKO) and transfer to downstream waste management facilities; and (v) concrete batching plant is to produce and deliver freshly mixed concrete for construction sites in NT East (including TKO) and Kowloon East. Taking into account the land use compatibility and the intention to keep the development low-rise, land utilisation of TKO 132 has been maximised.

Given its marine frontage, putting these public facilities in TKO 132 will allow marine transportation to support the operation. Also, being located close to the TKO portal of the TKO-LTT, the vehicular traffic arising from the public facilities could have direct access to the TKO-LTT and would not need to route through the existing road network in TKO Town Centre when commuting to and from Kowloon, thereby minimising any possible nuisance to the local residents in TKO.

CEDD had conducted environmental studies and concluded that, with the implementation of all recommended mitigation measures, the proposed works in TKO 132 will be environmentally acceptable, including air quality, noise, visual and landscape, etc. Mitigation measures such as green roofs, vertical greening and variety of BHs within individual sites of public facilities will be incorporated as far as possible in corresponding detailed design stage to minimise any possible visual impact from the proposed public facilities.

Regarding the proposed concrete batching plant, concrete is extensively used in construction projects in Hong Kong, thus sustainable and stable concrete supply is very important to construction industry. As fresh concrete will harden with time, it must be delivered timely to construction sites in various regions, and long travelling time may affect the quality of concrete. Therefore, the locations of concrete batching plants entail a geographical consideration and a number of concrete batching plants have been set up in various regions over the territory to supply concrete for the construction projects in nearby areas. In order to cope with the development of East Kowloon and NT East, there is an actual need to identify an appropriate site for the market to set up a concrete batching plant within the region concerned. The proposed concrete batching plant at TKO 132 would serve

the needs of the NT East (including TKO) and Kowloon East. Being mainly zoned “Comprehensive Development Area”, “Residential (Group E)” and “Commercial”, Yau Tong Industrial Area has been gradually transforming from an industrial to a residential and commercial area which is not suitable for new concrete batching plant development.

(b) In response to (4):

The unaffected shoreline and vegetated foothill in TKO Area 132A to the immediate west of **Item E** Site is zoned “GB” primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development.

Regarding the marine ecological values at TKO 132, CEDD has conducted a study and found that the western shoreline of Junk Bay is primarily characterised by natural rocky shore, with the presence of two small soft shores located at Chiu Keng Wan, and one soft shore at Lei Yue Mun Point. All recorded intertidal species are commonly found in Hong Kong, and no species of conservation importance is observed. The concerned shoreline habitat is common in Hong Kong and does not have high ecological value. In terms of geodiversity, the solid geology at TKO 132 is predominately composed of fine-grained granite (of Mount Butler Granite) and coarse ash crystal tuff (of Mount Davis Formation), where both are common in Hong Kong.

The proposed reclaimed land off TKO 132 is situated in a relatively obscure and distant location from TKO Town Centre and will be occupied by public facilities under planning. Providing recreational facilities at this location is not compatible with the surrounding public facilities. In addition, there will be provision of quality open spaces and recreational facilities in other areas in TKO closer to the population, such as the waterfront promenade at TKO 137 and TKO South and water sports centre at TKO Area 77 for public enjoyment. Moreover, the Government is also studying to have earlier implementation of public open space in TKO Area 72 (Tiu Keng Leng Park) near TKO 132.

For the proposal on offshore artificial island, the responses in paragraph 5.3.3.2 (a) below are relevant.

5.3.3.2 Reclamation Works

| Major Grounds/Views | Representation No. |
|---|--------------------|
| (1) The proposed reclamation off TKO 132 for public facilities under Item D will adversely affect the residents in TKO. The reclamation should be relocated. | R3 to R7 |
| (2) It is suggested to adopt the 55m slope-cutting scheme instead of the currently proposed 30m slope-cutting | R2 |

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| scheme to reduce the reclamation extent off TKO 132 under Item D . | |
| (3) The proposed reclamation and developments thereon under Item D are lack of visual integration with the local environment in TKO 132. The rectangular-shape reclamation boundary is considered incompatible with the natural shoreline. The proposed reclamation is visually not appealing and unnatural. The reclamation boundary should provide ample greening and living shoreline design so as to soften the outlook, provide better buffer and enhance visual integration with the existing natural shoreline. | R8, R12, R15 |
| (4) The proposed reclamation boundary of TKO 132 under Item D is outdated and would permanently destroy the natural shoreline. Instead, the reclamation should be shifted offshore. The successful experience of offshore reclamation in other projects in Hong Kong should be applied to TKO 132. | R10, R13, R14 |
| (5) 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 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. | R10 |
| (6) The coastal landscape near TKO 132 is considered one of the remaining natural coastlines in TKO and the proposed reclamation at TKO 132 under Item D would destroy the natural shorelines with significant values, hinder the potential for tourism development and exploration of ancient rock carvings and geodiversity values. | R1, R10, R12, R14 |
| (7) Certain facilities at TKO 132 under Item D should be relocated to caverns with marine frontage in the form of a pier to reduce the reclamation extent off TKO 132 or to preserve the natural shoreline. | R2, R12 |
| Proposals | |
| (i) The location of the five public facilities at TKO 132 under Item D should be shifted southward, moved inward through additional slope cutting or relocated to Ex-Lei Yue Mun Quarry site (Drawing H-1). | R2 to R7 |
| (ii) The rectangular outline of the reclamation extent under Item D should be revised with ample greening to soften | R8 |

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| the outline (Drawing H-2). | |
| (iii) Offshore reclamation should be adopted in TKO 132 under Item D with the side facing natural shorelines having landscape treatments (Drawing H-4). | R10 |
| Responses | |
| <p>(a) In response to (1) to (6) and (i) to (iii):</p> <p>The proposed reclamation in TKO 132 is away from the population centre of TKO Town Centre with a buffer distance of around 1km from the nearest residential developments. The location and scale of the reclamation have taken into account all relevant factors, including water current, marine and land based traffic, ecology, cultural heritage, operational requirements of the public facilities, construction cost and programme.</p> <p>All developments on the reclaimed land off TKO 132 will be low-rise developments with maximum building height ranging from 15mPD to 70mPD. Variation in the building height profile is a response to the adjacent natural hillside, respecting the location of the existing Junk Bay Chinese Permanent Cemetery and minimising the visual impact on the Junk Bay area while facilitating the operational needs of the planned public facilities. To further minimise any possible visual impact, measures such as aesthetically pleasing design of aboveground structures, roof greening and vertical greening will be incorporated at the public facilities in corresponding detailed design stage. Breezeways that align with the prevailing winds are also introduced across various sites in TKO 132 with a view to creating well-ventilated microclimate and promoting permeability.</p> <p>The current 30m slope-cutting scheme at Chin Keng Wan Shan represents an optimised design scheme that balances the need for land for the required public facilities, and financial and time implications of construction. If the 55m slope-cutting scheme instead of the currently proposed 30m slope-cutting scheme is adopted, it is estimated that relevant construction costs would be increased by approximately 20% and the construction period for slope-cutting works would be extended by 2 years. Therefore, the current design of TKO 132 is considered the most optimal.</p> <p>It is undesirable to shift the proposed reclamation southward as it will reduce the buffer distance towards Hong Kong Island. The ex-Lei Yue Mun Quarry is located at Lei Yue Mun Point immediately fronting the major waterway between Victoria Harbour and Tathong Channel. Locating the public facilities requiring marine access at this location may pose disruption to the heavy marine traffic passing by.</p> <p>Regarding the heritage value, CEDD had carried out a Cultural Heritage Impact Assessment. No declared monument, proposed monument, graded historic building or government historic sites were identified within the project boundary of TKO 137 or TKO 132. No direct impact on heritage would therefore be anticipated during both construction and operational phases. Meanwhile, according to the LVIA conducted by CEDD, with</p> | |

implementation of recommended mitigation measures (e.g. provision of buffer screen planting and shoreline treatment, etc.), unacceptable adverse residual landscape impact arising from reclamation is not expected. On the preservation value of the existing shoreline of TKO 132, the responses in paragraph 5.3.3.1 (b) above are relevant.

In formulating the RODP, alternative layouts and configurations of TKO 132 (including an offshore artificial island) have been thoroughly examined in attempt to minimise its potential environmental impacts, particularly on the natural shoreline. Given the operational needs of the public facilities at TKO 132, potential environmental, cost and implementation programme impacts of other alternatives, and also taking into account public comments received in PODP stage, the current reclamation location and layout of TKO 132 is considered the optimal one. Compared with the reclamation proposed in PODP, the total reclamation area has been reduced from 25 ha to around 20 ha (-5 ha or -20%) and the length of natural shoreline affected has been reduced from around 790m to around 500m (-290m or -37% out of a total of 1600 m from Lei Yue Mun Point to Tin Keng Leng).

CEDD will explore the feasibility to adopt eco-shoreline/ecological-enhanced seawall to provide diverse habitats for marine organisms. An approximately 2.6 km long eco-shoreline/ecological-enhanced seawall will be created at both TKO 132 and TKO 137 which would enhance marine biodiversity and imitate the nature shore habitats by incorporating aesthetic textures and patterns, not to mention that the proposed 1.4 km-long waterfront promenade in TKO 137 will be opened for public for enjoyment.

(b) In response to (7):

Comprehensive feasibility review on accommodating public facilities into a cavern near TKO 132 has been carried out with consideration of the design and construction risks, operational requirements, land requirements (including berthing area and open-air operation space), cost and time implications. Based on the assessment outcome, the cavern development for the concerned public facilities would likely incur higher initial cost and operating costs compared with reclamation option given the additional ventilation and associated electrical & mechanical facilities are required. In terms of implementation programme, cavern option would demand longer construction time which renders the required commissioning dates of these public facilities not achievable. Considering the overall cost and benefits, the cavern option is not considered feasible at this stage.

5.3.3.3 Environmental and Ecological

| Major Grounds/Views | Representation No. |
|---|--------------------|
| (1) Construction and operation of various facilities in TKO 132 at Item D Site should be closely monitored to minimise potential environmental impacts, by measures including (i) works vehicles of the facilities should be | R2 to R7 |

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| <p>directed to Yau Tong; (ii) closed-circuit television and environmental monitors (for PM2.5 and noise) should be provided for real-time monitoring; (iii) performance indicators (e.g. for dust, PM2.5 and noise) should be set up for all works and facilities; and (iv) at least one qualified environmental protection professional should be engaged for environmental monitoring, along with at least one representative from each neighbouring residential developments, during the construction and operation stages of each facility in TKO 132.</p> | |
| <p>(2) 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>R1</p> |
| <p>(3) Potential noise disturbance on On Luen Village from the public facilities in TKO 132 under Item D during construction and operation phase has yet to be addressed since the Fixed Noise Source Management Plan (FNMP) would be conducted at later stage.</p> | <p>R1</p> |
| <p>(4) Road traffic noise from the traffic in TKO 132 under Item D Site near Ocean Shores will be approaching the limit, and may arouse community attention.</p> | <p>R1</p> |
| <p>(5) 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>R11</p> |
| <p>Responses</p> | |
| <p>(a) In response to (1) to (4):</p> <p>CEDD has demonstrated that with the implementation of the recommended mitigation measures such as use of quieter plant; directing ventilation exhaust for fixed plants away from noise sensitive uses; installation of silencer and/or acoustic louvre, etc. and taken into account the separation distance and line of sight between the fixed noise sources and the nearest noise sensitive use, no adverse impact from the proposed fixed noise sources would be anticipated to the existing noise sensitive receivers including On Luen Village. Notwithstanding, fixed noise management plan will be submitted for the Designated Projects involved by the respective project proponents to determine the specific noise mitigation measures with reference to the updated plant inventories during project design stage.</p> <p>CEDD has also assessed the road traffic noise impact arising from the proposed works in TKO 137 and TKO 132, and predicted that the peak hour traffic noise at Ocean Shore will be below the road traffic noise criteria.</p> <p>Moreover, heavy vehicles such as diesel-fuelled dump trucks to TKO 137 Fill Bank are using the existing road network of TKO. With the proposed</p> | |

public fill transfer facilities at TKO 132, these heavy vehicles will be diverted away from the existing road network of TKO. This would minimise any potential nuisance to local residents.

Hence, with the implementation of all recommended mitigation measures, the project will not result in any adverse environmental impacts in various aspects, including air quality, noise, visual and landscape, etc. CEDD and relevant implementation agents will execute the proposed mitigation measures in accordance with the Environmental Monitoring and Audit (EM&A) programme for the project. The EM&A programme for the project includes regular monitoring of potential impacts on nearby sensitive receivers to safeguard against adverse environmental consequences. An EM&A plan for the project with corresponding action/limit levels and Event and Action Plan have been developed and its recommendations will be adhered to throughout implementation, including the execution of contingency action plans where necessary. On the suggestions of inviting local representatives during the construction and operation stages of the developments in TKO 132, the responses in paragraph 5.3.1.4 (c) above are relevant.

Moreover, environmental impacts will be further investigated in the separate EIA studies for the Designated Projects in TKO 132 for the implementation of refuse transfer station, construction waste handling facility and electricity facilities. The relevant mitigation measures will be identified and agreed with EPD to ensure these proposed developments in TKO 132 would be environmentally acceptable.

(b) In response to (5):

Coral translocation, which is proven effective, well established and widely adopted in other projects, has been recommended in the EIA Report as a mitigation measure.

The EIA Report confirms the principle of coral translocation and states that there will be no unacceptable residual ecological impact if all recommended mitigation measures are fully implemented. Since the condition (e.g. number, size, health, suitability for translocation, etc.) of coral colonies subject to the direct impact from the project is expected to have minor changes over time, detailed pre-construction surveys will be carried out prior to the commencement of marine works, a common practice in recent EIAs, to provide latest field information and confirm the operational details of the translocation exercise. CEDD will, in consultation with AFCD, submit Coral Translocation and Enhancement Plan to DEP for approval before commencement of marine works.

5.3.4 *Other Amendment Items*

5.3.4.1 *Excising Land from the Area (Item F)*

| Major Grounds/Views | Representation No. |
|--|--------------------|
| (1) Whether Item F Site excised from the Area would be restored and incorporated into Country Park. | R15 |
| Responses | |
| <p>(a) In response to (1):</p> <p>Four small areas (two in Tit Cham Chau and two near Desalination Plant) out of five Item F Sites currently fall within Clear Water Bay Country Park and therefore were excised from the Area.</p> | |

5.3.4.2 *Amendments to the Notes*

| Major Grounds/Views | Representation No. |
|---|--------------------|
| (1) The incorporation of ‘Government Refuse Collection Point’ and ‘Public Convenience’ under Column 1 of the Notes in “V” zone deprives the community to comment on the location and design of these facilities. | R15 |
| (2) The incorporation of ‘Field Study/Education/Visitor Centre’ under Column 2 of the Notes in “V” zone can be exploited for commercial operations. | R15 |
| Responses | |
| <p>(a) In response to (1):</p> <p>The incorporation of ‘Government Refuse Collection Point’ and ‘Public Convenience’ under Column 1 of the Notes for “V” zone, being in line with the latest MSN promulgated by the Board, is to streamline the provision of these common and essential facilities in village areas. Under the current practice, relevant B/Ds such as the Food and Environmental Hygiene Department would consult the concerned local residents/DCs/RCs on the provision of such facilities, as appropriate.</p> | |
| <p>(b) In response to (2):</p> <p>Given the popularity of tours/visits to the villages in recent years, it is considered appropriate to add ‘Field Study/Education/Visitor Centre’ under Column 2 of the Notes for “V” zone to cater for the demand for such uses where appropriate, which is in line with the latest MSN promulgated by the Board. To ensure no insurmountable impacts on the surrounding areas and minimise the possible nuisance to the village environment, planning permission from the Board for such uses is required.</p> | |

5.4 Representation Providing Views

| Major Grounds/Views | Representation No. |
|--|--------------------|
| (1) The proposed TKLSE should avoid affecting on (i) the submarine cables buried under the seabed off TKO InnoPark and (ii) the operations of vessels berthing along the waterfront of TKO InnoPark. | R17 |
| Responses | |
| <p>(a) In response to (1):</p> <p>The alignments of TKLSE shown on the OZP are for information only. Statutory procedure will be required under the Railways Ordinance (Cap. 519) to take forward the project. All relevant considerations including submarine cables and vessels berthing near TKO InnoPark will be taken into account for the implementation of TKLSE.</p> | |

6. Departmental Consultation

6.1 The following Government B/Ds have been consulted and their comments, if any, have been incorporated in the above paragraphs and **Annex IV**, where appropriate:

- (a) Secretary for Development;
- (b) Secretary for Environment and Ecology;
- (c) Secretary for Health;
- (d) Secretary for Transport and Logistics;
- (e) Secretary for Culture, Sports and Tourism;
- (f) Project Manager (East), CEDD;
- (g) District Lands Officer/Sai Kung, Lands Department;
- (h) C for T;
- (i) Chief Architect/3, Architectural Branch, Architectural Services Department;
- (j) Chief Engineer/Railway Development Division 1-1, Railway Development Office, Highways Department;
- (k) Chief Property Manager (Leasing & Commercialisation), Government Property Agency;
- (l) Chief Engineer/Fill Management, CEDD;
- (m) Head of Geotechnical Engineering Office, CEDD;
- (n) Director of Agriculture, Fisheries and Conservation;
- (o) DEP;
- (p) Director of Food and Environmental Hygiene;
- (q) Director of Leisure and Cultural Services;
- (r) Director of Marine;
- (s) Executive Secretary (Antiquities and Monuments), Antiquities and Monuments Office, DEVB; and
- (t) Chief Town Planner/Urban Design & Landscape, PlanD.

7. Planning Department's Views

- 7.1 The supportive views of **R1 (part)** and the views of **R17** are noted.
- 7.2 Based on the assessments in paragraph 5 above, PlanD does not support **R1 (part)**, **R2 to R16** and considers that the OZP should not be amended to meet the representations due to the following reasons:

Developments in Tseung Kwan O (TKO) Area 137 (TKO 137) and TKO Area 132 (TKO 132) (Items A to F)

- (a) the Government has been adopting a multi-pronged approach to provide much-needed land for housing supply and economic development in the short-to-long term, and remains determined to sustain efforts in land production and take forward various projects in a steady and paced manner. TKO 137 will be developed into a new waterfront community primarily for residential purpose. At the same time, a piece of land to be reclaimed off TKO 132 in Chiu Keng Wan is identified for accommodating five public facilities serving the territory east area including TKO. **Items A to F** is to take forward this initiative (**R3 to R7, R11, R15**);
- (b) various technical assessments, including Environmental Impact Assessment (EIA) have been conducted to demonstrate that the proposed developments in TKO 137 and TKO 132 would not impose significant impacts to the local neighbourhoods and surrounding areas, and are technically feasible without any insurmountable problem from traffic, drainage, sewerage, environment, ecological, visual and air ventilation perspectives with implementation of mitigation measures (**R1, R2 to R16**);
- (c) according to the Traffic and Transport Impact Assessment of the Study, with the implementation of the necessary road improvement works and recommended public transport provision in place, the proposed development in TKO 137 and TKO 132 are acceptable in overall traffic term (**R2, R8, R10, R14 to R16**);
- (d) EIA including the Landscape and Visual Impact Assessment, has been conducted in compliance with the established standards and requirements of the EIA Study Brief and Technical Memorandum to evaluate the potential impacts of the proposed developments at TKO 137 and TKO 132. The EIA Report was approved with conditions by the Director of Environmental Protection. With the implementation of all recommended mitigation measures, the proposed developments would be environmentally acceptable. An Environmental Monitoring and Audit Programme is also recommended to ensure proper execution of the proposed mitigation measures (**R1, R10, R12, R13, R15**);

Items A to C related to TKO 137 only

- (e) the current reclamation extent and layout of TKO 137 are considered optimised. Any reduction in developable land will reduce flat production and limit flexibility in the overall layout design. The proposed developments at TKO 137 are also considered not incompatible with the surrounding developments. The zonings and relevant development restrictions under the Notes of the Outline

Zoning Plan (OZP) for the sites under **Items A to C** are considered appropriate (**R8, R9, R15**);

- (f) based on the urban design framework for TKO 137, a stepping-down building height (BH) profile has been translated into the building height restriction on the OZP for individual sites. Besides, a network of linked open spaces connecting the blue-green natural resources will be provided to allow close interaction of the developments with the natural environment (**R15**);
- (g) the proposed pier at the site under **Item C** is desirable and cost effective to utilise the existing pier facility for provision of a public pier (**R8, R9, R15**);

Items D and E related to TKO 132 only

- (h) located away from the population centre of TKO New Town, TKO 132 is considered as a suitable location to house the five region-specific public facilities that require marine frontages for operation, serving the territory east area including TKO. Considering the operational requirements of the public facilities and relevant technical considerations, including water current, marine and land based traffic, ecology, cultural heritage, construction cost and programme implications of the project, the current extent, location and reclamation layout of TKO 132 have been optimised. Various technical assessments have also demonstrated that the proposal would be environmentally acceptable and are technically feasible. The zonings and relevant development restrictions under the Notes of the OZP for the sites under **Items D and E** are considered appropriate (**R1, R2 to R8, R10 to R16**);

Item F

- (i) major part of the site under **Item F** excised from the OZP falls within Clear Water Bay Country Park. All uses and development within Country Park are subject to the control of the Country and Marine Parks Authority under the Country Parks Ordinance (Cap. 208) (**R15**); and

Amendments to the Notes for “Village Type Development” (“V”) zone

- (j) the incorporation of ‘Government Refuse Collection Point’ and ‘Public Convenience’ under Column 1 and ‘Field Study/Education/Visitor Centre’ under Column 2 of the Notes for “V” zone is in line with the latest Master Schedule of Notes to Statutory Plans promulgated by the Town Planning Board (the Board). The provision of these facilities will follow the relevant established Government procedures and/or require planning permission from the Board (**R15**).

8. Decision Sought

- 8.1 The Board is invited to give consideration to the representations taking into consideration the points raised in the hearing session, and decide whether to propose/not to propose any amendment to the OZP to meet/partially meet the representations.

- 8.2 Should the Board decide that no amendment should be made to the draft OZP to meet the representations, Members are also invited to agree that the OZP, together with the updated Notes and ES, are suitable for submission under section 8(1)(a) of the Ordinance to the Chief Executive in Council for approval.

9. Attachments

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| Annex I | Draft TKO OZP No. S/TKO/31 |
| Annex II | Schedule of Amendments to the Approved TKO OZP No. S/TKO/30 |
| Annex III | List of Representers in respect of the Draft TKO OZP No. S/TKO/31 |
| Annex IV | Summary of Representations and Responses |
| Annex V | Extract of the Minutes of the TPB Meeting held on 17.1.2025 |
| Annex VI | Extract of the Minutes of SKDC Meeting held on 5.11.2024 |
| Annex VII | Provision of Major Community Facilities and Open Space in the TKO OZP |
| Drawing H-1 | Drawing provided by R3, R4, R5, R6 and R7 |
| Drawing H-2 | Drawing provided by R8 |
| Drawing H-3 | Drawing provided by R8 and R9 |
| Drawing H-4 | Drawing provided by R10 |
| Plan H-1 | Planning Area |
| Plan H-2 | Location Plan of Representation Sites |
| Plans H-3a to H-3c | Site Plan, Aerial Photo and Site Photos of Representation Sites under Items A to C and F (TKO 137) |
| Plans H-4a to H-4c | Site Plan, Aerial Photo and Site Photos of Representation Sites under Items D and E (TKO 132) |
| Plan H-5 | Visual Envelope and Key Public Viewpoint in the LVIA of the approved EIA Report |

**PLANNING DEPARTMENT
JULY 2025**